

2024

PORT FEES

Seine Axis Major River & Sea Port PORT FEES

INSTITUTED FOR THE BENEFIT OF THE MAJOR RIVER-SEA PORT OF THE SEINE AXIS BY APPLICATION OF CHAPTER 1 OF TITLE IX OF THE CUSTOMS CODE OF FRANCE, TITLE II OF BOOK III OF PART FIVE OF THE TRANSPORT CODE OF FRANCE AND LAW 2016-86 OF 20 JUNE 2016 FOR THE BLUE ECONOMY.

❖ GOVERNANCE

This Tariffs Schedule has been published in the *Recueil des actes administratifs des Prefectures*.

These Tariffs Schedule entered into effect on **January 1st, 2024**, in accordance with and pursuant to the Transport Code of France (*Code des transports*), and shall remain valid until a new Tariffs Schedule is published.

In the event of a dispute, only the tariffs published in French in the *Recueil des Actes Administratifs des prefectures* (Official List of Administrative Acts authorized by the Prefecture) concerned shall be considered authentic.

All the tariffs and fess indicated herein are exclusive of VAT.

In accordance with the provisions of Article 440-a of the Customs Code of France (*Code des douanes*) created by 9° of Article 21 of Law n°2016-1918 of 29 December 2016 on rectifying the financial situation for 2016, “any tax, duty, fee or level required under the Customs Code and which has not been paid within the legal time limit shall give rise to the collecting of late-payment interest”.

As such, the fees that make up Port Fees, which are collected as in the case of customs, on behalf of the ports, fall within the scope of these provisions.

❖ PREAMBLE

According to Article L. 5312-5 of the Transport Code, “a district of a major sea-river port is made up of a maritime sector, which corresponds to the district of one or more major sea ports, and a river sector, which corresponds to that of one or more river ports, in accordance with the terms and conditions defined by decree in the Council of State”.

The **Le Havre** and **Rouen zones** constitute the maritime sector, whilst the **Paris zone** constitutes the river sector. These zones are defined in paragraph 5 of this preamble.

- 1) A fee is levied on any commercial ship landing, embarking or transhipping passengers or goods in the Le Havre and Rouen zones (defined in the paragraph 5 of this preamble) of the district called the GPFMAS (*Grand Port fluvio-maritime de l'axe Seine* or the Seine Axis Major River & Sea Port), determined according to the geometric volume of the ship (V) calculated as indicated in article R-5321-20 of the Transport Code.

- 2) If it occurs that the same ship has to disembark or tranship passengers or goods successively in different zones, as defined above, of the GPFMAS, the Ship Fee shall be charged only once, and this shall be for the zone where it has docked for which the rate is the highest. The type of ship and the adjustments and reductions to which it is subject are determined by considering all the landing or transshipment operations carried out by this ship in the port. Identical provisions shall apply when the same ship is required to embark or tranship passengers or goods successively in different zones of the port.
- 3) As regards ships, a fee is levied on goods unloaded, loaded or transhipped in the Le Havre, Rouen and Paris zones (defined in the paragraph 5 of this preamble) of the GPFMAS, either by weight or by unit determined by applying the rates indicated (except for case 8 of this preamble).

Nomenclature NST2007

In accordance with Commission Regulation (EC) No 1304/2007 of 7 November 2007 amending Council Directive 95/64/EC, Council Regulation (EC) No 1172/98, Regulation (EC) n° 91/2003 and Regulation (EC)) n° 1365/2006 of the European Parliament and of the Council with regard to the establishment of NST 2007 as the unique nomenclature for goods transported in certain modes of transport, the table of goods charges is now presented according to this nomenclature. Some products have been broken down to a higher level of detail (4 levels of subdivisions), thus making it easier to use the statistics.

Pricing arrangements for non-referenced products:

If a product is not listed at the CPA 2008 subcategory level, the applicable tariff is that of the next higher CPA 2008 category.

If a product is not referenced at the CPA 2008 category level, the applicable tariff is that of the next higher group.

If a product is not listed at group level, the tariff for the next higher division applies.

- 4) A fee is levied on any commercial ship (or other ship crossing in one direction the facilities of the Rouen zone (defined in the paragraph 5 of the present preamble) of the GPFMAS, in order to access the river navigation network, to embark, disembark or tranship goods or passengers), determined according to the geometric volume of the ship calculated as indicated in the paragraph of article 5 of the decree n°69-114 of 27 January 1969 as amended, by application of the rates in force.

5) The different zones of the GPFMAS, distinguished within this preamble, are defined as follows:

Le Havre zone

Port site of HAROPA PORT | Le Havre of the GPFMAS (hereinafter “the port of Le Havre” or “HAROPA PORT | Le Havre” or the “Regional Authority of Le Havre”)

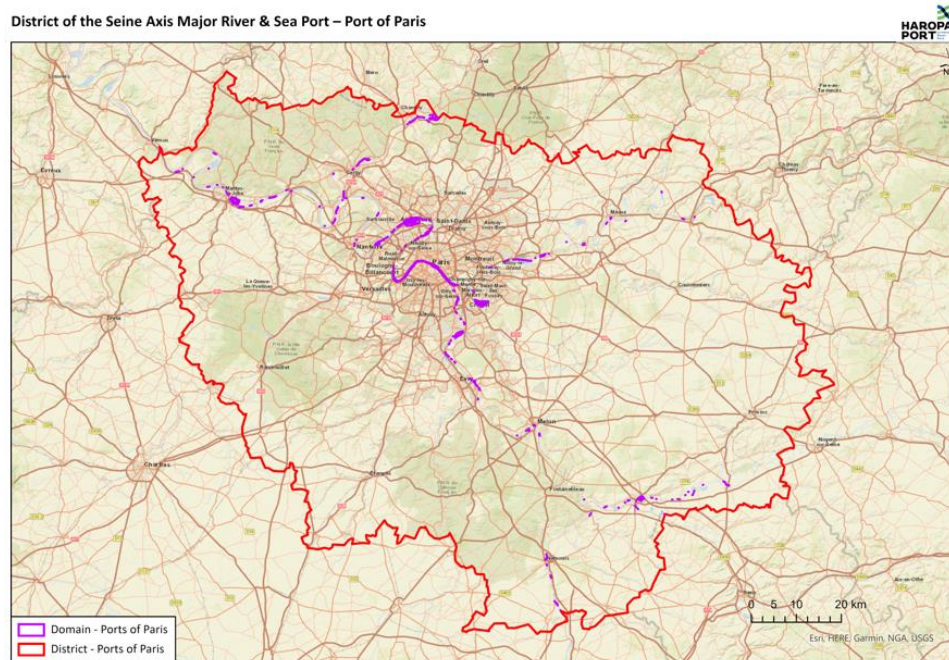


Rouen zone:

HAROPA PORT | Rouen port site of the GPFMAS (hereinafter “the port of Rouen” or "HAROPA PORT | Rouen" or the “Regional Authority of Rouen”).



**Paris zone:
HAROPA PORT | Paris port site of the GPFMAS
(hereinafter “the ports of Paris” or “HAROPA PORT | Paris”
or the “Regional Authority of Paris”).**



The ports of Paris are subject to Port Fees in the **river sector**. These Port Fees apply to all ports in the Ile-de-France region.

- 6) No port fee is levied on any passenger embarking or disembarking from a river unit in the Le Havre and Paris zones of the GPFMAS.
- 7) A port fee is levied on all passengers embarking or disembarking from a river unit in the Rouen zone of the GPFMAS.
- 8) No port fee is levied on any goods handled on a river unit (loading, unloading or transshipment) at a quay in the Rouen and Le Havre zones of the GPFMAS.
- 9) A port fee is levied on all goods handled on a river unit (loading, unloading or transshipment) at a quay or wharf in the Paris zone of the GPFMAS.

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MARITIME SECTOR

LE HAVRE

MARITIME SECTOR

Le Havre zone:

Port site of HAROPA PORT | Le Havre of the GPFMAS
(hereinafter “the port of Le Havre” or “HAROPA PORT | Le Havre” or “the Regional Authority of Le Havre”)



SECTION I SHIP FEE

SECTION II GOODS FEE

SECTION III PASSENGER FEE

ANNEX 1

SECTION I - SHIP FEE

In compliance with the law 2016-86 of 20 June 2016 for the blue economy and its application decree n°2017-423 of 28 March 2017, the Ship Fee also contributes 0,15% to the reception of ships' crews (see annex 1).

ARTICLE I

- 1) A Ship Fee is levied on all commercial ships in of the port of Le Havre according to the geometric volume (V) of the ship calculated as indicated in article R5321-20 of the Transport Code by application of the rates indicated in the table below in euros per cubic metre.

The volume V is determined by the following formula: $V = L \times b \times Te$

where V is expressed in cubic metres, L, b, Te represent the ship's overall length, maximum beam and maximum summer draught respectively, and are expressed in metres and decimetres, rounded to one decimal place.^{(1) (2)}

The value of the maximum draught of the ship taken into account for the application of the above formula may in no case be less than a theoretical value equal to $0,14 \times \sqrt{L \times b}$ (L and b being respectively the maximum overall length and width of the ship).

⁽¹⁾ In case of discrepancies on one or more geometrical dimensions of the ship, the tonnage certificate for the maximum width and the Ship Particulars document for the overall length and the maximum summer draught are authoritative.

⁽²⁾ L, b and Te shall be rounded to the nearest decimetre, i.e. to the higher decimetre when the number of centimetres is equal to or greater than 5 and to the lower decimetre when the number of centimetres is less than 5. V is rounded to the nearest whole number.

Reference rates, depending on the category:

Types of ships		Dues in € per m ³	
		INWARD	OUTWARD
1.1)	Passenger ships such as $V \leq 100\,000\text{ m}^3$	0,3110	0,3110
1.2)	Passenger ships such as $100\,000\text{ m}^3 < V \leq 150\,000\text{ m}^3$	0,0900	0,0900
1.3)	Passenger ships such as $V > 150\,000\text{ m}^3$	0,0477	0,0477
2)	Car ferries and ferry-boats	0,0525	0,0499
3.1)	Tankers such as $V < 100,000\text{ m}^3$ and carrying crude oil (NST Code 02.2)*	0,6589	0,2524
3.2)	Tankers such as $V < 100,000\text{ m}^3$ and carrying other liquid petroleum products*	0,6686	0,2562
3.3)	Tankers such as $V \geq 100,000\text{ m}^3$ and carrying crude oil (NST Code 02.2)*	0,8365	0,3178
3.4)	Tankers such as $V \geq 100,000\text{ m}^3$ and carrying other liquid petroleum products*	0,8489	0,3225
4.1)	Liquefied gas carriers carrying Natural Gas (NST 02.3)*	0,3945	0,2983
4.2)	Liquefied gas carriers carrying other Gas than Natural Gas (NST 02.3)*	0,3156	0,2386
5)	Ships mainly carrying bulk liquid cargoes other than petroleum products	0,3988	0,2563
6)	Dry bulk carriers	0,5483	0,3108
7)	Refrigerated or polythermal ships	0,2282	0,1401
8)	Roll-on roll-off ships	0,2088	0,2088
9.1)	Container ships such as $V \leq 210\,000\text{ m}^3$	0,2538	0,2538
9.2)	Container ships such as $210\,000\text{ m}^3 < V \leq 330\,000\text{ m}^3$	0,2194	0,2194
9.3)	Container ships such as $330\,000\text{ m}^3 < V \leq 400\,000\text{ m}^3$	0,1939	0,1939
9.4)	Container ships such as $V > 400\,000\text{ m}^3$	0,1730	0,1730
10)	Barge carriers	0,2066	0,1287
11 & 12)	Hovercraft and hydrogliders	0,3446	0,1310
13.1)	Other Ships than those indicated above, mainly using sailing propulsion	0,2822	0,1532
13.2)	Other Ships than those indicated above	0,3417	0,1854

* : See **Section II - Goods fee**, pages 16 to 19

- 2) When a ship is required to land or tranship passengers or goods successively in different zones of the port of Le Havre, it is subject to the Ship Fee only once, in the zone where it has docked and for which the rate is the highest. The type of ship and the adjustments and reductions to which it is subject are determined by considering all the landing or transshipment operations carried out by this ship within the port of Le Havre.

