



On March 18, the Ministry of Transport and the National Development and Reform Commission issued a notice on the revision and issuance of the “Port Charges and Charges Measures”. The notice was implemented from April 1, 2019 and is valid for 5 years.

Notification requirements, reduce some of the charging standards, merge charging items and regulate charging behavior. The specific notice is as follows:



Notice on the revision and issuance of the "Port Charges and Charges"

National Development and Reform Commission of the Ministry of Transport

The transportation departments (bureaus, committees), development and reform commissions, price bureaus of the provinces, autonomous regions and municipalities directly under the central government, the transportation and transportation ministers, the Jiang Navigation Administration, the Zhujiang Navigation Administration, and the Ministry of Transport are directly under the Maritime Safety Administration:

In order to implement the central economic work conference on further reducing logistics costs and the State Council's work on optimizing the port business environment, further clean up and standardize port service service charges, and effectively enhance the sense of corporate burden reduction, according to the "Port

Law of the People's Republic of China" The People's Republic of China Price Law, "Central Pricing Catalogue", the Ministry of Transport and the National Development and Reform Commission have revised the "Port Charges and Charges", which is now issued to you, please follow the implementation. The relevant matters are notified as follows:

First, reduce some government pricing fees

The charges for cargo port charges, port facility security fees, pilotage (transfer) fees, and tugboat charges for domestic routes are reduced by 15%, 20%, 10% and 5% respectively.

The domestic trade vessels of 80 meters and below (excluding chemical tankers and liquefied gas vessels) entering and leaving the coastal ports and the domestic trade vessels of 150 meters or less entering and leaving the Yangtze River trunk ports shall be determined by the shipowners on the premise of ensuring safety and **based on actual conditions. Use a tugboat .**

Second, the combined charging project

According to the principle of "deduction and consolidation", the combined storage and storage fee will be used as the storage fee; the water supply (material) service fee, oil supply (gas) service fee and power supply service fee will be combined. The service fee for the ship is provided; the service fee for the garbage receiving and processing service and the service fee for receiving the sewage oil and water are combined and named as the ship pollutant receiving and processing service fee.

Third, regulate the charging behavior

Port operators, pilotage agencies and other units must strictly implement government pricing, implement the list of port operation service charges and the publicity system, and promptly adjust the name and charging standard of the publicly announced charges according to this notice.

The relevant agency enterprises collect and pay for the government's pricing charges such as port charges for port goods and security fees for port facilities, and may not increase the fare. It is not allowed to increase the charging standards and mandatory fees in disguise through various means. The oil boom service unit shall not impose a boom service on ships that load or unload non-persistent oil. **The oil boom service unit and tugboat operator shall not exceed the scope and exceed the standard fee.**

In addition to the pilotage service, the technical service fee for guiding the maritime mobile platform to sail in China's waters shall be subject to market adjustment price, and the leading service unit shall negotiate with the entrusting party to determine the specific charging standard.

Fourth, ensure that all policies are in place The local administrative departments of transportation (ports administration) and the competent pricing departments at all levels shall strengthen policy propaganda and communicate the requirements of this notice to relevant operators and units in a timely and accurate manner. It is necessary to strengthen the supervision of policy implementation, and urge port operators and relevant units to carry out self-examination and self-correction, unblock the reporting channels, announce report calls, promptly handle the problems reflected, and **encourage the use of 12328 telephone consultation and complaints related issues** .

It is necessary to strengthen coordination with relevant departments, establish a linkage mechanism, carry out joint law enforcement, and increase penalties for violations of fees and charges. Market operations such as port tally, tugboat and boom support services should further introduce competition mechanisms.

This notice shall **be implemented from April 1, 2019** and shall be valid for 5 years.

The Ministry of Transport and the National Development and Reform Commission will improve relevant policies in a timely manner in accordance with policy

implementation and market changes. Notice of the Ministry of Communications on the Relevant Matters Concerning the Collection of Security Fees for Port Facilities (Chao Shui Fa [2006] No. 238) and the Notice of the National Development and Reform Commission of the Ministry of Transport on Printing and Distributing the Port Charges and Charges [2017] No. 104) At the same time, it is abolished. In the event that the previous provisions on port operating service charges are inconsistent with this notice, this notice shall prevail.

National Development and Reform Commission of the Ministry of Transport

March 13, 2019

Note: According to Article 19 of the “Implementation Measures for Civil Liability Insurance for Ship Oil Pollution Damage”: “Oil” refers to any type of oil and its refined products. "Permanent oils" means any persistent hydrocarbon mineral oils such as crude oil, fuel oil, heavy diesel oil and lubricating oils. "Non-persistent oils" means any oil other than persistent oils.



