

Thailand Local Charge (IMPORT)					Latest Update : Apr 1, 2024							
Item	Code	Applicable Trade / Commodity	Base	Cur	20'DC	40'DC	40'DH	45'DH	20' RF	40'RH		
Terminal Handling Charge	THD	All trades except North America & Canada	Per Con	THB	2,800	4,300	4,300	4,935	3,900	5,070		
		North America & Canada	Per Con	THB	2,800	4,300	4,300	4,935	3,900	5,070		
Remarks: THD applicable for 20'OT, 20'FR is the same amount as 20'DC and 40'OT, 40'FR is the same amount as 40'DC												
Cleaning Container Fee	CCC	All trades and all commodities except ; Carbon Black NOS., Charcoal NOS., Scrap & Waste Metal, Steel, Iron NOS., Scrap & Waste Rubber NOS, Used Engines, Used Auto Parts, Used Machines, Raw Hides and Skins NOS, Wet Blue Hides NOS, Wet Pig Skin NOS., Furskin NOS,Frozen/ Fresh - Fish NOS., Squid/Cuttle Fish/Octopus N.O.S.,Fish Feed Nos, Garlic NOS, Potato NOS, Grape NOS, Longan NOS, in Reefer	Per Con	THB	250	500	500	500	275	550		
		All trades for specific commotities; Carbon Black NOS., Charcoal NOS., Scrap & Waste Metal, Steel, Iron NOS., Scrap & Waste Rubber NOS, Used Engines, Used Auto Parts, Used Machines, Used Tractor,Used Boat	Per Con	THB	1,000	2,000	2000	2,000	N/A	N/A		
		All trades for specific commodities ; Frozen/ Fresh Fish NOS., Squid/Cuttle Fish/Octopus N.O.S., Dried Squid NOS., Fish Feed Nos, Garlic NOS, Potato NOS, Grape NOS, Longan NOS, in Reefer	Per Con	THB	N/A	N/A	N/A	N/A	1,150	1,300		
		All trades for specific commotities ; Raw Hides and Skins NOS, Wet Blue Hides NOS, Wet Pig Skin NOS., Furskin NOS., Dried Salted Fish NOS.	Per Con	THB	2,000	4,000	4,000	4,000	N/A	N/A		
CFS Charge	CFD	All trades except North America & Canada	Per Con	THB	3,000	6,000	6,000	7,595	3,000	6,000		
		North America & Canada	Per Con	THB	5,800	10,300	11,050	12,530	N/A	N/A		
Documentation Fee	DOF	All trades	Per B/L	THB	1,500							
*Late Pick Up DO Fee (D15-21 after 14 Calendar days free time)	XLD	All trades	Per D/O	THB	1,500							
*Late Pick Up DO Fee (D22-28)	XLD	All trades	Per D/O	THB	4,500							
*Late Pick Up DO Fee (D29 onwards)	XLD	All trades	Per D/O	THB	5,800							
B/L Amendment Fee	XBA	<b>All Trades</b> - any B/L amendment after cut-off time	Per D/O	THB	1,300							
Change status from CY (FCL) to LCL (CY IN) at BKK	CSA	All trades	Per Con	THB	500	800	800	800	N/A	N/A		
Change status from CY (FCL) to CFS at BKK				THB	640	1,150	1,150	1,150	N/A	N/A		
Change status from CY (FCL) to LCL (CY IN) at LCB				THB	1,680	2,760	2,760	2,760	N/A	N/A		
Change status from CY (FCL) to CFS at LCB				THB	1,680	2,760	2,760	2,760	N/A	N/A		
Dangerous Goods Surcharge	DGS	All trades for DG shipment under LCL status to all destinations and FCL status to BKK, Private Wharf delivery by barge	Per Con	THB	4,100	4,100	4,100	4,100	4,100	4,100		
Container Deposit		All trades for specific commodities ; Metal Scrap, Aluminium Scrap, Plastic Scrap, Steel Scrap, Copper Scrap, Steel Sheet, Steel Coil, Stone & Granite, Shredded Scrap, Bone Powder, Crushed Bone, Pig Iron, Hides, Gabbro, Hardwood Lumber	Per Con	THB	10,000	20,000	20,000	20,000	N/A	N/A		
				All trades for specific commodities ; Wet Salted Hides, Wet Blue Hides	Per Con	THB	20,000	40,000	40,000	40,000	N/A	N/A
				All trades for specific commodities ; Used household, Personal Effect, Individual Consignee	Per Con	THB	60,000	100,000	100,000	100,000	100,000	200,000
				Applicable all trades for transit shipment	Per Con	THB	60,000	100,000	100,000	100,000	100,000	200,000
Empty Reposition	ECP/ADH	All trades for LCL status at BMT, TCT, SCT,SSW, NHP, TICT	Per Con	THB	1,850	3,600	3,600	3,600	N/A	N/A		
Additional CT Data download for Reefer Unit	DPC	All trades	Per Con	THB	N/A	N/A	N/A	N/A	800			
Outport Cost Recovery Surcharge	RCR	All trades for barge shipment from THLCH to THBKK*	Per con	THB	1,800	1,800	1,800	1,800	1,800	1,800		
Container Maintenance Charge	CMC	All inbound containers to Thailand	Per con	THB	300	600	600	600	600	1,200		
				<b>CMC won't be applicable to SOC</b>								

**Remark:-**

-: Above charges are subject to change.

-: Document fee shall be assessed on a "per Delivery Order" basis for cases when the manifest is split for consolidated cargo, even if the Bill of lading itself is not split.