Identical provisions are applicable when the same ship is required to embark or transship passengers or goods successively in different zones of the port of Le Havre.

- 3) Where a ship is only engaged in bunkering, victualling, unloading of ship-generated waste or cargo residues, the fee on the ship shall be assessed and collected only once, on exit, by applying a rate of €0,0216/m³.

This same rate also applies, on entry, to ships transshipping products from other ports and intended for bunkering other ships within the port of Le Havre.

In such cases, the adjustments provided for in ARTICLE II - Adjustment according to the importance of the stop-over - shall not apply.

Where the ship does not carry out any commercial operations, the ship charge is settled on exit.

- 4) Where the ship does not carry out any commercial operations, the ship charge is settled on exit.
- 5) Pursuant to the provisions of Article R5321-22 of the Transport Code, the Ship Fee is not applicable to the following ships:
- ships used for assistance to ships, including pilotage, towing, boatage and salvage operations;
 - ships used for waste recovery and pollution response;
 - ships used for maintenance dredging, maritime signalling, fire-fighting and administrative services;
 - ships in forced lay-up that are not engaged in commercial operations;
 - ships which, not having access to a port facility, are forced to carry out their landing, embarkation or transshipment operations outside the port.

- 6) The minimum fee is €84 per declaration.

The collection threshold is set at €42 per declaration.

- 7) Catamaran ships on regular cross-Channel routes benefit from a 30% reduction on the basic rates for ferries defined in Article I.1.
- 8) Ships landing, taking on board or transshipping shipboard equipment (except bunkering, victualling or unloading of waste or cargo residues) or equipment belonging to the shipowner, for the ship's own final use, or to the crew and research and exploration ships landing, taking on board or transshipping scientific equipment are exempt from the Ship Fee for the operations described above.
- 9) When for container ships (type 9) landing, loading or transshipping goods, the share of gross tonnage transhipped from sea-going ship to sea-going ship is equal to or higher than 20 % of the total gross tonnage loaded or unloaded, an adjustment is granted on the reference tariff defined in article I. 1 as follows:

Share of gross tonnage transhipped or Rate of TS	20 % < Rate of TS < 30%	30 % ≤ Rate of TS < 40%	40 % ≤ Rate of TS < 50%	50 % ≤ Rate of TS
Adjustment	- 10 %	- 20 %	- 35 %	- 40 %

This adjustment can be cumulated with the adjustment according to the importance of the stop-over (Article II).

- 10) For ships of types 7, 8, 10 and 13 carrying out landing, embarkation or transshipment operations in the port, successively at a minimum of three non-adjacent berths, the port fees rates on ships benefit from a 50% reduction on entry and exit.

The adjustments provided for in Article II and Article III. 1) shall also apply to these reduced fees.

- 11) Type 1 and Type 2 ships cannot be classified, because of their cargo, in another category. Mixed container/ro-ro ships (ConRo) are classified in the container ship category irrespective of their cargo.
- 12) For seagoing units, understood as entering or leaving the port by sea (except as a result of an accident or damage) solely by one or more dedicated pushing or towing units, the calculation of volume V, as mentioned in paragraph 1 of this article, is determined as follows:
- determination of the configuration, if necessary by sketch, of the navigable set after formal approval by the Regional Authority of Le Havre with the consultative approval of the Customs Administration by the port of Le Havre.
 - taking into account the overall length L of the seagoing unit so configured, its maximum width b and its maximum summer draught Te, it being specified that the value of the maximum draught of the seagoing unit may in no case be less than a theoretical value equal to $0.14 \times \sqrt{L \times b}$.
- 13) Container ships, excluding regular lines, landing, unloading or transshipping a gross tonnage such that the ratio between the tonnage landed, unloaded or transhipped and the volume V of the ship, as described in article I of the present tariff, is strictly less than 1/500 ($t/V < 1/500$), shall be classified in category 13.2) "Other Ships than those indicated above" for the corresponding landing, embarkation or transshipping operations, this within the limit of 10 stop-overs per year per ship.
- 14) Commercial ships on a regular service that could be entirely carried out by a river or river-coastal unit will not be charged a Ship Fee (zero Euro). These regular lines are specifically designated by the Regional Authority of Le Havre with the consultative approval of the Customs Administration by the port of Le Havre.
- 15) Merchant ships landing goods intended for transshipment to merchant ships referred to in paragraph 13 of Article I above, or taking on board goods transhipped from merchant ships referred to in paragraph 13 of Article I above, shall not be entitled to the "transshipment" status provided for in paragraph 9 of Article I in respect of those goods.
- 16) The measure below, called "double stop-over", applies to container ships (type 9), on a regular line, from and to geographical sectors located, in relation to Le Havre, beyond the Baltic Sea in the north and beyond the Strait of Gibraltar in the south. The regular lines entitled to benefit from this measure are determined after the operating shipping company applies to HAROPA PORT | Le Havre, the application is examined by the Regional Authority of Le Havre with the consultative approval of the Customs Administration by the port of Le Havre.

The measure applies when a container ship (type 9) in a regular line so authorised makes a stop-over at the port of Le Havre within a period of 18 days or less after a previous stop-over. A stop-over is characterised by a dated entry and a dated exit of the ship. The period of 18 days or less means the period from the day after the date of exit of the first stop-over to the date of entry of the second stop-over. It is expressed in days.

Each of the two ports of stop-over concerned is subject to a ship's declaration (SD) on entry and a ship's declaration (SD) on exit.

SDs for the first stop-over shall be based on all the provisions of this tariff, except for this article.

Assuming a ship meets the conditions of this article on the occasion of a second stop-over, a reduction of 50% is applied to the calculation of ship port dues for this second call.

Article II: Adjustments according to the scale of the stop-over

For all types of ships, the tonnage taken into account is the gross tonnage of goods landed or transhipped for the declaration of the ship of entry operations and the gross tonnage of goods taken on board or transhipped for the declaration of the ship of exit operations.

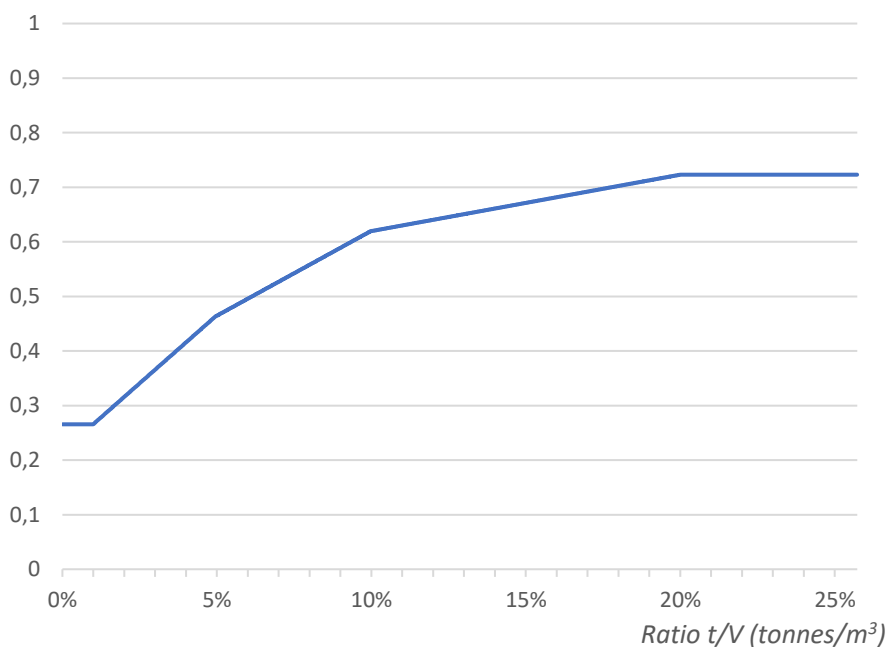
1) Container ships (type 9)

When, for container ships (type 9), the ratio between the number of tonnes "t" of goods unloaded, loaded or transhipped and the volume V calculated as indicated in article R5321-20 of the Transport Code is included in the following rate ranges, the entry tariff or the exit tariff (defined in article I) is adjusted as follows:

Values of the multiplier applied to the gross amount of the fee, depending the ratio $(t / V) = \alpha$:

Ratio $(t / V) = \alpha$:				
$\alpha < 0,01$	$0,01 \leq \alpha < 0,05$	$0,05 \leq \alpha < 0,10$	$0,10 \leq \alpha < 0,20$	$\alpha \geq 0,20$
0,2656	$4,9920 \alpha + 0,2157$	$3,1108 \alpha + 0,3089$	$1,0338 \alpha + 0,5162$	0,723

Multiplier of the reference fee



2) Ships carrying passengers

For ships carrying passengers, where the ratio between the number of passengers disembarked, embarked or transhipped (n) and the passenger capacity of the ship (N) is equal to or lower than the following rates, the entry or exit tariff is adjusted as follows:

Ratio $n / N \leq 0,7$	Adjustment of - 10%
Ratio $n / N \leq 0,5$	Adjustment of - 30%

3) Other types of ships than those designated in II.1 and II.2

For ships of types 2, 4, 5, 7, 8, 10 (a), 11, 12 and 13, when the ratio between the number of tonnes of goods unloaded, loaded or transhipped (t) and the volume (V) calculated as indicated in article R5321-20 of the Transport Code is equal to or lower than the following rates, the entry tariff or the exit tariff is adjusted as follows:

Ratio $t / V \leq 0,133$	Adjustment of - 10%
Ratio $t / V \leq 0,1$	Adjustment of - 30%
Ratio $t / V \leq 0,05$	Adjustment of - 50%
Ratio $t / V \leq 0,025$	Adjustment of - 60%
Ratio $t / V \leq 0,01$	Adjustment of - 70%
Ratio $t / V \leq 0,004$	Adjustment of - 80%
Ratio $t / V \leq 0,002$	Adjustment of - 95%

^(a) For barge ships (type 10), the tare of empty and full barges is not included in the tonnage for the calculation of the adjustment according to the scale of the stop-over.

For ships carrying dry bulk solids (type 6), when the ratio between the number of tonnes of goods unloaded, loaded or transhipped (t) and the product by 3 of the volume (V) calculated as indicated in article R5321-20 of the Transport Code is equal to or lower than the following rates, the entry tariff or the exit tariff is adjusted as follows:

Ratio $t / 3V \leq 0,133$	Adjustment of - 20%
Ratio $t / 3V \leq 0,1$	Adjustment of - 30%
Ratio $t / 3V \leq 0,05$	Adjustment of - 60%
Ratio $t / 3V \leq 0,025$	Adjustment of - 80%

For tankers with petroleum products (type 3), when the ratio between the number of tonnes of goods unloaded, loaded or transhipped (**t**) and the product by 3 of the volume (**V**) calculated as indicated in article R5321-20 of the Transport Code is equal to or lower than the following rates, the entry tariff or the exit tariff is adjusted as follows:

Ratio $t / 3V \leq 0,133$	Adjustment of - 20%
Ratio $t / 3V \leq 0,1$	Adjustment of - 30%
Ratio $t / 3V \leq 0,066$	Adjustment of - 35%
Ratio $t / 3V \leq 0,05$	Adjustment of - 60%

These adjustments do not apply to ships carrying out only bunkering, refueling, unloading of operational waste or cargo residues.

Article III: Adjustments according to the frequency of sectors concerned

The regular lines are made available to the public according to a route and schedule fixed in advance, after formal approval from the Regional Authority of Le Havre and consultative approval from the Customs Authority of the Port of Le Havre.