Related fee schedule



1

Special cargo weight conversion table

| item name | unit of measurement | Conversion weight (kg) |
|--|---------------------|------------------------|
| Camel, cow, horse, donkey, donkey | head | 1000 |
| Pig, sheep, dog, burdock, horse, donkey, donkey | Head (bar, only) | 200 |
| Bulk piglets and lambs | Head (only) | 30 |
| Cage piglets, lambs, poultry, livestock, beasts, snakes, eggs | cubic meter | 500 |
| Rattan, bamboo chair, stool, several, bookshelf | One | 30 |
| Fry (秧, species) | cubic meter | 800 |
| Other goods that cannot be determined by weight | cubic meter | 1000 |
| Furniture (except for folding) | | |
| Empty containers of various materials (except for folding and straw bags, cloth bags, paper bags, sacks, plastic bags) | | Double the weight |

Note: Double the self-weight means that the gross weight of the cargo itself is doubled.

2

Foreign trade cargo port fee rate table

| classification | Numbering | Cargo and container name | unit of charging | Rate (yuan) | |
|----------------|-----------|--|------------------|-------------|--------|
| | | | | import | Export |
| goods | 1 | Coal, ore, ore, mineral powder, phosphate soil, cement, soda ash, grain, salt, sand, stone, brick, pig iron, steel (excluding scrap), steel pipe, billet, ingot, non-ferrous ingot, coke, Semi-coke, lump coal, fertilizer, light foam cargo | Weight tons | 1.20 | 0.60 |
| | | | Volume tons | 0.70 | 0.35 |

| | | | | | |
|---------------|---|---|---------------|--------|-------|
| contain er | 2 | First-class dangerous goods, refrigerated goods, ancient paintings, antiques, goldware, silverware, jewellery, jade, jade, coral, agate, crystal, diamond, jade carving, woodcut, various sculptures, shell carvings, lacquerware, Ancient porcelain, cloisonne, carpet, tapestry, embroidery | Weight tons | 5.60 | 2.80 |
| | | | Volume tons | 3.70 | 1.85 |
| | 3 | Other goods | Weight tons | 2.80 | 1.40 |
| | | | Volume tons | 1.80 | 0.90 |
| | 4 | Containers and commodity boxes for general cargo | Box (20 feet) | 34.00 | 17.00 |
| | | | Box (40 feet) | 68.00 | 34.00 |
| | 5 | Containers and reefer containers (heavy boxes) for loading primary dangerous goods | Box (20 feet) | 68.00 | 34.00 |
| | | | Box (40 feet) | 136.00 | 68.00 |

Note: 1. "Light foam cargo" means cargo of 4 cubic meters per 1 ton of volume, but the weight of each cargo is 5 tons and is charged by weight.

2. The term "fertilizer" in No. 1 refers to the fertilizer used in agricultural production, and other materials used in chemical raw materials are not included here.

3. The "Class 1 Dangerous Goods" in No. 2 includes Class 1, Class 2, and Class 7 of the Dangerous Goods Name List (GB12268) and the IMDG Code Dangerous Goods List. Dangerous goods in categories 5.2 and 6.2 and dangerous goods in packaging categories I and II in categories 3, 4, 8, 5.1 and 6.1, excluding fertilizers and pesticides for agricultural production.

4. Crude oil is charged as "other goods" in number 3.

5. Other containers are charged according to the ratio of their internal volume to the internal volume of the box-type container.

Domestic trade cargo port fee rate table

| Num ber in g | classification | Scope of applic ation | unit of chargi ng | Rate (yuan) |
|-----------------------|----------------|--------------------------|----------------------|-------------|
|-----------------------|----------------|--------------------------|----------------------|-------------|

| | | | | |
|---|---|------------------------------|---------------|-------|
| 1 | goods | Coastal port | Weight tons | 0.425 |
| | | Inland port | | 0.85 |
| 2 | Containers and commodit y boxes for general cargo | Coastal port | Volume tons | 0.21 |
| | | Inland port | | 0.42 |
| 3 | Containers and reefer cont ainers (heavy boxes) for lo ading primary dangerous goods | Coastal and inla nd ports | Box (20 feet) | 7.00 |
| | | | Box (40 feet) | 14.00 |
| | | | Box (20 feet) | 14.00 |
| | | Coastal and inla nd ports | Box (40 feet) | 28.00 |

Note: 1. Other containers are charged according to the ratio of their internal volume to the internal volume of the box-type container.

2. Fuzhou Port is charged according to the inland river port charging standard.

4

Port facility security fee rate table

| Number ing | classification | unit of charging | Rate (yua n) |
|---------------|---------------------|--------------------------------|-----------------|
| 1 | Container heavy box | Box (20 feet) | 8.00 |
| | | Box (40 feet) | 12.00 |
| 2 | goods | Weight tons or v olume tons | 0.20 |

Note: Non-standard containers other than 1.20 ft. and 40 ft. are billed at similar box rates.

2. Container LCL cargo shall be distributed to the port facility security fee according to the actual weight or volume of the cargo.

