

# PORT DUES

## PORT OF CHERBOURG

Port dues in the Port of Cherbourg established by application of the second book of the French Sea Ports Code for the benefit of Port de Cherbourg SAS

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### TARIFF N° 34

APPLICABLE FROM JANUARY 1<sup>st</sup> 2010

#### TARIFFS IN EUROS – WITHOUT V.A.T

- SECTION I : Dues on the ship
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**SECTION I**  
**DUES ON THE SHIP**

**ARTICLE 1 :**

1.1. : Dues are collected from any merchant ship unloading , loading or transhipping goods and/or disembarking, embarking or transhipping passengers in the Port of Cherbourg. These dues are established for each ship according to her volume calculated in application of the article R 212- 3 of the French Sea Ports Code. The dues are calculated in **EUROS** per cubic meter on the basis of the rates shown in the table below.

SHIPS TYPES	TYPES OF TRADE	
	SHIPS UNLOADING	SHIPS LOADING
1- Passenger ships cruises.....	0.0191	0.0191
2- Car-ferries and ferry-boats monohulls.....	0.0433	0.0433
multihulls.....	0.0260	0.0260
3- Tankers carrying liquid petroleum products	0.1826	0.1826
4- Liquefied gas carriers.....	0.2142	0.2142
5- Ships carrying mainly bulk liquid cargoes other than petroleum products.....	0.0903	0.0903
6- Dry bulk carriers.....	0.0642	0.0642
7- Refrigerated or polythermic ships.....	0.0798	0.0798
8- Roll on/ Roll off ships.....	0.0433	0.0433
9- Container ships.....	0.0789	0.0789
10- Barge carriers.....	0.2006	0.2006
11- Hovercrafts and hydro gliders.....	0.0430	0.0430
12- Others ships than those above.....	0,1329	0,1329

1.2 When the vessel does not unload or tranship either passengers or cargo, and does not load either passengers or cargo, the ship dues shall be due once only (in taking account of the measures for the modulation specified in article 2).

1.3 Ship dues shall be payable once only on the outbound when the ship has performed no commercial operations.

1.4 Ship dues shall not be due on the following :

- ships assigned for assistance of the ships especially for piloting, towing, mooring and rescuing.
- ships assigned to waste salvage and to fight against pollution in the Port of Cherbourg.
- ships assigned to routine dredging, installation and maintenance of aids to navigation, fire-fighting and official tasks.
- ships obliged to stay in port and performing no commercial operations.
- ships that cannot access to a port installation and which are obliged to implement their embarkation or disembarkation operations outside the port.
- ships assigned to cultural or humanitarian missions or with a general interest for the maritime heritage

1.5 In application of the article R 215-1 of the Code of Maritime Ports :

- The minimum collection of the Port fees is planned at 5 Euros.
- The collection threshold of the Port fees is planned at 5 Euros.

**ARTICLE 2 : Measures for the modulation according to the ratio of the real load in relation to the capacity of the ship in its main activity, by type and size of ships, enforcement of the disposals of paragraphs I, II, III, of the article R 212-7 of the Code of Maritime Ports.**

2.1 - For passenger ships when the number of embarked, disembarked or transhipped passengers in proportion to the ship's total passenger capacity is equal or lower than the under mentioned ratios, a reduction is granted on the "disembarking" or "embarking" dues :

Ratio less or equal to :			
		- 1/8	Modulation - 60%
- 2/3	Modulation - 10%	- 1/20	Modulation - 70%
- 1/2	Modulation - 30%	- 1/50	Modulation - 80%
- 1/4	Modulation - 50%	- 1/100	Modulation - 95%

2.2 - For ships carrying goods, when the tonnage of unloaded and loaded or transhipped cargo in proportion to the geometrical volume of the ship calculated as indicated in Article R 212-3 of the French Sea Ports Code is equal or lower than the under mentioned ratios, a reduction is granted on the "loading" or "unloading" dues :

Ratio less or equal to :			
		- 1/40	Modulation - 60%
- 2/15	Modulation - 10%	- 1/100	Modulation - 70%
- 1/10	Modulation - 30%	- 1/250	Modulation - 80%
- 1/20	Modulation - 50%	- 1/500	Modulation - 95%

2.3 - The basic rate planned for the calculation of dues concerning the ships that carry containers and other goods, will be the one applicable to container ship as far as the net tonnage of the containerised goods loaded or unloaded at Cherbourg fit at least 40 % of the overall tonnage of the call.