- 1) For ship types on regular routes (except for type 9 ships), the rates of the ship charge are subject to the following discounts, depending on the number of line departures (D) during the calendar year:

Number of departures	Reduction
$1 \leq D \leq 2$	No reduction
$3 \leq D \leq 7$	10 %
$8 \leq D \leq 12$	15 %
$13 \leq D \leq 17$	25 %
$18 \leq D \leq 24$	35 %
$25 \leq D \leq 59$	55 %
$60 \leq D \leq 700$	70 %
$D \geq 701$	75 %

- 2) A reduction is applied for two years to container ships (type 9) of an additional regular line within the port of Le Havre on a transoceanic geographical sector already affected from or to the port of Le Havre, this from the date of the first entry within the port of Le Havre of a ship of the regular line.

The geographical sectors concerned by the measure are those located, in relation to the port of Le Havre, beyond the Baltic Sea to the north and beyond the Straits of Gibraltar to the south.

The reduction on the basic rates is:

Ship types	Reduction
9.1 à 9.4	20 %

This reduction is granted after request from one or more shipping companies concerned or their representatives, after formal approval from the Regional Authority of Le Havre and consultative approval from the Customs Authority of the Port of Le Havre.

The adjustments according to the share of the gross tonnage transhipped (Article I.9) and the size of the stop-over (Article II) also apply to this reduced fee.

These reductions are also applicable to companies associated in consortiums after instruction of the territorial direction of Le Havre and information of the Customs Administration by the port of Le Havre on the conclusions of its instruction.

ARTICLE IV

The adjustments provided for in Articles II on the one hand and III.1 on the other may not be cumulated; only the most advantageous for the ship shall be applied.

Article V

Ships carrying out only transport within the administrative limits of the port of Le Havre are subject to a zero fee.

SECTION II - GOODS FEE

Article VI

A fee is levied on goods unloaded, loaded or transhipped within the port of Le Havre, determined by applying the rates indicated in the table below.

- 1) Gross weight charge (€/tonne), according to the Statistical Classification of Transport 2007 (NST 2007):

NST Code	Commodity	Unloaded	Loaded	Transhipped
01	Agricultural, hunting and forest produce ; fish and other fishing produce (except 01.1 and 01.7/01.11.5)	2,0687	0,9373	0
01.1	Cereals	1,0418	0,7807	0
01.7/01.11.5	Straw and grain bales	0,9873	0,3138	0
02.2	Crude oil	0,3657	0,0000	0
02.3	Natural Gas	0,6665	0,4676	0
03	Metal ores and other extraction products; peat ; uranium and thorium ores (except 03.1, 03.2, 03.3, 03.5/08.11.2, 03.5/08.12.1 and 03.6)	0,7357	0,4676	0
03.1	Iron ores	0,6027	0,3138	0
03.2	Non-ferrous metal ores (apart from uranium and thorium)	0,6027	0,3138	0
03.3	Minerals (raw) for the chemical industry and natural fertilizers	0,7357	0,1567	0
03.5/08.11.2	Industrial limestone and gypsum	0,7357	0,1567	0
03.5/08.12.1	Sands and aggregates (1)	1,0371	0,4676	0
03.6	Uranium and thorium	3,4135	1,2433	0
04	Foodstuff products, beverages and tobacco (except 04.2/10.20.4, 04.4 and 04.8/10.81.1)	2,0687	0,9373	0
04.2/10.20.4	Flours, powders and pellets, not fit for human food and other 'n. c. e.' (not classified elsewhere) fish- shellfish- mollusc- based products or other water invertebrates	0,9873	0,3138	0
04.4	Oils, cakes and fats	0,9873	0,3138	0
04.8/10.81.1	Cane or beet sugar, raw or refined, molasses	2,0687	0,1567	0
05	Textiles and textile products; leather and leather goods	3,4135	1,2433	0
06	Timber and timber and cork products (furniture excepted) ; basketwork and esparto ware, wood pulp, paper and paper articles, printed products or recorded media (except 06.1/16.21.21)	2,0687	0,9373	0
06.1/16.21.21	Veneering sheets	1,0738	0,5405	0

⁽¹⁾ Sand and aggregates: see ANNEX 1 TO THE SCHEDULE OF PORT FEES FOR THE LE HAVRE ZONE, 2).

NST Code	Commodity	Unloaded	Loaded	Transhipped
07	Coke and refined oil products (except 07.3)	0,8300	0,0000	0
07.3	Gaseous, liquefied or compressed refined oil products	0,6851	0,4807	0
08	Chemicals and synthetic fibres, rubber or plastic goods ; products from nuclear industries (except 08.1/20.13.66, 08.3, 08.2* ; but including 08.3/20.15.1; 08.6)	1,4118	0,9373	0
08.1/20.13.66	Sulphide, excluding sublimate, precipitate or colloidal sulphur	0,7357	0,4676	0
08.2 *	Basic organic chemical products* (see below)	0,8350	0,0000	0
08.3	Nitrogen products and fertilizers (except natural fertilizers) (except 08.3/20.15.1)	0,7357	0,1567	0
08.3/20.15.1	Nitric acid ; sulphur nitric acids ; ammonia	1,4118	0,9373	0
08.6	Rubber goods or plastics	3,4135	1,2433	0

(*) 08.2: This heading concerns only products derived directly from the refining of crude oil, i.e. Fuel, Vacuum Gas Oil (VGO), Atmospheric Residue (RAT), Slurry, Light Cycle Oil (LCO), Reformat, Benzene heart cut (BHC) and classified in the Combined Nomenclature (CN) under heading 2707 "Oils and other products from the distillation of high temperature coal tars; similar products in which the aromatic constituents predominate by weight over the non-aromatic constituents". Ships carrying these products are classified as Type 3 for the purposes of the Ship Fee.

NST Code	Commodity	Unloaded	Loaded	Transhipped
09	Other non-metallic mineral products (except 09.2)	0,7357	0,4676	0
09.2	Cement, lime and plaster (except 09.2/23.52.2 see 09 above)	0,7357	0,1567	0
10	Basic metals, metalwork products except machines and equipment (except 10.4 and 10.5).	1,3764	0,0000	0
10.4	Metal parts for construction	3,4135	1,2433	0
10.5	Boilers, hardware, weapons and ammunition and other manufactured metal ware	3,4135	1,2433	0
11	Machines and equipment n. c. e., office machines and computer equipment; electrical machines and appliances, n. c. e.; radio, television and communication equipment; medical, precision and optical instruments ; watches, clocks (except 11.2 et 11.4)	3,4135	1,2433	0
11.2	Domestic appliances (white household appliances)	3,4135	1,8669	0
11.4	Electrical machines and appliances n. c. e.	3,4135	1,8669	0
12	Transport equipment	3,3465	1,1280	0
13	Furniture and other manufactured articles n. c. e.	3,4135	1,2433	0
14	Secondary raw materials; refuse collection and other waste (except 14.2)	3,4135	1,2433	0
14.2	Other waste and secondary raw materials (except 14.2/38.11.52)	0,6027	0,3138	0
14.2/38.11.52	Paper and cardboard waste. This sub-category includes : - paper and cardboard waste	1,4118	0,9373	0
15	Mail, parcels	3,4135	1,2433	0
16	Equipment and materials used in goods transport (except 16.1)	3,4135	1,2433	0
16.1	Containers and swap bodies in operation, empties	Not applicable	Not applicable	Not applicable
17	Goods carried within the framework of moves (household goods and office furniture), luggage carried separately from passengers ; automotive vehicles carried for repair, non-market goods n. c. e.	Not applicable	Not applicable	Not applicable
18	Consolidated cargo : mixture of goods which are carried together	See 2) Fee per unit	See 2) Fee per unit	See 2) Fee per unit
19 & 20	Non-identifiable goods ; goods which, for one reason or another, cannot be identified and cannot be listed in one of the groups from 1 to 16 & other goods	3,4135	1,2433	0

Used furniture and personal effects are exempt from the charge (= fee) on goods on disembarkation and on boarding.

3) Fee per unit (€/unit)

NST Code	Commodity	Unloaded	Loaded	Transhipped
	FULL CONTAINERS (1) (2) (3)			
C 1	- length equal to or over 3 metres and less than 6 metres	7,2347	0	0
C 2	- length equal to or over 6 metres and less than 8 metres <i>(for information, this includes twenty-feet containers)</i>	8,7846	0	0
C 3	- length equal to or over 8 metres and less than 10 metres	11,8850	0	0
C 4	- length equal to or over 10 metres <i>(for information, this includes forty-feet containers and above)</i>	14,9847	0	0
A 1	Living animals	0	0	0
V1	All rolling vehicles which are not subject to commercial transactions	0	0	0

- (1) This flat fee replaces the fee for the goods transported according to the category to which they belong.
- (2) Goods in containers deposited in the port are subject to a fee at the rate of €0,5425 per tonne, regardless of their nature. To benefit from this provision, the declarant must enter on his declaration "ex-container goods no..." (EXC code). (code EXC).
- (3) Container goods carried under contract at LCL receipt may be subject to a fee based on their weight according to the tariff per tonne (Article VII.1). To benefit from this provision, the declarant must enter on his declaration "goods ex-container no..." (LCL code). (LCL code).
- (4) Containers landed, shipped or transhipped from merchant ships covered by the provision of paragraph 14 of Article I of this tariff shall be charged a zero cargo fee, regardless of whether they are landed, shipped or transhipped.
- (5) Containers landed or shipped from commercial ships covered by the provision of paragraph 15 of Article I of this tariff shall be charged the landing or shipping fee, but in no case the "transhipment" fee.

4) Transshipment goods are goods unloaded from a seagoing ship in the port of Le Havre and then reloaded, without transformation, onto a seagoing ship in the port of Le Havre.

This definition applies to goods in depot containers.

Article VII

- 1) For each declaration, the fees provided for in paragraph 1 of Article VI of this tariff shall be levied on the total weight of goods belonging to the same category.
- a) They are settled as follows:
- per tonne where the weight is over 900 kg;
 - to the quintal where this weight is equal to or less than 900 kg.
- Any fraction of a tonne or quintal is counted as one unit.
The calculation of the fee per quintal is equal to one tenth of the calculation of the fee per tonne.
- b) Subject to the exemptions applicable to frames, containers and pallet boxes, packaging is in principle subject to the same rate as the goods it contains. However, where a declaration relates to goods in more than one category, all the packaging is automatically classified in the dominant category by weight.
- 2) Declarations must indicate the total weight and the taxable weight by category for goods subject to a gross weight charge and the number for goods, vehicles or containers subject to a unit charge.
- In support of each declaration for goods in more than one category, the declarant must attach a summary sheet showing the weight or number per declaration item and per category. This slip must be dated and signed by the declarant.

- 3) If all the goods are declared by weight, the taxpayer may request that the whole of the goods be subject to the rate applicable to the highest part. In this case, no recapitulative statement is required; the declaration must simply state the total weight of the goods declared.

The absence of a summary slip is tantamount to the declarant's acceptance of the simplified assessment and no further application for revision on the basis of the category collection will be entertained.

- 4) The minimum fee is set at €2 per declaration.

The collection threshold is set at €1 per declaration.

SECTION III - PASSENGER FEE

Article VIII

- 1) **On ships of types 1.1, 1.2, 1.3:** disembarked, embarked and transhipped passengers are subject to a fee of €0.
- 2) **On other types of ships:** disembarked, embarked and transhipped passengers are subject to a fee of €3,1330.
- 3) The following are not subject to the passenger fee :
 - children under four years of age;
 - military personnel travelling in formed formations;
 - on-board personnel ;
 - the ship-owner's staff travelling on official business with a free ticket;
 - public officials in the performance of their duties.
- 4) The following deductions are applied up to a limit of 50%.
 - 50% for passengers disembarking only temporarily during the stop-over;
 - 50% for excursionists with a return ticket used within 72 hours;
 - 50% for transhipped passengers.