5

Voyage international route ship port charge base rate table

| Num berin g | project | unit of charg ing | Rate (yuan) | Description |
|-------------------|----------------------------|----------------------------------|-------------|---|
| 1 | Pilotage (port ing) fee | Billing tons | 0.45 | 40000 net tons and below |
| | | | 0.40 | 40001-80000 net tons |
| | | | 0.375 | 80000-120000 net tons |
| | | Billing tons · nautical miles | B 0.004 | 10 nautical miles or more overtravel section |

| | | | | | |
|---|--------------|--------------|---|---------|-----------------------------|
| 2 | Parking fee | Billing tons | C | 0.14 | Passing through the gate |
| | | Billing tons | D | 0.20 | Port transfer |
| | | Billing tons | A | 0.25 | |
| | | Billing tons | B | 0.15 | |
| | | Billing tons | C | 0.05 | Anchorage mooring |
| 3 | Oil boom fee | Ship times | | 3000.00 | Ships below 1000 net tons |
| | | | | 3500.00 | 1000-3000 net tons of ships |
| | | | | 4000.00 | Ships over 3,000 net tons |

6

Sailing domestic route ship port charge base rate table

| Numbering | project | unit of charging | Rate (yuan) | | Description |
|-----------|------------------------|-------------------------------|-------------|---------|--|
| 1 | Pilotage (porting) fee | Billing tons | A | 0.18 | |
| | | Billing tons · nautical miles | B | 0.0018 | |
| | | Billing tons | C | 0.135 | Leading domestic routes to ship in the port |
| | | | D | 0.105 | Leading domestic vessels to sail the Heilongjiang water system in the port |
| 2 | Parking fee | Billing tons | A | 0.08 | |
| | | | B | 0.12 | |
| 3 | Oil boom fee | Ship times | | 1000.00 | Ships below 500 net tons |
| | | | | 1200.00 | 500-1000 net ton ship |
| | | | | 1400.00 | Ships over 1,000 net tons |

7

Pilot chart rate chart for Heilongjiang water system pilotage on domestic routes

| Ship type | Billing unit (billing ton) | Rate (yuan/ km) |
|-------------------------|----------------------------|------------------|
| Passenger and freighter | 300 or less | 0.89 |
| | 300-500 | 1.33 |
| | 500-1000 | 1.77 |

| | | |
|---|-------------|------|
| | 1000-2000 | 2.37 |
| | 2000-3000 | 2.66 |
| | 3000-5000 | 3.11 |
| | 5000-7000 | 3.56 |
| | 7000-10000 | 4.29 |
| | 10000-15000 | 5.47 |
| | 15000—20000 | 7.99 |
| Barge, wooden bamboo raft, floating float | Below 500 | 0.44 |
| | 500-1000 | 0.59 |
| | 1000-2000 | 0.67 |
| | 2000-3000 | 0.74 |
| | 3000-4000 | 0.89 |

Note: Pilotage mileage is calculated based on freight mileage.

Shipping tug fee base rate table for sailing international routes

Billing unit: yuan / tugboat times

| Serial number | Captain (m) | Ship type | | |
|---------------|--------------|----------------------------|--|---|
| | | Container Ship, | Oil tankers, chemical tankers, Liquefied gas carrier | Bulk carriers, general cargo ships and others |
| | | Ro-ro ship, passenger ship | | |
| 1 | 80 and below | 6000 | 5700 | 5300 |
| 2 | 80-120 | 6500 | 7800 | 7400 |
| 3 | 120-150 | 7000 | 8500 | 8000 |
| 4 | 150-180 | 8000 | 10500 | 9000 |
| 5 | 180-220 | 8500 | 12000 | 11000 |
| 6 | 220-260 | 9000 | 14000 | 13000 |
| 7 | 260-275 | 9500 | 16000 | 14000 |
| 8 | 275-300 | 10000 | 17000 | 15000 |
| 9 | 300-325 | 10500 | 18000 | 16000 |
| 10 | 325-350 | 11000 | 18600 | 16500 |
| 11 | 350-390 | 11500 | 19600 | 17800 |
| 12 | 390- | 12000 | 20300 | 19600 |

Ship charter fee schedule for sailing domestic routes (coastal port)

Billing unit: yuan / tugboat times

| Serial number | Captain (m) | Ship type | | |
|---------------|--------------|--|--|---|
| | | Container Ship, Ro-ro ship, passenger ship | Oil tankers, chemical tankers, Liquefied gas carrier | Bulk carriers, general cargo ships and others |
| 1 | 80 and below | 3300 | 3300 | 3000 |
| 2 | 80-120 | 3700 | 4300 | 4100 |
| 3 | 120-150 | 4200 | 4900 | 4700 |
| 4 | 150-180 | 4500 | 6100 | 5100 |
| 5 | 180-220 | 4800 | 6900 | 6100 |
| 6 | 220-260 | 5200 | 8500 | 7500 |
| 7 | 260-275 | 5500 | 9500 | 8000 |
| 8 | 275-300 | 5700 | 10000 | 8500 |
| 9 | 300-325 | 6100 | 10500 | 9000 |
| 10 | 325-350 | 6400 | 10700 | 9400 |
| 11 | 350-390 | 6700 | 11300 | 9900 |
| 12 | 390- | 7100 | 11900 | 11300 |