**ARTICLE 3 : Measures for the modulation according to the frequency of the calls in application of the article 212-7 of the Code of Maritime ports.**

3.1 - For ships on regular lines, placed at the disposal of the public, and making voyages scheduled in advance, the following reductions are allowed on the dues on the ship, in terms of the number of calls in a calendar year:

From 1 <sup>st</sup> to 9 <sup>th</sup>	0%
From 10 <sup>th</sup> to 15 <sup>th</sup>	10%
From 16 <sup>th</sup> to 25 <sup>th</sup>	20%
From 26 <sup>th</sup> to 50 <sup>th</sup>	30%
From 51 <sup>st</sup> to 100 <sup>th</sup>	55%
From 101 <sup>st</sup>	70 %

3.1 b - For ships of type 1, the following reductions are allowed on the dues on the ship, in terms of the number of calls in a calendar year:

1 <sup>st</sup> and 2 <sup>nd</sup> call	0%
3 <sup>rd</sup> and 4 <sup>th</sup> call	15%
5 <sup>th</sup> and 6 <sup>th</sup> call	25%
From 7 <sup>th</sup> call	30%

3.2 - For the ships that, although not belonging to regular lines, usually call at the same port, the rates of dues by type of ship are reduced according to the type of ship, to the number of departures during the calendar year :

From 1 <sup>st</sup> to 9 <sup>th</sup>	0%
From 10 <sup>th</sup> to 15 <sup>th</sup>	5%
From 16 <sup>th</sup> to 25 <sup>th</sup>	15%
From 26 <sup>th</sup> to 50 <sup>th</sup>	25%
From 51 <sup>st</sup>	30%

3.3 - For ships type 6- 7- 8- 9- 10 and 12 calling twice at Cherbourg on the same voyage, tax on the ship will be reduced by 40%. This reduction will be raised to 50% for regular lines. This reduction can't be cumulated with the reductions provided in Article 3 (31 and 32).

3.4 – Reductions planned in this article cannot be cumulated with the ones described in article 2. When the ship also answers to the conditions of the article 2, the most advantageous rate will be applied for the ship.

**ARTICLE 4: Disposals on the additional reduction planned in article R 212-8 of the Code of Maritime Port:**

For the new traffics and the intra-community lines of passengers, goods on trailers (RoRo) or of containers, a supplementary reduction of 50 %, the 1<sup>st</sup> year and 30 % the 2<sup>nd</sup> year, will be applied. A new line is a direct service to a maritime range not yet served by a regular line.

**ARTICLE 5 : Disposals on the possibilities of modulations planned in article R212-10 of the Code of Maritime Port : As a mater of interest**

**ARTICLE 6 : Disposals on the lump sum planned in article R212-11 of the Code of Maritime Port :**

6.1 In case of new lines, the ships doing a maritime transport of passengers, goods on trailers (RoRo) or of containers, between the States of the European Union or parts of the agreement of the European Economic space are subjected during a maximum of 3 years.

6.2 either to a fixed price of fees arranged for their whole activity for a determined period and settled "prorata temporis" by date of payment, maximum 3 months.

6.3 or to a fixed price of fees arranged for each passenger, trailer or multiple of tons or container.

Port de Cherbourg SAS will give to the Customs Administration a certificate setting the amount of the fixed price.

A new line is a direct service to a maritime front not yet served by a regular line.