ANNEX 1 TO THE SCHEDULE OF PORT FEES FOR THE LE HAVRE ZONE

1) Reception of ships' crews

To clarify, the contribution of the Ship Fee to the accommodation of ships' crews is not an additional fee but the part of the proceeds of the Ship Fee that is allocated to the financing of welfare actions for seafarers.

2) Landing fee for sand and aggregates (NST 03.5/08.12.1)

2.1) A zero fee is applied for tonnages for which an extraction fee is paid to HAROPA PORT | Le Havre.

2.2) A deduction of 30% shall be applied to the amount of the goods charge paid on landing, taking into account the preceding provision, for the share of the tonnages landed from ships loaded onto river units.

2.3) The two previous provisions, listed in 2.1 and 2.2 above, are managed annually *a posteriori* by the Regional Authority of Le Havre.

2.4) For the application of measure 2.1 above, it is the responsibility of the "consignee" entity, as indicated on the goods declarations (DSM), to provide the territorial management of Le Havre, within three months following 31 December of the calendar year of application of the measure :

- the tonnages concerned by the extraction fee during the calendar year of application of the measure ;
- the calls of ships within the port of Le Havre in connection with this extraction fee, referenced in particular by the stop-over number allocated by the Harbour Master's Office of the port of Le Havre;
- paid goods declarations (DSM) in relation to the tonnages concerned.

Subject to verification of the above elements by the Regional Authority of Le Havre, the benefit of provision 2.1 above is attributed by HAROPA PORT | Le Havre to the "consignee" entity as indicated on the goods declaration (DSM).

2.5) For the application of measure 2.2 above, the river units concerned are those passing through one of the Tancarville locks in the upstream direction of the Seine.

It is up to the "recipient" entity, as indicated on the goods declarations (DSM), to provide the territorial management of Le Havre, within three months following 31 December of the calendar year of application of the measure :

- the tonnages loaded on the river units concerned during the calendar year of application, by loading site within the port of Le Havre;
- the tonnages landed from seagoing ships during the calendar year of application, by landing site within the port of Le Havre;
- the paid goods declarations (DSM) in relation to these landed tonnages.

Subject to the verification of the above elements by the Le Havre territorial directorate, the benefit of measure 2.2 above is attributed by the Le Havre territorial directorate to the "consignee" entity as indicated on the goods declarations (DSM).

MARITIME SECTOR

ROUEN

MARITIME SECTOR

Rouen zone

Port site of HAROPA PORT | Rouen of the GPFMAS
(hereinafter “the port of Rouen” or “HAROPA Port | Rouen”
or the Regional Authority of Rouen)



FEES FOR SHIPS MAKING STOP-OVERS

SECTION I SHIP FEE

SECTION II GOODS FEE

SECTION III PASSENGER FEE

ANNEX 1

ANNEX 2

ANNEX 3

SECTION I - SHIP FEE

ARTICLE I

- 1) A fee is levied on all commercial ships disembarking, embarking or transshipping passengers or goods within the port of Rouen, determined according to the geometric volume of the ship V calculated⁽¹⁾ as indicated in article R-5321-20 of the Transport Code, by applying the rates indicated in the table below in euros per cubic metre.

The fee is also levied on ships which, during their stop-over, exclusively embark and/or disembark empty containers and/or barges.

⁽¹⁾ The volume V is determined by the following formula:

$$V = L \times b \times Te$$

where V is expressed in cubic metres, L, b, Te are respectively the ship's overall length, maximum beam and maximum summer draught, and are expressed in metres and decimetres (rounded up to the next decimetre when the centimetre figure is equal to or greater than 5 and down to the next decimetre when the centimetre figure is less than 5).

The value of the maximum draught of the ship taken into account for the application of the above formula may in no case be less than a theoretical value equal to $0,14 \times (\sqrt{L \times b})$, L and b being respectively the overall length and the maximum width of the ship).

Enclosed : 3 Annex

Tariffs applicable within the port of Rouen:

TYPES OF SHIPS	Rates applicable from January 1 st , 2024	
	Inbound	Outbound
1. Passenger liners	0,167	0,167
2. Car ferries and ferry boats	0,058	0,058
3. Oil tankers	0,881	0,514
4. Liquid gas carriers	0,622	0,379
5. Tankers carrying mainly bulk liquids other than oil	0,627	0,422
6.0. Dredgers and aggregate carriers (sand, gravel, stones)	0,432	0,334
6.1. Ships carrying grain (wheat, barley...)		
a) Ships $\leq 80\,000\text{ m}^3$	0,843	0,765
b) Ships $> 80\,000\text{ m}^3$	0,843	0,399
6.2. Ships carrying other dry bulk goods	0,737	0,570
7. Reefers or refrigerated ships	0,288	0,280
8. Ro-Ro ships	0,179	0,152
9. Container ships	0,174	0,148
10. Barge carriers	0,179	0,150
11. & 12. Hydrofoils and Hovercrafts	0,317	0,317
13. Other ships than those mentioned above	0,411	0,411

- 2) The type of ship is determined according to its dominant cargo in terms of tonnage, embarked or disembarked within the port of Rouen, except in the following cases:
- A regular liner ship (registered at Lloyd's as a General Cargo ship) which, because of its mixed cargo, falls within two or more of the types 6 (ships carrying solid bulk cargo), 9 (container ships) and 13 (other ships) specified in Article I, shall be liable to the Ship Fee calculated on the basis of the rates corresponding to type 13 ships.
 - Lift ships are classified as Type 8.
 - Paper ships operating with their specialised type 13 gantry cranes in tramping, benefit from a 25% reduction in the basic rate on entry.
- 3) When the same ship is required to land or tranship goods successively in different zones of the port of Rouen during the same stop-over, it shall be subject to the fee on the ship only once. The type of ship and the adjustments referred to in Articles II and III shall be determined by considering all the landing or transshipment operations carried out by this ship in this zone. Collection of the ship port charge shall take place at the last berth touched.
- Identical provisions are applicable when the same ship is required to take on goods successively in different zones of the port of Rouen during the same stop-over.
- 4) When the same ship is required to land or tranship goods successively in the port of Rouen and in a port situated upstream during the same stop-over, it shall be subject to the fee on the ship only once. The type of ship and the adjustments referred to in Articles II and III shall be determined by considering all the landing or transshipment operations carried out by this ship. The collection of the port fees shall be carried out at the last berth touched on the basis of the tariff applicable to ships calling at the port of Rouen. Identical provisions are applicable when the same ship is required to embark goods successively within the port of Rouen and in a port situated upstream during the same stop-over.
- 5) The fee on the ship shall be paid only once on exit when the ship only carries out operations intended to supply it with bunkers or provisions. In this case, the fee is fixed by applying the flat rate of €0.111/m³. None of the adjustments provided for in Articles I to IV shall apply to it.
- 6) Pursuant to the provisions of Article R 5321-22 of the Transport Code, the Ship Fee is not applicable to the following ships:
- ships used for assistance to ships, pilotage, towing, boatage and salvage;
 - ships used for waste recovery and pollution response ;
 - ships used for maintenance dredging, maritime signalling, fire-fighting and administrative services;
 - ships which, not having access to a port facility, are forced to carry out their landing, embarkation or transshipment operations outside the port;
 - warships ;
 - ships in forced lay-up that are not engaged in commercial operations.
- 7) In application of the provisions of article R 5321-51 of the Transport Code, the minimum collection fee is set at €228 per ship declaration. The collection threshold is set at €114 per declaration.

8) Type 13 liner ships¹ shall pay the Ship Fee at the reduced rate of :

Incoming : €0,202/m³

Outgoing : €0,113/m³

These preferential rates are applicable, upon creation of the line from the 4th touch, with retroactive effect from the first touch.

9) Type 13 liner ships² shall pay the Ship Fee at the reduced rate of :

Incoming : €0,262/m³

Outgoing : €0,262/m³

10) Type 9 liner ships⁽¹⁾ shall pay the Ship Fee at the reduced rate of:

Incoming : €0,137/m³

Outgoing : €0,113/m³

These preferential rates are applicable, upon creation of the line from the 4th^e touch, with retroactive effect from the first touch.

11) Type 8 liner ships with a volume of 45 000 m³ or more shall pay the Ship Fee at the reduced rate of:

Incoming : €0,068/m³

Outgoing : €0,068/m³

12) Type 10 liner ships shall pay the Ship Fee at the reduced rate of:

Incoming : €0,081/m³

Outgoing : €0,081/m³

13) Cruise ships with a volume of 45 000 m³ or more shall pay the Ship Fee at the reduced rate of:

Incoming : €0,101/m³

Outgoing : €0,101/m³

14) Ships justifying the supply of general cargo (type 13) to tramping for reloading on a mother ship in a European port, or vice versa, shall pay the fee on the ship at the reduced rate of:

Incoming : €0,273/m³

Outgoing : €0,273/m³

15) For ships other than regular or specialised ships, the volume V of the ship used as a basis for the calculation of Article I shall be reduced by applying the following multiplying factor

15 – 1 ship of volume < 9 000 m³: coefficient $T_e/6$

15 – 2 ships of type 3, 5 and 6 with a volume V greater than m³ 80 000: coefficient $11/T_e$.
The resulting reduced volume is limited to 120 000 m³.

15 – 3 type 6 ships with an outbound volume of less than 80 000 m³ and loading more than 33 000 t of goods in the port of Rouen: coefficient $11/T_e$.

For the application of articles I.15-1, I.15-2 and I.15-3, T_e is the maximum summer draught, expressed in metres, rounded off to the decimal. The multiplying coefficients $T_e/6$ and $11/T_e$, are rounded to the third decimal place, rounded up to the thousandth if the ten thousandths figure is greater than or equal to 5.

¹ See ANNEX 1 for the conditions for granting the status of regular line or joint service.

² See ANNEX 2 for the conditions for granting specialised line status.

The volume used for the calculation of the fee shall never be greater than the geometric volume calculated before the application of the multiplying factors.

- 16) A liner which, during the same stop-over, carries out several movements within the port of Rouen and successive commercial operations at the berths of at least 3 different terminals, benefits from an additional reduction of 40%. This reduction is applicable to the amount obtained after application of articles II, III and IV hereafter.
- 17) Ships carrying goods or passengers successively embarked and disembarked from one point to another in the port of Rouen are subject to a single fee of 0,111 €/m³. This fee shall be levied on the disembarkation of the goods or passengers. None of the adjustments provided for in Articles I to IV shall apply.
- 18) The maiden stop-over of a cruise ship or shipowner is entitled to a 100% reduction on the ship charge on entry and exit, subject to application to the port authority.
- 19) Any Type 9 ship, landing 100% empty containers, will benefit from a 100% deduction on the gross amount of the ship charge.
- 20) Any type 9 ship, carrying only containers between the port of Rouen and the port of Le Havre, benefits from a 100% deduction on the gross amount of the fee on the ship.
- 21) For maritime navigable assembly, defined as entering or leaving the port by sea, other than as a result of an accident or damage, solely by one or more dedicated pushing or towing units, the calculation of volume V, as mentioned in point 1) of this Article, is the product of the overall length L of the navigable assembly, its maximum width b and its maximum summer draught Te.

The rate applicable is linked to goods handled at unloading and loading. In the absence of any handling operation, the fee on the vessel is only paid once at the exit by application of the flat rate of 0,111 €/m³. The reductions in Articles I to IV do not apply”.

- 22) Notwithstanding the rounding off provided for in Article I.1 on the characteristics of the ship, all intermediate coefficients provided for the calculation of the reductions in section I shall be rounded off to three decimal places, rounded up to one thousandth when the figure of ten thousandths is greater than or equal to five.