10

Ship charter fee schedule for sailing domestic routes (inland port)

Billing unit: yuan / tugboat times

| Serial number | Captain (m) | Ship type | | |
|---------------|--------------|--|--|---|
| | | Container Ship, Ro-ro ship, passenger ship | Oil tankers, chemical tankers, Liquefied gas carrier | Bulk carriers, general cargo ships and others |
| 1 | 80 and below | 4900 | 4700 | 4200 |
| 2 | 80-120 | 5400 | 6100 | 5800 |
| 3 | 120-150 | 5800 | 6900 | 6500 |
| 4 | 150-180 | 6500 | 8600 | 7300 |
| 5 | 180-220 | 6800 | 9900 | 9000 |
| 6 | 220-260 | 7300 | 11700 | 10600 |
| 7 | 260-275 | 7900 | 13300 | 11700 |

| | | | | |
|----|---------|-------|-------|-------|
| 8 | 275-300 | 8200 | 14000 | 12400 |
| 9 | 300-325 | 8700 | 14900 | 13100 |
| 10 | 325-350 | 9100 | 15400 | 13700 |
| 11 | 350-390 | 9600 | 16300 | 14700 |
| 12 | 390- | 10000 | 17100 | 16200 |

Note: The river ports in this table include the Yangtze River trunk ports and other inland river ports that are open to the outside world.

Port charge and billing method



Chapter I General Provisions

First In accordance with the overall arrangements for the comprehensive deepening reform of the Third Plenary Session of the 18th CPC Central Committee, to standardize port service service charging behavior, improve the port price formation mechanism, safeguard the legitimate rights and interests of the port operations, use and management, and promote the sustainable health of the port industry. Development, in accordance with the "Port Law of the People's Republic of China", "Price Law of the People's Republic of China", "Central Pricing Catalogue", "List of Catalogues of Central Government-Owned Business Services Charges", "List of Catalogues of Operational Charges for Import and Export of Central Enterprises" and Port Management These regulations are formulated.

Second The main ports of the People's Republic of China along the coast, the Yangtze River trunk line and all other open ports provide services such as ship access, berthing, berthing, passenger boarding, cargo handling, transfer, storage and port

security, etc., by port operators and piloting agencies. The shipowner, the cargo party or its agent, etc., shall calculate the service expenses of the port and apply to these Measures.

The port charges for transportation between Hong Kong, Hong Kong, Macao and Taiwan shall be implemented in accordance with the relevant provisions of the Measures relating to the navigation of international ships and foreign trade import and export goods and containers.

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

The charging and charging method for the pilotage (moving) of ships on the Yangtze River trunk is separately stipulated.

Article 3 Port charges include operating service charges for government pricing, government-guided prices, and market-adjusted prices. Port charges for government pricing include cargo port charges and port facility security fees; port charges for government-guided prices include pilotage (moving) Fees, tugboat fees, berthing fees and boom use fees; port charges for market-adjusted prices include port operation package fees, warehouse usage fees, ship supply service fees, ship pollutant receiving and processing service fees, and tally service fees.

The above-mentioned charging items shall be separately collected and collected, and the port operators and piloting agencies shall not exceed the above scope to establish separate port charging items.

Port operators and pilotage agencies shall establish a list system for toll lists, adopt public notice boards, public signs, price lists (books) or electronic display screens, electronic touch screens, etc., and actively publicize the charging items, corresponding service contents and charging standards, and accept social supervision. . The public notice column (including public sign, electronic display, electronic touch screen, etc.) should be fixedly set in the toll collection place and convenient place for reading in the port area for a long time. It should be placed as independently as possible, and the position is obvious.

Article 4 Port charges for implementing government pricing must be calculated in accordance with the charging standards stipulated in these Measures; port charges for implementing government-guided prices shall be capped by the charging standards stipulated in these Measures, and port operators and piloting agencies may not exceed the upper limit charging standards. The specific charging standards are set up independently; the port charges for implementing the market adjustment price are set by the port operators independently according to the market supply and demand and competition status, production and operation costs and service contents.

The port charging standard for implementing government pricing shall be determined at the rate stipulated in these Measures; the port charging standard for implementing the government-guided price shall be determined in accordance with the benchmark rate, additional charges and preferential charges stipulated in these Measures.

The specific charging standard for pilotage (porting) fees shall be reported to the provincial-level transportation and price authorities by the port administrative department of the port where it is located, and shall be announced and executed by the piloting agency.