## SECTION II

### DUES ON GOODS

**ARTICLE 7: Conditions applicable to the dues on goods provided for under articles R 212-13 to R212-16 of the French Code of Maritime Port Law**

7.1 - Dues are collected on goods unloaded, loaded and/ or transhipped in the Port of Cherbourg.  
Dues charged on the gross weight, in Euros per metric tons:

N.S.T Code	Designation of goods	Unloaded and transhipped	Loaded
01	- Cereals.....	0.340	0.166
02	- Potatoes.....	0.340	0.166
03	- Other fresh vegetable and fruits.....	0.340	0.166
04	- Textile.....	0.340	0.166
05	- Wood and cork.....	0.210	0.152
06	- Sugar beet.....	0.340	0.166
09	- Other animal and vegetal raw material.....	0.340	0.166
11	- Sugars.....	0.482	0.238
12	- Drinks.....	0.482	0.238
13	- Upper and groceries.....	0.437	0.217
14	- Perishable or semi-perishable foodstuffs.....	0.473	0.234
15	- Non-perishable meat & fisheries.....	0.473	0.234
16	- Other non-perishable foodstuffs & hop.....	0.473	0.234
17	- Animal food and foodstuff waste.....	0.473	0.234
18	- Oil seeds and oleaginous fruits and fats.....	0.473	0.234
21,22,23,24	- Solid mineral fuel.....	0.238	0.129
31	- Crude petroleum.....	0.279	0.129
32	- Energy by-products.....	0.429	0.209
33	- Gaseous hydrocarbons, liquid or compressed.....	0.429	0.209
34	- Non-energy by-products.....	0.429	0.209
41	- Iron mineral ore.....	0.238	0.129
42	- Manganese mineral ore.....	0.238	0.129
45	- Other mineral ore & non-ferrous waste.....	0.238	0.129
46	- Scrap iron & blast dust.....	0.238	0.129
47	- Other Iron & Steel waste.....	0.238	0.129
51	- Cast iron & raw steel.....	0.238	0.129
52	- Laminated semi-finished Iron & Steel products.....	0.238	0.129
53	- Laminated Iron & Steel products (E.C.C.S).....	0.238	0.129
55	- Other Iron & Steel products, ironworks & steel.....	0.234	0.129
56	- Non-ferrous metals.....	0.404	0.200
61	- Sand, gravel, clay, scoria.....	0.201	0.092
6210	- Unrefined & refined salt.....	0.201	0.103
6220	- Non-roasted iron. Pyrites.....	0.201	0.103
6230	- Sulphur.....	0.279	0.129
63	- Other stones, clay & minerals.....	0.201	0.103
64	- Ciment, lime, plaster.....	0.351	0.226
69	- Other manufactured building material.....	0.351	0.226
71	- Natural fertilizers.....	0.221	0.154
72	- Manufactured fertilizers.....	0.221	0.154
81	- Basic chemicals.....	0.340	0.166
82	- Organic chemicals.....	0.200	0.103
83	- Cellulose & waste.....	0.340	0.166
84	- Man-made or synthetic textile fibre.....	0.340	0.166
89	- Other chemicals.....	0.976	0.474
91	- Vehicles and transport machinery.....	1.254	0.684
92	- Tractors, agricultural machinery and equipment.....	0.000	0.000
93	- Other machinery apparatus and appliances, engines parts thereof....	1.366	0.677
94	- Manufactures of material.....	1.366	0.677
95	- Glass, glassware, ceramic products.....	1.366	0.677
96	- Leather, textiles and clothing.....	1.366	0.677
97	- Other manufactured articles.....	1.366	0.677
9720	- Paper and paperboard unworked.....	0.335	0.335
9760	- Wood, chipboard, plywood.....	0.628	0.628
99	- Miscellaneous articles.....	1.366	0.677

N.S.T Code	Designation of the goods	Unloaded and Transhipped (*)	Loaded
	<b>2) Tax charged per unit (in Euro per unit)</b>		
	<b>Live animals</b>		
	- < 10 kg.....	-----	-----
	- ≤10kg et < 100 kg.....	0.275	0.120
	- ≥100 kg.....	0.511	0.310
	<b>Non commercial vehicles</b>		
	- 2 wheel vehicles.....	0	0
	- Tourist cars.....	0	0
	- Motor-coaches.....	0	0
	- Loaded lorries weighing ≥ 5 metric tons (1).	0	0
	- Loaded lorries weighing < 5 tons (1).....		
	<b>Loaded lorries, trailers or semi trailers (1) (2)</b>		
	- Length < 8 meters.....	0	0
	- Length ≥ 8 meters and < 13 meters.....	0	0
	- Length ≥ 13 meters and < 16 meters.....	0	0
	- Length ≥ 16 meters .....	0	0
	<b>Full containers</b>		
	- Length ≥ 3 meters et < 6 meters.....	0	0
	- Length ≥ 6 meters and < 8 meters.....	0	0
	- Length ≥ 10 meters .....	0	0