ARTICLE II Adjustments according to the ratio between the tonnage of goods handled and the capacity of the ship, in application of the provisions of article R 5321-24 of the Transport Code

Where the ratio $T/n.V$ between the number of gross tonnes (T) of goods unloaded, loaded or transhipped and the product by a coefficient (n), defined below, of the volume (V) calculated as indicated in Article R.5321-20 of the Transport Code and without application of the reduction coefficient provided for in Article I.15 is equal to or less than the following rate, the entry tariff or the exit tariff is reduced as follows:

T/n.V ratio	Discounts			
	Types 3, 5 and 6		Types 4 7 and 13	Types 2, 8,9 and 10
	Volume V <80 000 m ³	Volume V >80 000 m ³		
	T/2.5 V	T/4 V	T/1.7 V	T/V
Ratio below or equal to 0,133	10 %	10 %	10 %	10 %
Ratio below or equal to 0,110	20 %	15 %	20 %	20 %
Ratio below or equal to 0,090	30 %	15 %	30 %	30 %
Ratio below or equal to 0,067	40 %	20 %	30 %	35 %
Ratio below or equal to 0,050	55 %	30 %	50 %	50 %
Ratio below or equal to 0,025	60 %	30 %	60 %	65 %
Ratio below or equal to 0,010	80 %	30 %	80 %	85 %
Ratio below or equal to 0,002	90 %	90 %	90 %	90 %

Nota Bene: The ratios and the amount of the reduction are rounded to three decimal places, rounded up to 1/1000 if the 10,000th figure is greater than or equal to 5.

ARTICLE III Adjustments according to the frequency of stop-overs, in application of the provisions of Article R 5321-24 of the Transport Code

1) For liners:

1-1 For regular line ships¹ at the disposal of the public as per a route and schedule fixed in advance (article R 5321-24 of the Transport Code), the rates of the fee on the ship (applicable from the 4th touchdown with retroactive effect from the first touchdown) are subject to the following adjustments according to the number N of calls of the line per semester:

Stopovers/semester	Reduction
$4 \leq N \leq 8$	7,5 %
$9 \leq N \leq 11$	15 %
$12 \leq N \leq 16$	25 %
$17 \leq N \leq 24$	40 %
$25 \leq N < 37$	50 %
$38 \leq N \leq 54$	55 %
$55 \leq N \leq 74$	60 %
$75 \leq N \leq 124$	65 %
$125 \leq N \leq 249$	70 %
$250 \leq N$	75 %

When the route is created, the adjustment corresponds to the number of stopovers estimated over six months until the end of the first calendar semester of operation.

Subsequent semesters: adjustment corresponding to the number of stopovers made during the previous semester (pro rata for the semester following the semester of creation). However, the rate will be adjusted upwards or downwards immediately in the event of a significant change in the service offered (number of stopovers down, creation or termination of a shared service, etc.).

When a specialised route is converted into a scheduled route, this adjustment shall be applied from the first stop-over following the date on which the status of scheduled route was granted.

The status of regular line must be approved by the Customs Administration. It is automatically cancelled if the line has not made at least 4 calls during the six-month period within the port of Rouen. In order to benefit from this status again, it will be necessary to make a new application when the regular line returns. Only maritime calls by ships sailing directly or by feeder ships are taken into account.

1-2 For specialised general² cargo lines, the rates of the ship's tax are subject to the following adjustments according to the number N of calls of the service per semester:

Stopovers/semester	Reduction
$N \leq 4$	No reduction
$5 \leq N \leq 9$	15 %
$10 \leq N \leq 15$	22,5 %
From the 16 th	30 %

¹ See ANNEX 1 for the conditions for granting the status of regular line or joint service.

² See ANNEX 1 for the conditions for granting specialised line status.

The reduction applied during a six-month period corresponds to the number of stopovers made during the previous six-month period. However, the rate will be adjusted upwards or downwards immediately in the event of a significant change in the service offered.

In order to benefit from the reductions provided for, specialised lines must prove that they have made regular stopovers during the previous six months. There is no retroactivity.

The status of specialised route must be approved by the Rouen territorial management. It is automatically cancelled if the specialised route has not made at least 5 stopovers during the six-month period. In order to benefit from this status again, it will be necessary to make a new application when the specialised route returns.

- 2) For ships which, without belonging to regular or specialised lines, frequent the port of Rouen on a regular basis, the rates of the Ship Fee are subject to the following adjustments, depending on the type of ship and the number of calls made by the same ship during the calendar year:

For types 6 and 13:
- from the 10th stopover 15% reduction.

For types 3, 4 and 5:
- from the 20th stopover 15% reduction.

- 3) The adjustments provided for in this Article III may not be combined with those mentioned in Article II. Where the taxpayer also meets the conditions of the said Article II, he shall benefit from the most favourable adjustment.

- 4) For the cruise activity, the same shipping company benefits from a adjustment according to the number of calls of its ships during the calendar year:

- 1st stopover: no reduction
- 2nd stop-over and 3rd stopovers: 25% reduction
- 4th stop-over and subsequent stopovers: 50% reduction.

- 5) An additional 20% reduction applies to the exit in the case of a double stop-over Rouen upstream - quays in the Seine of Honfleur. This reduction is calculated on the amount obtained after application of the above discounts.

For ships carrying passengers making a double stop-over Rouen - Honfleur or vice versa within the port of Rouen, the Port Fees are paid on entry at the first stopover and on exit at the last stop-over.

ARTICLE IV Additional reduction for some new regular routes

An additional reduction in the basic rate, up to a limit of 50%, may be granted for a maximum period of two years to ships on a regular line approved by Customs, newly created in a geographical sector not yet served from or to the port of Rouen, or contributing significantly to the development of a geographical sector already served and which guarantees a regularity of at least one touchdown per month. It may be combined with the most advantageous of the allowances provided for in Articles II and III above.

This deduction is subject to the presentation to the Customs Administration of a certificate issued by the Rouen territorial office. Beyond the period under consideration, the general regime is applied only.

SECTION II - GOODS FEE

ARTICLE V Condition of application of the fee on goods provided for in Articles R 5321-30 to R 5321-33 of the Transport Code

- 1) A fee is levied on goods unloaded, embarked or transhipped in the port of Rouen, either by weight or by unit, determined by applying the rates indicated in the table below:

I - Fee for gross weight (€/ton)

NST2007 Division	NST2007 Group	Position / Cat. CPA2008	Classification CPA2008	Description NST2007	Unloading	Loading or transhipment
01				Products of agriculture, hunting, and forestry; fish and other fishing products	1,623	1,623
	01.1			Cereals	0,768	0,451
	01.4			Other fresh fruit and vegetables	1,064	1,064
	01.4	01.11.7		Dried leguminous vegetables (Peas, beans)	1,038	0,901
		01.26.9	01.26.90	Other oleaginous fruits	1,009	0,874
	01.5			Products of forestry and logging	1,064	1,064
		02.20.1	02.20.11	Logs of coniferous wood	0,659	0,659
			02.20.12	Logs of non-coniferous wood, except tropical wood	0,659	0,659
			02.20.13	Logs of tropical wood	1,019	0,871
			02.20.14	Fuel wood	0,659	0,659
			02.30.20	Natural cork, raw or simply prepared	1,019	0,871
	01.7	01.11.9		Other oil seeds	1,009	0,874
		01.19.1		Forage crops	1,009	0,874
		01.27.1	01.27.14	Cocoa beans	1,064	1,064
		01.29.1		Natural rubber	1,064	1,064
	01.8			Live Animals	Unit based	Unit based
02				Coal and lignite; crude petroleum and natural gas	0,229	0,363
	02.1			Coal And Lignite	0,229	0,363
	02.2			Crude Petroleum	0,780	0,497
		06.10.2	06.10.20	Bituminous or oil shale and tar sands	0,763	0,763
	02.3			Natural Gas	0,759	0,483
03				Metal ores and other mining and quarrying products; peat; uranium and thorium	1,005	0,763
	03.1			Iron Ores	1,005	0,667
	03.2			Non-Ferrous Metal Ores (Except Uranium And Thorium Ores)	1,005	0,667
	03.3			Chemical And (Natural) Fertilizer Minerals (incl.Kieserite)	0,763	0,763
		08.91.1	08.91.11	Natural calcium or aluminium calcium phosphates	0,671	0,381
			08.91.19	Kieserite, magnesium sulphate	0,468	0,763
	03.4			Salt	0,427	0,512
	03.5			Stone, Sand, Gravel, Clay, Peat And Other Mining And Quarrying Products N.E.C	0,512	0,512
		08.12.1	08.12.11	Natural sands	0,404	0,288
			08.12.12	Granules, chippings and powder; pebbles, gravel	0,404	0,288
			08.12.19	Excavated earth, excavated soil(excl. 08.12.11 , 08.12.12 et 08.12.13)	0,512	0,000
		08.99.2	08.99.22	Pumice stone	0,512	0,512
			08.99.29	Other minerals	0,512	0,512
04				Food products, beverages and tobacco	1,623	1,623
	04.4			Animal And Vegetable Oils And Fats	1,009	0,874
		10.41	10.41.4	Vegetable fats oil cakes and pellets	0,305	0,874
	04.6			Grain Mill Products, Starches, Starch Products And Prepared Animal Feeds	1,038	0,770
		10.61.4	10.61.40	Bran, sharps and other residues from the working of cereals	1,009	0,874
		10.62.1	10.62.11	Starches; inulin; wheat gluten; dextrans and other modified starches	0,979	0,979
		10.62.2	10.62.20	Residues of starch manufacture and similar residues	1,009	0,874
		10.91.1	10.91.10	Prepared feeds for farm animals, except lucerne meal and pellets	1,009	0,874
		10.91.2	10.91.20	Lucerne (alfalfa) meal and pellets	1,009	0,874
		10.92.1	10.92.10	Prepared pet foods	1,009	0,874
	04.7			Beverages	1,064	1,064
		11.06.1	11.06.10	Malt	1,038	0,901
	04.8			Other Food Products N.E.C. And Tobacco Products (Except In Parcel Service Or Grouped In Bulk)	1,623	1,623
		10.81.1		Raw or refined cane or beet sugar; molasses	1,453	0,919
			10.81.14	Molasses	1,009	0,874
		10.81.2	10.81.20	Beet-pulp, bagasse and other waste of sugar manufacture	1,009	0,874
05				Textiles and textile products; leather and leather products	3,318	1,706
06				Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media	3,318	1,546
	06.1			Products Of Wood And Cork (Except Furniture)	1,064	1,064
		16.10.1	16.10.10	Wood, sawn or chipped lengthwise, sliced or peeled, of a thickness > 6 mm; railway or tramway sleepers of wood not impregnated	1,019	0,871
		16.2		Products of wood, cork, straw and plaiting materials	3,318	1,546
		16.21.1		Panels of wood	1,565	1,045
			16.21.14	Fibreboard of wood or other ligneous materials	0,866	0,739
		16.29.1	16.29.15	Pellets and briquettes, of pressed and agglomerated wood and vegetable waste and scrap	0,000	0,000
	06.2			Paper And Paper Products	3,318	1,546
		17.11.1		Pulps, pulps of wood or other fibrous cellulosic material	0,529	0,649
07				Coke and refined petroleum products	1,006	1,006
	07.1			Coke Oven Products	1,006	1,006
		19.10.1	19.10.10	Coke and semi-coke of coal, of lignite or of peat; retort carbon	0,308	1,006
		19.10.2	19.10.20	Tar distilled from coal, lignite or peat; other mineral tars	0,308	1,006
		19.10.3	19.10.30	Pitch and pitch coke	0,308	1,006
	07.2			Liquid Refined Petroleum Products	0,830	0,000
	07.3			Gaseous,Liquefied Or Compressed Petroleum Products	0,780	0,497
		19.20.3	19.20.31	Propane and butane, liquefied	0,780	0,497
			19.20.32	Ethylene, propylene, butylene, butadiene and other petroleum gases or gaseous hydrocarbons, except natural gas	0,780	0,497
	07.4			Solid Or Waxy Refined Petroleum Products	0,780	0,497
		19.20.4	19.20.41	Petroleum jelly; paraffin wax; petroleum and other waxes	0,780	0,497
			19.20.42.a	Petroleum coke	0,308	0,497
			19.20.42.b	Petroleum bitumen and other residues of petroleum oils	0,780	0,497