Article 5 The ship's party, the cargo party or its agent shall submit the written information of the payer to the port operator, manager or pilotage agency no later than the day the ship arrives at the port. If the import and export manifests and relevant information provided by the ship or its agent are incorrect or need to be changed, the port operator, manager or pilotage agency shall be notified in writing before unloading or loading.

Article 6 Port charging and billing units and adjustment methods shall comply with the following provisions:

(1) The fee is calculated in RMB yuan as the unit of charge. The mantissa of each bill of lading or bill of lading is rounded up to the nearest round, and the minimum charge for each bill is \$1.

(2) The ship is charged in billable tons. In terms of net tons, 1 net ton is 1 billable ton, and no net ton is calculated in terms of gross tons, neither net tons nor gross tons per ton. There are neither net tons nor gross tonnage and deadweight tons, and they are charged according to the charging standard. The tug is calculated by horsepower, and 1 horsepower is 1 billable tons. Wood bamboo rafts, floating floats, etc. are calculated by volume, and 1 cubic meter is 1 billable ton. Less than 1 billable tons per 1 bill.

(3) Time is calculated by day or hour. For daily billing units, according to the calendar day, less than 1 day is counted as 1 day; for hourly billing units, less than 1 hour is counted as 1 hour, more than 1 hour is counted, less than half an hour is 0.5 hour , more than half an hour in 1 hour. Except as otherwise provided.

(4) The distance is nautical miles or kilometers, and 1 nautical mile or 1 kilometer is less than 1 nautical mile or 1 kilometer.

(5) The area is measured by square meters, and the area is less than 1 square meter.

(6) The goods are in the unit of weight tons or volume tons, which are both weight tons and volume tons. The weight of the cargo is the gross weight of the cargo, which is 1 kilogram of 1000 kilograms; the volumetric volume is the volume of the cargo "measured by the full scale", which is 1 cubic ton of 1 cubic meter. The weight of special cargo is converted according to Table 1 (Special Goods Weight Conversion Table). When it is converted to weight, it is calculated according to the converted weight.

(7) The weight or volume of each cargo of each bill of lading or loading list shall be calculated at a minimum of 1 ton or 1 ton; if it exceeds 1 ton or 1 ton, the mantissa shall be 0.01. The goods of the same grade for each bill are added together.

(8) The container is in the form of a box (20 feet or 40 feet). Foldable empty boxes, 4 boxes and 4 boxes or less, put together, according to 1 box of corresponding standard heavy box billing. Except as otherwise provided.

Article 7 The weight or volume of the goods shall be as listed on the bill of lading, the bill of lading or the contract for the operation of the port cargo. The port operator and manager may check the weight or volume of the goods. If the weight or volume listed in the bill of lading, bill of lading or port cargo operation contract is inconsistent with the verification, the actual verification result shall be used as the basis for billing.

eighth In addition to cargo port fees and port facility security fees, pilotage (transfer) fees, tugboat fees, berthing fees and boom use fees shall be charged at the upper limit of the fee stipulated in these Measures.

Chapter II Cargo Port Fees

Article 9 Goods and containers that are transported through the port are charged by the unit responsible for maintaining and managing the port infrastructure such as breakwaters, waterways, anchorages, etc., to the cargo or its agents.

Article 10 The collection and collection of foreign trade cargo port fees shall comply with the following provisions:

(1) The port fees for foreign trade goods shall be calculated according to the rates stipulated in Table 2 (the foreign trade cargo port fee rate table) for the import and export port charges.

(2) The following goods and containers are exempt from port charges for foreign trade goods:

1. Baggage checked by passenger ticket;
2. Fuel materials used by the ship for personal use;
3. The ship's loading padding material;
4. Packing equipment with the goods in the package;
5. Ice and salt for antiseptic with the fresh fish;
6. Necessary feed with live animals and live birds;
7. Embassy items, United Nations items, gifts, exhibits, samples;
8. International transit goods;
9. Empty containers (except commodity boxes).

Article 11 The collection of domestic trade cargo port fees shall comply with the

following provisions:

(1) The domestic and international cargo port charges shall be calculated according to the rates specified in Table 3 (the domestic trade cargo port fee rate table) for the import and export cargo port charges.

(2) The following goods and containers are exempt from domestic trade cargo port fees:

1. Baggage checked by passenger ticket;
2. Fuel materials used by the ship for personal use;
3. The ship's loading padding material;
4. Packing equipment with the goods in the package;
5. Fresh fish caught by fishing vessels and ice and salt for anti-corrosion in the same industry;
6. Necessary feed with live animals and live birds;
7. Embassy items, United Nations items, military items;
8. Goods that are still required to be transported to the original port of arrival due to accidental unloading in the port;
9. Goods used in the construction of Hong Kong;
10. Ships purchased or sold;
11. Empty containers (except commodity boxes).