(\*) This tax is understood for transhipped operations via Quay. Transhipped operations from side to side even using port equipment are exempt from tax.

(1) This lump due serves as a substitute for payment on the basis of the classification of the goods of the cargo dues.

(2) Length is the total length of loaded or unloaded lorries, trailers or semi trailers.

#### ARTICLE 8 : Conditions applicable to the payment of dues as shown in the table in article 7

8.1 - For each Customs entry, the dues shown in the part 1 of the table in the article n°7 of this tariff shall be collected on the total weight of the goods belonging to a same category.

- a) They are paid :
- per metric ton, when the chargeable weight is over 900kg.
  - per 100kg, when the chargeable weight is equal to or under 900kg. Any fraction of a ton or of 100kg is counted as one unit.

The dues per 100kg shall be equal to the 1/10<sup>th</sup> of the dues for one metric ton.

b) Subject to exemptions applicable to containers and pallets, packing is, in principle, submitted to the same rate as the goods contained therein. However, when a declaration concerns goods of more than one category, the whole of the packing is automatically deemed to be in the category representing the most weight.

8.2 - The declarations shall mention the total gross weight and the weight chargeable per category of goods paying on the gross weight, and the number of animals, vehicles or containers when a rate per unit is applicable.

For goods of various classifications the customs declaration shall be supported by a summary showing the weight and number per item in the declaration and per category. That summary shall be dated and signed by the informant.

8.3 - If all the goods that entered into a single declaration are chargeable on weight, the payer may ask for the whole to be charged at the rate of the higher category. No summary is necessary and the declaration shall only mention the total weight of the declared goods.

The absence of a summary shall mean that the declarant agrees to the simplified calculation and no claim shall be accepted later on for an adjustment based on a calculation on each category.

8.4 - The minimum charge is fixed at **5 €** per declaration.  
No charge will be collected when the amount of the dues are less than **5 €** per declaration.

8.5 – Dues on goods shall not apply in the cases listed in article R 212-16 of the French Code of Maritime Port Law.

## SECTION III

### DUES ON PASSENGERS

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**ARTICLE 9 : Conditions governing the application of dues on passengers as provided in articles from R 212-17 to R 212-19 of the French Code of Maritime Port Law.**

Passengers disembarked and embarked are submitted to a passage fee :  
per passenger : ..... **2.397**

The following categories of passenger are not chargeable :

- children under 4 year old
- military personnel travelling in serving military groups
- ship crew members
- ship owner's personnel travelling for reasons relating to their employ and in possession of transport documents allowing travel free of charge
- public servants performing their assigned tasks on board.

A reduction of 50 % will be applied :

- for the passengers who temporarily disembark during the call
- for the trippers who have a return ticket used in a inferior lead time of 72 hours.
- for the passengers disembarked from one ship and reembarked on an other ship.

A supplementary reduction of 50 % will be applied for the passengers of regular ferry routes, of more 300 nautical miles.

## SECTION IV

### DUES FOR SHIPS STAYING OVER A LONG PERIOD

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**ARTICLE 10 : Conditions for the enforcement of the parking fee planned in article R 212-12 of the Code of Maritime Ports.**

10.1 – Ships or assimilated floating engines, with the exception of fishing ships where the stay in the port of Cherbourg not involve performance of commercial operations, exceed one day, shall be liable to a long stay charge at rates in Euros per cubic metre and for each day are planned in the following conditions :

#### VOLUME FRACTIONS

- The first 15,000 cubic meters	<b>0.0094</b>
- Beyond 15,001 cubic meters	<b>0.0070</b>

- The free period of one day is increased by the time normally required by Customs for commercial operations
- The duration of the stay is calculated per calendar day. Any fraction of a day counts as one day.
- For ships calling and parking usually at Cherbourg, the rates on the long-stay dues are reduced by 50% and the free period is increased to 90 days

The dues are not owed while ships are in the dry-docks, or at the berths specially earmarked for repair by shipyards.