	Position / Cat. CPA2008	Classification CPA2008	Description NST2007	Unloading	Loading or transhipment
08			Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel	3,318	1,706
	08.1		Basic Mineral Chemical Products	0,979	0,979
		20.13.4	20.13.41 Sulphate of magnesium	0,468	0,979
			20.13.43 Carbonates	0,172	0,979
		20.13.6	20.13.66 Sulphur, except sublimed sulphur, precipitated sulphur and colloidal sulphur	0,763	0,763
			20.13.67 Roasted iron pyrites	1,005	0,667
			20.13.68 Piezo-electric quartz; other synthetic or reconstructed precious or semi-precious stones, unworked	2,120	1,706
		35.21.1	35.21.10 Coal gas, water gas, producer gas and similar gases, other than petroleum gases	0,759	0,483
08.2			Basic Organic Chemical Products	0,979	0,979
		20.14.2	20.14.21 Industrial fatty alcohols	1,009	0,874
			20.14.22 Monohydric alcohols	1,009	0,874
			20.14.31 Industrial monocarboxylic fatty acids; acid oils from refining	1,009	0,874
			20.14.72 Wood charcoal	1,064	1,064
			20.14.74 Undenatured ethyl alcohol	1,009	0,874
			20.14.75 Denatured ethyl alcohol	1,009	0,874
08.3			Nitrogen Compounds And Fertilizers (Except Natural Fertilizers)	1,005	0,667
		20.15	Fertilisers and nitrogen compounds (liquid bulk)	0,701	0,667
			Fertilisers and nitrogen compounds (dry bulk or packed goods)	0,468	0,000
			20.15.10 Anhydrous ammonia	0,500	0,500
08.4			Basic Plastics And Synthetic Rubber In Primary Forms	0,979	0,979
		20.17.1	20.17.10 Synthetic rubber in primary forms	1,064	1,064
08.5			Pharmaceuticals And Parachemicals	0,979	0,979
		20.53.1	20.53.10 Essential oils	1,064	1,064
			20.59.2 Chemically modified animal or vegetable fats and oils; inedible mixtures of animal or vegetable fats or oils	1,009	0,874
			20.59.4 Lubricating preparations	0,759	0,483
			20.59.5 Biodiesels	0,979	0,979
			20.59.59 Miscellaneous other chemical products n.e.c.	0,979	0,979
08.6			Rubber Or Plastic Products	3,318	1,546
09			Other non-metallic mineral products	2,120	1,706
		09.2	23.51.1 Cement	0,763	0,763
		09.3	Other Construction Materials, Manufactures	2,120	1,706
			23.6 Articles of concrete, cement and plaster	0,763	0,763
10			Basic metals; fabricated metal products, except machinery and equipment	3,024	2,486
		10.1	Basic Iron And Steel And Ferro-Alloys And Products Of The First Processing Of Iron And Steel (Except Tubes)	1,005	0,667
			10.2 Non-Ferrous Metals And Products Thereof	1,005	0,979
			10.3 Tubes, Pipes, Hollow Profiles And Related Fittings	1,005	0,667
			10.4 Structural Metal Products	2,120	1,376
			10.5 Boilers, Hardware, Weapons And Other Fabricated Metal Products	2,120	1,376
			25.99.2 Other articles of base metal n.e.c.	1,005	0,667
11			Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks	3,024	2,486
12			Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media	3,024	2,486
13			Furniture; other manufactured goods n.e.c.	3,318	1,546
14			Furniture; other manufactured goods n.e.c.	2,120	1,706
		14.1	38.1 38.11.31 Non-recyclable non-hazardous household and municipal waste	0,979	0,979
		14.2	Other Waste And Secondary Raw Materials	0,979	0,979
			38.11.5 Glass waste	2,120	1,706
			38.11.52 Paper and paperboard waste	0,000	0,649
			38.11.53 Used pneumatic tyres of rubber	0,751	0,363
			38.11.54 Other rubber waste	0,751	0,363
			38.11.55 Plastic wastes	0,000	0,979
			38.11.56 Textile waste	0,000	1,064
			38.11.58 Non-hazardous metal waste, slags	0,229	0,512
			38.11.59 Other non-hazardous recyclable waste, n.e.c. - wood waste and scrap, whether or not agglomerated in logs, briquettes, pellets or similar forms (excl. sawdust)	0,000	0,659
			38.12.2 Waste oils	0,751	0,363
			38.21.4 Ashes and residues from waste incineration	0,512	0,512
			38.21.5 Pellets of municipal waste	0,000	0,000
			38.32.2 Briquettes (produced from several industrial wastes, etc.)	0,000	0,000
15			Mail, Parcels	2,769	2,769
16			Equipment and material utilized in the transport of goods		
		16.1	Containers and swap bodies in service, empty		
17			Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.		
18			Grouped goods: a mixture of types of goods which are transported together		
19			Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16.	2,769	2,769
20			Other goods, n.e.c.	2,769	2,769

II - Unit fee (€/unit)

Description of goods	Unloading	Loading or transhipment
Containers and trailers		
1. Containers and trailers		
1.1 Empty containers	0,000	0,000
1.2 Full containers other than trailer-mounted at rate 1.3	0,000	0,000
1.3 Accompanied or unaccompanied road trailers on ships of type 2, non commercial trucks		
full	8,498	8,498
empty	2,125	2,125
1.4 Containers or swap bodies on ships of type 2 subject to RoRo handling on domestic trailers		
full	8,825	8,825
empty	2,207	2,207
2. Private vehicles not shipped for commercial purposes		
	3,024	2,486
Living animals		
Weight < 10 kg	0,671	0,604
Weight ≥ 10 kg < 100 kg	1,341	1,604
Weight ≥ 100 kg	2,685	2,604

- 2) Transshipment goods are goods unloaded from one ship and then reloaded, without transformation, onto another ship within the port of Rouen, provided that the storage on land and on the quay has not exceeded 45 days.
- 3) Goods successively loaded and unloaded from one point to another within the port of Rouen are subject to a single fee collected on landing. This fee is equivalent to half the sum of the embarkation and disembarkation rates for the category concerned.

ARTICLE VI Conditions for the payment of the fees in the table in Article V

- 1) For each declaration, the fees provided for in Part I of the table in Article V. 1 shall be levied on the total weight of goods in the same category.

a) They are liquidated:

- per tonne where the taxable weight exceeds 900 kg;
- per quintal where the weight is equal to or less than 900 kg.

Any fraction of a tonne or quintal is counted as one unit.

The calculation of the fee per quintal is equal to one tenth of the fee per tonne.

b) Subject to the exemptions applicable to frames, containers and box pallets, packaging is in principle subject to the same rate as the goods it contains. However, where a declaration relates to goods in more than one category, all the packaging is automatically classified in the category which is dominant by weight.

- 2) Declarations must indicate the total gross weight and the taxable weight by category for goods subject to a gross weight charge and the number for goods, vehicles or containers subject to a unit charge.

In support of each declaration for goods in more than one category, the declarant must attach a summary sheet showing the weight or number per declaration item and per category. This slip must be dated and signed by the declarant.

- 3) If all the goods are declared by weight, the taxpayer may request that the whole of the goods be subject to the rate applicable to the highest part. In this case, no recapitulative slip is required, the declaration must simply state the total weight of the goods declared.

The absence of a summary slip is tantamount to the declarant's acceptance of the simplified assessment and no further application for revision on the basis of the category collection will be entertained.

- 4) Pursuant to the provisions of Article R.5321-51 of the Transport Code:
- The minimum fee is set at €2,00 per declaration.
 - The collection threshold is set at €4,00 per declaration.
- 5) The fee on goods is not due in the cases listed in Article R 5321-33 of the Transport Code, and in particular in the following cases:
- products delivered for victualling;
 - Luggage accompanying passengers;
 - the tare weight of frames, containers, pallets, etc.

SECTION III - PASSENGER FEE

ARTICLE VII Conditions of application of a passenger fee as provided for in Articles R 5321-34 to R 5321-36 of the Transport Code

- 1) **Ships:** A fee of €3,009 per disembarked, embarked or transhipped passenger is payable by the shipowner.
River units: A fee of €2,397 per disembarked, embarked or transhipped passenger is payable by the shipowner. It is collected directly by the GPFMAS (Article L 5321-1 of the Transport Code).
- 2) The following are not subject to the passenger fee:
 - children under four years-old;
 - military personnel travelling in formed formations;
 - crew members;
 - the shipowner's staff travelling on official business with a free ticket;
 - public officials in the performance of their duties on board.
- 3) Passengers who disembark or embark only temporarily during the stop-over shall be granted a reduction equal to 50% of the charge levied for disembarkation and embarkation.
- 4) Pursuant to the provisions of Article R.5321-51 of the Transport Code:
 - The minimum fee is set at €14,00 per declaration.
 - The collection threshold is set at €7,00 per declaration.
- 5) For passengers making a double stop-over on the Rouen - Honfleur quays or vice versa, port duties are paid on entry at the 1st berth touched and on exit at the last berth touched.

Rouen Zone

HAROPA PORT | Rouen port site of the GPFMAS (hereinafter referred to as "the port of Rouen", "HAROPA PORT | Rouen" or the "Regional Authority of Rouen")



FEES FOR CROSSING SHIPS

This part of the tariff is applicable to ships passing through the port of Rouen to or from river ports located upstream.

SECTION I SHIP FEE

ANNEX 1

ANNEX 2

ANNEX 3

SECTION I - SHIP FEE

ARTICLE I

- 1) A fee is levied on all commercial ships (or other ships crossing in one direction or another the facilities of the port of Rouen to access the river navigation network in order to embark, disembark or tranship goods or passengers), determined according to the geometric volume of the ship ⁽¹⁾, calculated as indicated in paragraph 1 of article 5 of decree n°69-114 of 27 January 1969 as amended, by application of the rates indicated in the table below, in euros per cubic metre :

Types of ships	Inbound (€/cubic metres)	Outbound (€/cubic metres)
1. Passenger liners	0,084	0,084
2. Car ferries and ferry boats	0,084	0,084
3. Oil tankers	0,319	0,214
4. Liquid gas carriers	0,223	0,162
5. Tankers carrying mainly bulk liquids other than oil	0,223	0,162
6. Ships carrying dry bulk goods	0,245	0,149
7. Reefers or refrigerated ships	0,141	0,129
8. Ro-Ro ships	0,112	0,093
9. Container ships	0,112	0,093
10. Barge carriers	0,112	0,093
11. & 12. Hydrofoils and Hovercrafts	0,083	0,083
13. Other ships than those mentioned above	0,173	0,109

⁽¹⁾ The volume V is determined by the following formula:

$$V = L \times b \times Te$$

where V is expressed in cubic metres, L, b, Te are respectively the ship's overall length, maximum beam and maximum summer draught, and are expressed in metres and decimetres (rounded up to the next decimetre when the centimetre figure is equal to or greater than 5 and down to the next decimetre when the centimetre figure is less than 5).

The value of the maximum draught of the ship taken into account for the application of the above formula may in no case be less than a theoretical value equal to $0,14 \times \sqrt{L \times b}$ (L and b being respectively the overall length and the maximum width of the ship).

- 2) The minimum fee is set at €222 per ship.
The collection threshold is set at €111 per ship.
- 3) The type of ship is determined by its dominant cargo.