Chapter III Port Facilities Security Fees

Article 12 Foreign trade import and export goods and containers that are swallowed through the port shall be collected and paid by the port operator who obtained the "Port Facilities Security Compliance Certificate" at the rate specified in Table 4 (Port

Facilities Security Fee Rate Table). Security fees for entry and exit port facilities.

Article 13 Foreign trade import and export internal feeder transport containers shall be paid by the ship operator who bears the international transport section or its agent to the port operator who is at the port to pay the port facility security fee.

Article 14 If the foreign trade imported goods and containers are no longer transported by water to the port of arrival or other ports, the port facility security fee shall be collected by the port in the middle of the port; for the reason, the port has not been cleared for customs clearance and will continue to be transported by water to the original port of arrival or In other ports, the security costs of port facilities are collected by the port of arrival.

Article 15 The following goods and containers are exempt from port facility security fees:

1. Baggage checked by passenger ticket;
2. Fuel materials used by the ship for personal use;
3. The ship's loading padding material;
4. Packing equipment with the goods in the package;
5. Ice and salt for antiseptic with the fresh fish;
6. Necessary feed with live animals and live birds;
7. Embassy items, United Nations items, gifts, exhibits, samples;
8. Imported fertilizers, international transit and international transit goods and containers;
9. Empty containers (including commercial containers).

Chapter IV Pilotage (Moving) Fees

Article 16 Leading ships entering and leaving the port on international routes shall be subject to the following provisions for the collection of pilotage fees to the ship or its agents:

(1) The pilotage distance is within 10 nautical miles and within, and the pilotage fee of 120,000 net tons or less is to be drawn, and the rate is calculated according to the rate specified in Table 5 (Sales International Airport Ship Port Charge Rate Table) No. 1 (A). The pilotage distance is within 10 nautical miles and within, and the pilotage fee for leading ships exceeding 120,000 net tons is calculated at 49,000 yuan.

(2) Pilotage fees with a pilotage distance exceeding 10 nautical miles, and the overtravel portion shall be calculated at the rate specified in Table 5, No. 1 (B).

(3) Pilotage fees far beyond the pilotage distance of each port shall be calculated at 30% of the rate specified in Table 5, No. 1(A).

(4) Ports outside Dalian, Yingkou, Qinhuangdao, Tianjin, Yantai, Qingdao, Rizhao, Lianyungang, Shanghai, Ningbo, Xiamen, Shantou, Shenzhen, Guangzhou, Zhanjiang, Fangcheng, Haikou, Yangpu, Ba, and Sanya (In the port area, the pilotage fee is charged for the pilotage surcharge, and the maximum is not more than 0.27 yuan per meter.

(5) Leading the ship on the international route of navigation to pass the gate, and the pilotage fee shall be added to the pilotage fee. The threshold for the passage of the gate shall be calculated according to the rate specified in Table 5, No. 1 (C).

Article 17 To guide the entry and exit of vessels on domestic routes, and to collect pilotage fees from the ship or its agents shall meet the following requirements:

(1) Pilotage fees with a pilotage distance of 10 nautical miles or less shall be calculated at the rate specified in No. 1(A) of Table 6 (Shipline Domestic Route Ship Port Charge Rate Rate Table).

(2) Pilotage fees with a pilotage distance exceeding 10 nautical miles, and the overtravel portion shall be calculated at the rate specified in Table 6 No. 1 (B).

(3) Pilotage fees far beyond the pilotage distance of each port shall be calculated at 30% of the rate specified in Table 6 No. 1(A).

Article 18 The pilotage distance of a port shall be determined by the port administrative department of the port where it is located and announced to the public, and at the same time, it shall be reported to the provincial competent transportation department.

Article 19 To guide the movement of ships on international and domestic routes within the port, the pilotage agency shall charge the ship or its agent for the transfer fee. To guide the movement of ships on international routes within the port, the transfer fee shall be calculated on a per-time basis according to the rate specified in Table 5 (Sales International Airport Shipping Port Charge Rate Base Rate Table) No. 1 (D). To guide the movement of ships on domestic routes within the port, the parking fee shall be calculated in accordance with the rate specified in Table 6 (Scheduled Domestic Route Ship Port Charge Rate Table) No. 1 (C).

Article 20 Leading ships on domestic routes to sail the Heilongjiang River system. The pilotage fee is calculated according to the prescribed rate in Table 7 (the charter

rate table for the pilotage of the Heilongjiang River water system on the domestic route), and the towage is towed by tugboats with more than 20,000 bills and more than 4,000 tons. The pilotage fee for wooden bamboo rafts and floating floats shall be determined by the pilotage agency in consultation with the ship or its agent; the port transfer fee shall be stipulated in Table 6 (Ship Navigation Domestic Route Ship Port Charge Rate Rate Table) No. 1 (D) The rate is calculated on a secondary basis.