10.2 – Parking fee must be paid by the ship owner. The minimum to be paid is 10 Euros per ship and the collection threshold is planned at 5 Euros per ship.

10.3 - The following are exempted from the long-stay dues :

- naval ships,
- service vessels used by the French government,
- ships armed by the companies who operate regular lines from Cherbourg,
- ships assigned to pilotage or towage tasks and based in Cherbourg Port,
- servitude boats and floating engines used for the handling of goods and port work if they are assigned to port work in Cherbourg Port,
- ships or crafts operated by societies who have an activity in Cherbourg's area,
- sailing boats and school ships,
- inland navigation boats,
- French coastal trade ships.
- ships dry dock or at ship owner's berths assigned specifically to ship repair tasks.

10.4 - Beyond the free period, the dues for ships staying over a long period are owed on the last day of each month and at the departure of the ship.

## SECTION V

### DUES CHARGED for “SHIP GENERATED WASTE”

#### ARTICLE 11 :

I• Waste due is collected on the departure from the port of Cherbourg from any merchant ship and any pleasure boat with the capacity to transport more than 12 passengers.

This due must be paid by ship-owner. It is established for each ship on the basis of its volume, calculated according to article R.212-3 of the French Sea Ports Code.

When wastes are unloaded in a special equipment included in the waste reception facilities of the port, the captain of the ship or his representative must produce a certificate provided by the company supplier in application of the article R325-1 of the French Sea Ports Code. The service supplier sends a copy of this certificate to the port authority.

According to the certificates received, the port authority indicates to the custom office which of the following cases A or B applies to the ship.

a) Ship has produced a certificate showing the delivery of wastes

Once the custom office has received information from the port authority that the ship-owner or his representative provided a certificate for the delivery of its operation wastes, due is calculated as following:

a-1) Services are implemented by port : **unjustified**

a-2) Services are fully implemented by service suppliers other than the authority receiving the port dues.

There is no due paid. The service supplier invoices its services directly to the ship. In this case, a certificate from the supplier and/or an invoice will be provided to the custom office and to the port authority.

b) If ship has no certificate of waste delivery.

When the custom office has not been informed by the port authority that the ship-owner or his representative has provided a certificate of waste delivery, due is fixed as follows:

**0.0077 €/m<sup>3</sup> for any type of ship**

II• Due on ship operation waste, as defined in article 1 above, does not apply for the following ships :

- ships assigned to salvage, piloting, towing or mooring
- ships equipped for collecting wastes and fight against pollution
- ships assigned to maintenance dredging , maritime signs, safety and administrative services.
- ships obliged to stay at port and performing no commercial operation
- ships that cannot benefit from port installations and that are obliged to operate their loading/unloading transhipping operation outside the port.
- war ships and ships operated by the French state with no merchant aim

III•.In application of disposals in article R 215-1 of the French Sea Ports Code :

- the minimum collection port fees is **5 €**
- the collection threshold of the port fees is **5 €**

IV• Exemption of the due covered by art R 215-1 of the French Sea Ports Code if ships meet the following conditions :

- Ships must operate regular call in the port according to a schedule planned in anticipation.
- Ships do not unload wastes in the port.
- If the captain of the ship can provide either a deposit receipt or a deposit agreement of the wastes of his ship as well as the fitting invoice.
- The service of unloading of the wastes must be operated in a port of a state that is member of the European Economic Community located on the itinerary of the ship. This certificate must be agreed by the fitting port authority.

V• Lump sum according to art R 212-11 (2°) of the French Sea Ports Code :

Due is not paid when the ship is submitted to a lump sum according to article 6.1 of the present tariffs.

**ARTICLE 12: The tariff comes into effect as provided in article R 211- 8 of the French Sea Ports Code.**