ARTICLE II Adjustments according to the frequency of crossings

- 1) For regular line ships¹ put at the disposal of the public according to an itinerary and schedule fixed in advance, the rates of the fee on the ship (applicable from the fourth touchdown with retroactive effect from the first touchdown) are subject to the following adjustments according to the number N of calls of the line per semester:

Stopovers/semester	Reduction
$N \leq 3$	No reduction
$4 \leq N \leq 8$	7,5 %
$9 \leq N \leq 11$	15 %
$12 \leq N \leq 16$	25 %
$17 \leq N \leq 24$	40 %
$25 \leq N < 37$	50 %
$38 \leq N \leq 54$	55 %
$55 \leq N \leq 74$	60 %
$75 \leq N \leq 124$	65 %
$125 \leq N \leq 249$	70 %
$250 \leq N$	75 %

When the route is created, from the fourth stopover onwards, with retroactive effect from the first stop-over: adjustment corresponding to the number of stopovers estimated on a half-yearly basis by applying a *pro rata temporis* coefficient to the time elapsed between the first and fourth stop-over. When a specialised route is converted into a regular route, this adjustment is applied from the first stop-over following the date on which regular route status was granted.

Subsequent semesters: adjustment corresponding to the number of stopovers made during the previous half-year (*pro rata* for the half-year following the half-year of creation). However, the adjustment will be immediately adjusted upwards or downwards in the event of a significant change in the service offered (number of stopovers down, creation or termination of a shared service, etc.).

The status of regular line must be approved by the Customs Administration. It is automatically withdrawn if the line has not made at least 4 calls in the port of Rouen during the six-month period. In order to benefit from this status again, it will be necessary to make a new application when the regular line returns. Only maritime calls by ships sailing directly or by feeder ships are taken into account.

- 2) For dedicated general cargo lines²

The rates of the tax on the ship are subject to the following adjustments according to the number N of calls of the service per semester:

Stopovers/semester	Reduction
$N \leq 4$	No reduction
$5 \leq N \leq 9$	15 %
$10 \leq N \leq 15$	22,5 %
From the 16th	30 %

¹ See ANNEX 1 for the conditions for granting the status of regular line or joint service.

² See ANNEX 2 for the conditions for granting specialised line status.

The reduction applied during a six-month period corresponds to the number of stopovers made during the previous six-month period. However, the rate will be adjusted upwards or downwards immediately in the event of a significant change in the service offered.

In order to benefit from the reductions provided for, specialised lines must prove that they have made regular stopovers during the previous six months. There is no retroactivity.

The status of specialised route must be approved by the Rouen territorial management. It is automatically cancelled if the specialised route has not made at least 5 stopovers during the six-month period. In order to benefit from this status again, it will be necessary to make a new application when the specialised route returns.

- 3) For type 6 and type 13 ships which, without belonging to regular lines, frequent the port of Rouen regularly, the rates of the tax on volume are subject to the following reduction, according to the number of stopovers of the same ship during the calendar year:

From the 10th stop-over	15% reduction
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ANNEX 1 TO THE SCHEDULE OF PORT FEES FOR THE ROUEN ZONE

Conditions for granting the status of Regular Line or Shared Service.

1) Criteria for defining a regular line

They are determined by Article R 5321-24 of the Transport Code, supplemented by the provisions of the Special Regulation "Maritime Navigation" of the Directorate General of Customs.

The provisions are as follows:

A shipping service is deemed to be scheduled when it consists of a maritime service making at least 4 calls per semester open to the public according to a predetermined itinerary and timetable.

Setting and respecting the route

The regularity of the line implies a well-defined route which can represent:

- either a "circular" voyage with only one stop-over in each port during the same journey;
- or an outward and return journey with a double passage in each port not located at the ends of the route;
- or a "return" journey with a significant common route in relation to the total route and one or more additional routes.

A regular shipping service must serve all the ports indicated in the itinerary. However, if for lack of cargo to embark or disembark the ships do not reach one or more of the ports included in the itinerary, or if for the opposite reason they make additional calls, the ships shall nevertheless benefit from the reduction in the ports of the itinerary, if they have served the route for the major part.

Open to the public

The regular service can only be considered open to the public if it can be used by any potential user and if it is actually used by at least three shippers at each stop-over. The shipping company must provide proof of this by supplying the Rouen Territorial Directorate with the ship's manifest for each stop-over.

Communication of the timetable

The dates of arrival and departure of ships in the various ports of the line, as well as the names of the ships, must be known sufficiently in advance according to the needs of the traffic, by means of announcements or posters.

A liner can only benefit from the tariff reductions if the Customs Administration has recognised that it meets the three conditions mentioned above. In order to benefit from the liner discounts, any ship of a liner shipping company must also meet the above conditions.

2) Criteria for defining a shared service

The provisions are as follows:

For a ship operated jointly by two or more companies to be considered as a single route, it must be an association between companies for the joint operation of the service under a mutually agreed programme.

The amalgamation of the companies must therefore be quite narrow in this respect, with the whole service being regulated through joint advertising by a body or persons taking the place, in this case, of each constituent company.

A simple agreement between companies to arrange schedules in such a way as to limit the effects of competition would not be sufficient in this respect.

3) Procedure for a request for a regular or shared service

The shipping agent of the line or his broker shall make a written request to the Customs Administration, via the Rouen Territorial Directorate, to put his service on a regular line, justifying that this line meets the three criteria mentioned above. This request shall indicate the different ports involved in the line's rotation (specifying whether the port of Rouen is involved on entry and/or exit), the names of the ships assigned to the line, the number of calls planned and a schedule of departures.

The procedure for a shared service is the same, but the application will have to be co-signed by the different shipping companies operating the shared service or an authorised agent.

The Rouen territorial directorate forwards the request, together with its opinion, to the Customs Administration, which decides whether or not to put the application online.

If the customs authorities have recognised the existence of the regular line, the latter is entitled to reductions in fares and the Rouen territorial management immediately informs the shipping agent of the line and the *Union Syndicale de l'Armement et des Agents* (based in Rouen).

4) Announcement of ships belonging to a regular line recognised as such

When the route has been recognised as scheduled, any change in the fleet of ships (including chartered ships) providing the service or in the organisation of the route (rotation, frequency of calls, ports called upon, service offered to customers, etc.) must be reported as soon as possible to the Rouen territorial management.

ANNEX 2 TO THE SCHEDULE OF PORT FEES FOR THE ROUEN ZONE

Conditions for granting the status of Specialised Line

1) Criteria for defining a dedicated general cargo line

They are determined by the Rouen territorial management, in accordance with the general provisions of the Transport Code (Article R 5321-24). The provisions are as follows:

A shipping line which makes at least 5 calls per half-year is deemed to be specialised when it consists of a general cargo shipping service with ships of category 8 (horizontal cargo), 9 (container ships) or 13 (general cargo), organised by a single shipowner or charterer according to a pre-determined itinerary and schedule:

Setting and respecting the route

The ships of the line follow a specific route.

A dedicated line should serve the ports indicated in the itinerary.

Communication of the timetable

The name of the ships, the dates of departure from the "head of line" port, as well as the dates of arrival in the port of Rouen, must be announced to the territorial management of Rouen at least 4 days before the departure from the "head of line" port.

2) Procedure for a specialised online application

The shipping agent of the line or his broker shall make a written request to the Rouen territorial management for the specialised line of his service, justifying that this line meets the three criteria mentioned above. This request shall include the type of goods transported, the name of the service, the name and contact details of the shipowner, the various ports affected by the line, the names of the ships assigned to the line, the number of calls planned and a schedule of departures. The application must also include proof of calls to the port of Rouen over the previous six months (list of ships and dates of calls).

When a dedicated route is converted into a scheduled route, this adjustment shall be applied from the first stop-over following the date on which scheduled status was granted.

3) Announcement of ships belonging to a specialised line recognised as such

When the route has been recognised as specialised, any change in the fleet of ships providing the service or in the organisation of the route (frequency of calls, ports involved, service offered to customers, names of ships, etc.) must be reported as soon as possible to the Rouen territorial management.) must be reported as soon as possible to the territorial management in Rouen.

ANNEX 3 TO THE SCHEDULE OF PORT FEES FOR THE ROUEN ZONE

Welfare of seafarers

The contribution of the Ship Fee to the accommodation of ships' crews is not an additional fee but the part of the proceeds of the Ship Fee allocated to the financing of welfare actions for seafarers.

Sections IV and V below apply to the Maritime Sector (Le Havre Zone and Rouen Zone).

SECTION IV - SHIP PARKING FEES

ARTICLE I

- 1) Ships or similar floating equipment, with the exception of fishing ships whose stay exceeds 15 days, either in the absence of commercial operations or excluding the time necessary for commercial operations in the port, are subject to a parking fee whose rates in euros per cubic metre and per day beyond the exemption period are as follows

Volume fraction	Rate (€/m/day ³)
First 3 500 m ³	0,011
From 3 501 m ³ to 17 500 m ³	0,009
From 17 501 m ³ to 52 500 m ³	0,008
From 52 501 m ³	0,008

The time required for commercial operations of disembarking, embarkation or transshipment of passengers or goods in the port shall be determined, according to local practice, by the port commander.

- 2) The fee is payable by the ship-owner. The minimum fee is €228 per ship, the threshold fee is €114 per ship.
- 3) The following are exempt from the parking fee
- Ships stationed in refit forms or engines and at ship repair stations;
 - Ships with a temporary occupation permit issued by HAROPA PORT;
 - Service buildings of the state administration and HAROPA PORT;
 - Ships assigned to pilotage and towing that have HAROPA PORT as their home base;
 - service ships and floating handling or work equipment.
- 4) For ships with HAROPA PORT or one of its sites as home port on their hull, the rates of the parking fee are reduced by 50% and the period of grace is extended to thirty days.
- 5) After the grace period, the parking fee is due on the last day of each calendar month and on the departure of the ship.

ARTICLE II

- 1) Fishing ships parking outside the zones covered by a temporary occupation permit are subject to a parking fee of €0,299 per cubic metre per day. This fee replaces the fishing port equipment fee.
- 2) The fee is not due during parking in dry docks and fitting-out stations used for ship repair.
- 3) The duration of the stay is calculated on the basis of calendar days. Any fraction of a day is counted as one day.
- 4) The parking fee is payable by the shipowner. The minimum fee is €6 per ship. The collection threshold is set at €3 per ship.
- 5) The parking fee is payable on the last day of each calendar month and on the departure of the ship.

SECTION V - SHIP-GENERATED WASTE FEE

Pursuant the Order of August 11, 2022 amending the Order of October 15, 2001 approving the standard frameworks for port dues and equipment fees.

ARTICLE I

A fee on ship waste is levied on all commercial¹ ships leaving the port of the Seine river port.

This fee is payable by the shipowner. It is determined according to the category of the ship by applying the rates indicated in the table below (Article II) in euros.

The representatives of the commercial ships only doing rotations between maritime sectors of the large river-sea port of the Seine axis are invited to approach the harbour master of the territorial directorate of Rouen and Le Havre regarding the modalities of exemption of the fee, in particular within the framework of article VII below.

ARTICLE II

When waste from ships is deposited in the Seine river port following the provisions provided for in the waste treatment and reception plan, the service provider(s) who collected the waste, as mentioned in article R.5334-5 of the Transport Code, shall issue a waste deposit receipt to the ship's captain or his representative.

The masters of the ships shall transmit before the ship leaves the port or upon receipt of the receipt electronically to the port police authority the information contained in the receipt.