Article 21 Pilotage (porting) operations for ships on holidays or night shifts on international routes shall be subject to additional pilotage (transfer) surcharges based on actual operations. The pilotage (moving) operation time of holidays and night shifts accounts for half or more of the total operation time, or the operation time of holidays and night shifts is greater than or equal to half an hour. The pilotage (moving) surcharge for holidays or night shifts shall be in accordance with Table 5 (Navigation). The international port shipping port charge rate table) No. 1 stipulates that 45% of the rate will be added separately, both for holidays and for night shifts (shipping) surcharges are set at 90% of the rate specified in Table 5, No. 1. Additional.

Article 22 The port pilotage (porting) of the international shipping route is at least 2000 billable tons; the port pilotage (moving) of the Heilongjiang water system on the domestic route is at least 300 billable tons, and other vessels sailing on domestic routes. The port pilotage (moving) is at least 500 billable tons.

Article 23 The pilotage fee is calculated separately for each of the first entry and the last departure.

Article 24 The cost of pilotage (porting) for ships, barges, wooden rafts or floating floats towed by tugboats is calculated based on the total amount of tugboat power (horsepower) and the tolls of towed ships, barges, wooden rafts or floating floats.

Chapter 5 Tugboat Fees

Article 25 The vessel uses tugboats and pilotage or mooring to use tugboats. The tugboat service unit collects tugboat fees from the ship or its agents. The charter rates for each tugboat on international and domestic routes are in accordance with Table 8 (Basic Rate Table for Ship Tugboat Charges on International Navigation Routes), Table 9 (Partial Port Rates for Ship Tug Schedules on Domestic Navigation Routes) and Table 10 (The navigational domestic route ship tugage fee base rate table is in the river port section).

The standards for the number of tugboats used by ships in coastal ports by berthing and piloting or mooring shall be proposed by the local port administrative department in conjunction with the maritime administrative organ, and the provincial competent transportation authorities shall review the compliance and rationality of the ship. . The standard for the number of tugboats on the Yangtze River trunk line shall be formulated by the Minister of Transportation and Transportation, Jiang Hangwu Administration, and the provincial-level provincial transportation authorities, and shall be announced.

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

Article 27 The tugboat fee is linked with the fuel price. When the fuel price rises or falls, the tugboat operating cost is greatly changed, and the tugage fee base rate standard is appropriately adjusted. The specific linkage mechanism and methods are separately stipulated.

Chapter VI Parking Fees

Article 28 Vessels parked at port terminals and pontoons shall be charged by the port operator providing the berthing service to the ship or its agent. The parking fee shall be calculated and accepted in accordance with the following regulations:

(1) For voyages of international and domestic routes, the berthing fee shall be in accordance with Table 5 (Ship Navigation International Route Ship Port Charge Base Rate Table) No. 2 (A) and Table 6 (Navigation Domestic Route Ship Port Charge Base Rate Table) No. 2 (A) The prescribed rate is charged.

(2) For the following vessels navigating international and domestic routes, the parking fees shall be calculated according to the rates specified in Table 5, No. 2 (B) and Table 6 No. 2 (B):

1. Ships and containers that are loaded or unloaded or ships that remain on board for four hours after the completion of the passengers;
2. Ships that are not repaired or repaired due to reasons other than the port (except for repairs and maintenance during the process of loading, unloading, loading and unloading goods and containers);
3. Ships that have been refueled after refueling and adding water;
4. Ships unloaded by port workers;
5. International passenger and tourist ships.

Article 29 Vessels on international navigation routes anchored at the anchorage of the port shall be berthed by the unit responsible for maintaining the anchorage of the port to the ship or its agent in accordance with the prescribed rate 2 (C) of Table 5 (Ship of the international port of the ship) fee.

Article 30 Ships are docked at port terminals, buoys and anchorages for 24 hours for one day, and for less than 24 hours for one day. If the ship crosses the pier, pontoon or anchorage every 24 hours in the port, the parking fee shall be calculated at the rate specified in Table 5 No. 2 (A).

Article 31 Ships anchored on ships docked at docks and pontoons shall be counted as berthing fees for ships anchored at docks and pontoons.

Article 32 Due to port reasons or special meteorological reasons, ships are allowed to stay in the port, as well as port construction engineering vessels, military vessels and official vessels performing official duties, and berthing fees are waived.

Chapter VII, the use of the boom

Article 33 The ship shall use the oil boom according to the regulations, and the unit that provides the oil boom service shall charge the use of the boom to the obligatory person who arranges the oil boom.

Article 34 The use fee of the oil boom for ships on international routes shall be calculated at the rate specified in No. 3 of Table 5 (Sales International Airport Shipping Port Charge Rate Table). The use fee of the oil boom for ships on domestic routes shall be calculated at the rate specified in No. 3 of Table 6 (Ship chart of the domestic port of the ship).