A fee is levied at each stopover, whether or not the ship deposits its waste. This fee is differentiated by type and size of the ship in accordance with article R. 5321-38 of the Transport Code, and is made up of the following terms:

Type of the ship	A - Administrative costs	B - Liquid waste	C - Solid waste
Type 1 - Passenger liners	100 €	2 600 €	5 000 €
Type 2 - Car ferries and ferry boats		2 300 €	2 900 €
Type 3 - Oil tankers such as V ≤ 100 000 m ³		1 900 €	600 €
Type 3 - Oil tankers such as V > 100 000 m ³		2 800 €	900 €
Type 4 - Liquid gas carriers		1 200 €	900 €
Type 5 - Tankers carrying mainly bulk liquids other than oil		1 900 €	600 €
Type 6 - Ships carrying dry bulk goods		1 500 €	1 400 €
Type 7 - Reefers or refrigerated ships		1 200 €	600 €
Type 8 - Ro-Ro ships		1 400 €	800 €
Type 9 - Container ships such as V ≤ 330 000 m ³		1 900 €	1 000 €
Type 9 - Container ships such as V > 330 000 m ³		2 900 €	1 500 €
Type 10 - Barge carriers		1 200 €	600 €
Type 11 & 12 - Hydrofoils and Hovercrafts		1 200 €	600 €
Type 13 - Other ships than those mentioned above	1 200 €	1 200 €	

Where A represents the indirect administrative costs of the scheme.

Where B represents the cost of depositing liquid waste (MARPOL I).

Where C represents the cost of depositing solid waste (MARPOL V).

¹ For fishing or recreational ships, operators of these ships should contact the authorities operating the fishing or recreational ports in Le Havre or Rouen regarding this ship waste fee.

Depending on the deposit receipts transmitted, case 1 or 2 is applicable to the ship:

1) The ship did not send a receipt for depositing its waste

When the shipowner has not provided a certificate of deposit within the Seine river port, the fee on waste is collected in accordance with article L. 5321-3 of the transport code (unless special provision, subject to validation by the port authority) and according to the costs presented in the above table.

2) The ship send a receipt for depositing its waste

If the ship deposits waste in the Seine river port, on presentation of a certificate of deposit issued by a collector approved by the port authority, the shipowner is eligible for the following rebates:

- If the ship certifies the deposit of its liquid waste: reduction equal to term B of the fee, which is then equal to **A+C**.
- If the ship certifies the deposit of its solid waste: reduction equal to term C of the fee, which is then equal to **A+B**.
- If the ship certifies the deposit of its liquid and solid waste: reduction equal to terms B+C of the fee, which is then equal to **A**.

The port authority informs the customs service of the applicable case.

ARTICLE III Reduction and differentiation of fees

Fees are reduced in accordance with article R. 5321-39 of the Transport Code according to:

- The type of activity of the ship especially the short sea shipping, defined as “the transport of goods and passengers by sea between ports located in geographical Europe or between these ports and ports located in non-European countries having a seaboard on a closed sea bordering Europe. Short sea shipping covers both national and international shipping activities, including feeder services, along coasts and to and from islands, rivers and lakes. It also includes maritime transport services between the countries of the European Union and Norway, Iceland and the countries bordering the Baltic Sea, the Black Sea and the Mediterranean Sea” (extract from the second progress report biennial report of June 1999 of the European Commission).

For the short sea transport, terms B and C of the waste fee are reduced by %20.

For stays of ships of a regular line, a common service or a specialized line, the reduction for short sea transport is assessed regarding the entire rotation of the regular line, the common service or of the specialized line.

In all other cases, the reduction for short sea transport is assessed by the port of origin appearing on the Ship Entry Declaration.

- The design, equipment and operation of the ship demonstrate that it generates a reduced quantity of waste managed sustainably and environmentally friendly, in accordance with the implementing regulation (EU) 2022/91 of the commission of January 21, 2022 defining the criteria for determining that a ship generates a reduced quantity of waste and that it manages it sustainably and environmentally friendly.

To benefit from this reduction, ships must provide the Harbor Masters of the territorial directorate of Rouen and Le Havre one of the two supporting documents below:

- Receipts for deposit of waste in the port of deposit, the certificate from the classification society which approved the ship's waste management plan (with copy of the certificate of compliance with the ISO 14001 standard) and the certificate from the Blue Angel organization validating the ship's membership in the process
- A certificate attesting to the ship's mode of propulsion (LNG or methanol accepted) when the ship meets the required conditions, terms B and C of the fee are subject to a 20% reduction.

The two reductions provided for in this article III cannot be combined.

ARTICLE IV

An increase of 10% of the fee is applied in the event of non-compliance by ships with the procedure relating to the deposit of waste in accordance with the provisions of Article L.5336-1-4 of the Transport Code.

ARTICLE V

The ship-generated waste fee, as defined in Article I above, is not applicable to the following ships:

- ships used for assistance to ships, including pilotage, towing, boatage and salvage operations;
- ships used for waste recovery and pollution response;
- ships used for maintenance dredging, maritime signalling, fire-fighting and administrative services;
- ships in forced lay-up that are not engaged in commercial operations;
- ships which, not having access to a port facility, are obliged to carry out their landing, embarkation or transshipment operations outside the port;
- war ships and ships operated by the Government for non-commercial purposes;
- ships in ship repair.

ARTICLE VI

Pursuant to the provisions of Article R.5321-51 of the Transport Code:

- The minimum collection rate is set at €100,0.
- The collection threshold is €100,0.

ARTICLE VII Exemption from fees

Ships carrying out regular services which include frequent and regular calls at one or other of HAROPA PORT's port sites, as specified in article L 5334-7 of the Transport Code, may be exempted from the fee:

- 12 "**Regular services** : services organised on the basis of published or planned departure and arrival times between two specified ports or recurrent crossings which constitute a recognised timetable".
- 13 "**Scheduled port calls** : repeated journeys by the same ship forming a constant between specified ports or a series of voyages to and from the same port without intermediate calls".
- 14 "**Frequent port calls** : visits by a ship to the same port at least once a fortnight".

At the request of representatives of the commercial ships concerned, this exemption is subject to validation by the Harbor Masters of the territorial directorate of Rouen and Le Havre. The port authority transmits the list of ships concerned to the customs services.

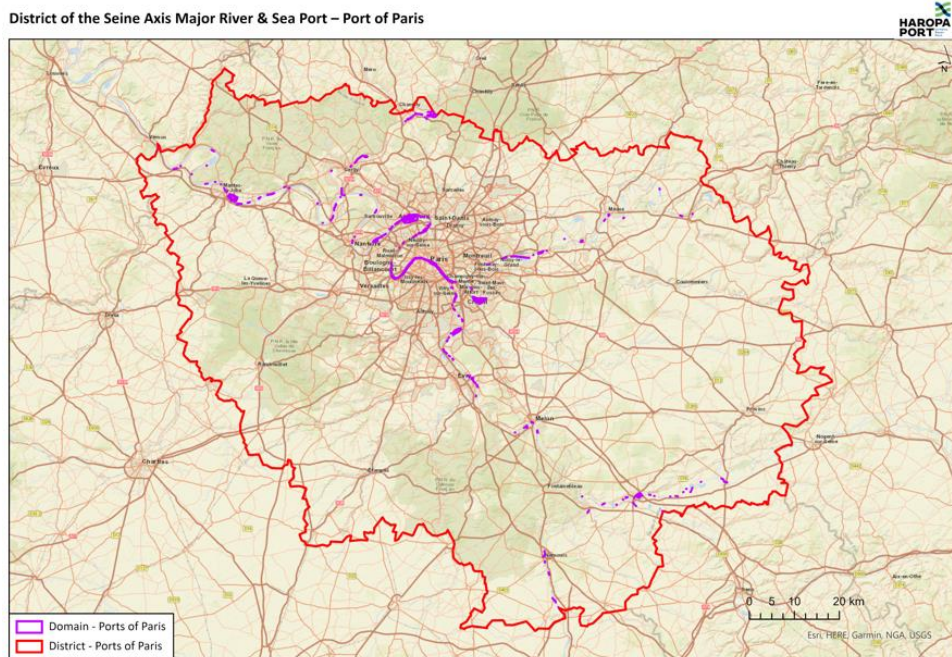
FLUVIAL SECTOR

PARIS

FLUVIAL SECTOR

Paris zone

Port site of HAROPA PORT | Paris of the GPFMAS
(hereinafter referred to as "the ports of Paris", "HAROPA
Port | Paris" or the "Regional Authority of Paris")



SECTION II

SECTION II – GOODS FEE

This section is governed by Articles L.5362-5, L.4323 – paragraph 1, R.4323-1 et eq. of the Transport Code for the rights of river and maritime ports.

ARTICLE I

- 1) A tax is levied on goods unloaded, loaded or transhipped in Zones I and II of the ports of Paris, as defined in 2 of this article, at the rates indicated in the table below:

NST Code	Description of goods	Zones	
		I	II
		I - Dues per gross weight (in euros/100 tonnes)	
0	Agriculture (including cereals, textiles, wood, raw materials of animal and vegeta	26,99	13,98
1	Food and feed (including sugar, beverages, animal feed, oilseeds)	25,15	17,19
2	Solid mineral fuels	13,05	6,98
3	Petroleum products	17,66	9,82
4	Ferrous ores and scrap for metallurgy (including scrap metal)	19,31	19,31
5	Metallurgical products	25,15	13,05
6	Crude and manufactured minerals and building materials	0,00	0,00
61	Sand, gravel, clay, slag	9,06	4,22
62	Salt, pyrites, sulphur	25,13	13,04
63 (except 6399)	Other stones, earth and minerals	9,06	4,22
6399	Soil for backfill and inert demolition products	4,22	4,22
64	Cement, lime	9,06	4,22
65	Gypsum	9,06	4,22
69 (except 6918)	Other manufactured building materials	25,15	13,05
6918	CIW (common industrial waste) from construction sites	4,22	4,22
7	Fertilizers	17,19	13,05
8	Chemic	25,15	13,05
83	(of which pulp and cellulose)		
9		52,58	52,58
(except 9991-9992 & 9993)	Machinery, vehicles, manufactured objects and special transactions		
9993	Industrial waste of household origin (bulky waste)	4,22	4,22

NST Code	Description of goods	Zones	
		I	II
		II - Dues per unit (in euros per unit)	
00	Living animals	0,341	0,341
91 (except 9100)	Véhicules and transport equipment	0,659	0,329
	Full containers unloaded :		
9991	Lower than 30-feet	2,157	2,157
9992	30-feet and taller	4,302	4,302
	Full containers loaded for export (via Rouen or Le Havre)	0	0
	Empty containers	0	0

- 2) The different zones of the port distinguished in 1 of this article are defined as follows:

- **Zone I** : ports established on land owned by HAROPA Port | Paris
- **Zone II** : other ports

ARTICLE II

- 1) For each declaration, the charges provided for in Part 1 of the table in Article I shall be levied on the total weight of goods belonging to the same category. Any fraction of a tonne shall be counted as one unit.
- 2) Declarations must indicate the total gross weight and the taxable weight by category for goods subject to gross weight taxation and the number of animals, vehicles or containers subject to unit taxation.

In support of each declaration for goods in more than one category, the declarant must attach a summary sheet showing the weight and number per declaration item and per category. This slip must be dated and signed by the declarant.

- 3) If all the goods covered by a declaration are taxable by weight, the taxpayer may request that the whole of the goods be subject to the rate applicable to the most heavily taxed part. In this case, no recapitulative slip is required, the declaration must simply mention the overall weight of the goods declared.

The absence of a summary slip is tantamount to the declarant's acceptance of the simplified assessment and no further application for revision on the basis of the category collection will be entertained.

- 4) The threshold per declaration below which port duties on goods are not levied is set at €1 per declaration.

ARTICLE III Reductions for goods in customs transit

- 1) Unloaded or transhipped goods that are transported under one of the transit or transshipment regimes to a foreign destination are exempt from goods tax.
- 2) Shipped goods that have arrived directly from abroad in customs transit are exempt from goods tax.

ANNEX 1 TO THE SCHEDULE OF PORT FEES FOR HAROPA PORT : Special rates for low-pollution ships

An incentive scheme for the least polluting ships, in terms of air quality, is set up on an annual basis by HAROPA PORT Paris.

It also applies to commercial ships powered by LNG, sails or using mainly wind propulsion. It is not included in the Port Fees tariff.

Contact numbers for further information:

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