Chapter VIII Port Operational Package Fees

Article 35 The port operator provides port operations such as port loading and unloading for the goods and containers transported by the ship, and comprehensively collects the port operation fee for the ship, the cargo or its agent; the port operator provides services such as port station use for passenger and tourist ships, The port operation package fee is comprehensively calculated for passenger transport and tourist ship operators or their agents.

Article 36 The scope of port operation fee collection includes the whole process of port operation. The port operator shall separately include the following goods and container port operations and passenger port services into port operation package fees, and may not separately set up toll collection items for additional charges:

(1) Cargo and container port operations: bulk cargo handling (including trimming for cargo in bulk cargo and other special trims required by the ship or its agent), container loading and unloading, railway line use, railway Truck pick-up, car loading, unloading, moving, flipping, container train, barge loading and unloading (including the use of tugboats in the Yangtze River and Heilongjiang water systems to pick up barges to dock loading and unloading), container demolition, packing, cranes, cranes, suction Use of lifter, cargo machine work force, unpacking and unpacking, filling and sewing bags, counting, picking, general sweeping and demolition decking, loading and unloading rainproof equipment, rain cover use, loading and unloading and other Working hours, shore machine use, and difficult operations, miscellaneous operations, reduced loading, load dumping, stacking, long (bulky, dangerous, refrigerated, sporadic) cargo operations, scales, rail scales, size measurement, in-house lifts or Other mechanical use, dust removal, container cleaning, use of group tools.

(2) Passenger port services: passenger and tourist passenger terminal services, port station service, baggage agents, baggage handling, and passengers entering and leaving the terminal.

Article 37 The port operator may increase or decrease the operation content specified

in Article 36 according to the operation of the port, but it shall be included in the unified calculation of the port operation fee. The fee standard shall be formulated by the port operator.

Article 38 Port operating package fees must not include fees for government pricing, government-guided pricing, and other fees that are subject to market-adjusted prices.

Chapter IX Treasury Fees

Article 39 The goods and containers are stored in the port warehouse or yard, or processed and sorted and sampled at the port warehouse by the port operator. The port operator collects the library usage fee from the cargo or its agent.

Article 40 The charging fee for the library fee is determined by the port operator.

Chapter X Ship Supply Service Fees and Ship Pollutant Receiving and Processing Service Fees

Article 41 Provide water supply (material), oil supply (gas), shore supply and other supply services to the ship. The service provider shall collect the ship supply service fee from the ship or its agent.

Article 42 The ship shall be provided with ship pollutant receiving and processing services such as garbage receiving treatment, sewage oil receiving treatment, etc., and the service providing unit shall collect the ship pollutant receiving and processing service fee from the ship or its agent.

Article 43 The charging standard for ship supply service fees and ship pollutant receiving and processing service fees shall be determined by the unit providing the service. The price of water, oil, gas and electricity is implemented in accordance with the price policy of the State.

Chapter XI Supplementary Provisions

Article 44 The term “full scale measurement” as used in these Measures refers to the measurement according to the “Inspection and Inspection Measures for Import and Export Commodities” (SN/T 0892).

Article 45 The "dangerous goods" referred to in these Measures are implemented in accordance with the "Procedures for the Administration of Port Dangerous Goods Safety" (Order No. 27 of 2017 of the Ministry of Transport).

Article 46 The term "holiday" as used in these Measures refers to the statutory holidays and holidays of the People's Republic of China. The night shift operation time refers to the continuous 8 hours of operation time from 21:00 to 8:00, and the specific time is determined by the port administrative department of the port and announced.

Article 47 For container ships within the coastal feeder line, the port charges for the implementation of the government-guided price shall be calculated at 50% of the rate specified in Table 5 (the chart of the ship port charge rate for sailing international routes); the container ship for the Yangtze River branch line shall be subject to the government-guided port charge. It shall be calculated at the rate specified in Table 6 (Scheduled domestic route ship port charge rate table); ships carrying marine crude

oil, liquefied petroleum gas (except foreign trade import and export crude oil, liquefied petroleum gas) shall be subject to government-guided port charges. Calculated at 50% of the rate specified in Table 5.

Article 48 The port operation charges for the transportation of rescue and relief materials shall be formulated by the Ministry of Transport in conjunction with the National Development and Reform Commission. The port operation charges for military transportation shall be formulated by the Ministry of Transport in conjunction with the administrative department responsible for military transportation and the National Development and Reform Commission.

Article 49 These measures are interpreted by the Ministry of Transport in conjunction with the National Development and Reform Commission.

Article 50 These measures shall be implemented from April 1, 2019 and shall be valid for 5 years. On July 12, 2017, the “Port Charges and Charges Measures” issued by the Ministry of Transport and the National Development and Reform Commission were suspended. Where the relevant provisions previously issued are inconsistent with these Measures, these Measures shall prevail.

Source: Ministry of Transport, Guanshou Xiaoji and other information