

1) Details of the reduction for the deposit of liquid and/or solid 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 **L** of the fee, which is then equal to **A + S**
- If the ship certifies the deposit of its solid waste : reduction equal to term **S** of the fee, which is then equal to **A + L**
- If the ship certifies the deposit of its liquid and solid waste : reduction equal to terms **L + S** of the fee, which is then equal to **A**

Article R5321-1 of Transports Code stipulates that the elements constituting port fees include, under the conditions defined in this code, a fee on the waste of ships, **excluding cargo residues**.

The deposit of these cargo residues is therefore not an admissible reason for an exemption of the corresponding term (liquid and/or solid). Only the deposit of the operational waste of the ship allows the exemption of the corresponding term.

The table below shows the different types of ship’s operational waste for which a deposit is eligible for an exemption of the corresponding term (liquid and/or solid) :

MARPOL Annex	MARPOL Annex I	MARPOL Annex V
Ship’s operational waste eligible	<ul style="list-style-type: none"> - Hydrocarbon residues (sludge) - Bilge water polluted by hydrocarbons 	<ul style="list-style-type: none"> A / Plastics B / Food waste C / Household waste (paper, rags, glass, metals, bottles, dishes...) D / Cooking oils E / Cremation ashes F / Operational waste H / Fishing gear I / Electronic waste
Reduction applicable if actual deposit	Term L of the fee	Term S of the fee

2) Docks/berths where deposit is not possible during the commercial operations of the ship

Each Harbour Master’s Office will maintain a list of docks/berths identified as not belonging to part of the waste fee, because of the impossibility of depositing all or part of the ship’s waste there. Depending on the type of waste that cannot be deposited (liquid and/or solid), the terms L and/or S of the waste fee will not apply on the outgoing vessel declaration, when the vessel is not berthing at another dock/berth which allows to collect the type of waste concerned.

Each Harbour Master’s Office retains full management of the list of docks/berths concerned and associated reasons.

For stopovers at these docks/berths, **the term A of the fee will be due.**

3) Deposit of liquid and/or solid waste in a previous port within the EU

Each Harbour Master's Office accepts certificates of deposit from a previous port within the EU during the same voyage, to propose an exemption from the corresponding term (liquid and/or solid).

The validity period of these certificates is extended to :

- a. 15 days for solid certificates (ship's operational waste MARPOL Annex V)
- b. 2 month for liquid certificates (ship's operational waste MARPOL Annex I)

Once these elements have been validated by the Harbour Master's Offices, the ship will be exempt from terms L and/or S of the waste fee, but the **term A of the fee remains due**.

4) Ships of gross tonnage < 300 UMS (Universal Measurement System)

DIRECTIVE 2002/59/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 27 June 2002 on the establishment of a Community system for the monitoring of vessel traffic and for the provision of information, stipulates that the obligation to declare in E-coport only applies to ships of 300 UMS gross tonnage or more, unless otherwise provided.

These ships will therefore be **exempt from waste fee**, but will still be able to make a declaration in the E-Coport module if they want to deposit their waste.

The ship will be **exempt from the waste fee : terms A, L and S of the waste fee are not due**.

5) Collector default

A collector default is defined as a case where a ship orders a delivery for a deposit of waste, but the collector is unable to achieve it.

The collector can then inform the reason for the non-achievement of the delivery. At the end of the E-coport process, the Harbour Master's Office have the possibility to force the exemption of the corresponding term (if the elements filled in by the collector justify this exemption).

Once these elements are validated, the vessel will be exempt from terms L and/or S of the waste fee, but **the term A of the fee remains due**.

6) Excluded vessels

Each Harbour Master's Office retains full management of the list of excluded vessels (eligible to articles V and VII of the port dues tariff).

Once these elements are validated, the vessel will be **exempt from the waste fee : terms A, L and S of the fee are not due**.

**APPLICATION OF THE PLAN FOR THE RECEIPT AND TREATMENT OF OPERATIONAL AND RESIDUAL CARGO
WASTE FROM SHIPS
WASTE FEE EVOLUTION – DECLARATIVE EVOLUTION – E-COPORT MODULE**

Reasons Exemptions, Reductions, Surcharges,	Actions of the shipping agent Declarations Documents to forward	HAROPA PORT Observations Harbour Master’s Office and Port dues Office
Exemption of 100% for regular services	Obtain an exemption contract : provide the contracts for the deposit of liquid and/or solid waste in an EU country (UK included), the certificate of deposit and invoices attesting to payment	Exempt of declaration and 100% exemption of waste fee (terms A, L et S)
Exemption of 100% for ships not concerned by the waste fee (Article V - annex 3 of PRTW)	Case-by-case assessment by the Offices of HAROPA PORT	100% exemption of waste fee (terms A, L et S). Control of requests by Harbour Master’s Office according to the list from article V - annex 3 of PRTW
Reduction of 20% for short sea transport	DAPAQ – declaration from the port of origin	The reduction of 20% is released <u>automatically</u> on terms L and S of the waste fee if the ship is coming from an EU port or a port bordering the Baltic Sea, Black Sea, or Mediterranean Sea
Reduction of 20% for ships generating a reduced quantity of waste	Waste deposit receipts in the port of deposit, the certificate of the classification society that approved the ship’s waste management plan accompanied by a copy of compliance with ISO 14001, Or the certificate of the BLUE ANGEL organisation validating the ship’s membership in the process. Provide a document or certificate ensuring that the vessel complies with an EU-approved environmental management system	The design, equipment and operation of the ship demonstrate that the ship generates a reduced amount of waste. For approval by the Harbour Master’s Office, one of the documents listed in the Regulation (EU) 2022/091 must be forwarded in SWING / DrakHAR. Reduction of 20% on terms L and S of the waste fee

Reduction of 20% under a designed propulsion for clean fuel	A certificate attesting the clean fuel propulsion of the ship. <u>No need to forward certificate for LNG carriers</u>	The ship must be motorized to be able to use clean fuel (LNG or methanol). Reduction of 20% on terms L and S of the waste fee
Reduction of 100% under the use of clean fuel	A certificate attesting the clean fuel propulsion, and the actual use of this fuel. Harbour Master's Office may require a "delivery note" of the last bunkering	Reduction of 100% on the term L of the waste fee
Reduction of 100% on terms L and/or S under certificates of deposit from a previous port within the EU	A certificate of deposit from solid and / or liquid waste	Reduction of 100% on terms L and/or S of the waste fee. The validity period of these certificates is extended to : 15 days for solid certificates (vessel's operational waste MARPOL Annex V) 2 month for liquid certificates (vessel's operational waste MARPOL Annex I)
Reduction of 100% under deposit of waste in Le Havre, Rouen or Le Havre - Antifer	The certificate of deposit for liquid and/or solid waste (released automatically in SWING / DrakHAR – E-COPORT)	Reduction of 100% on terms L and/or S of the waste fee
Surcharge of 10%	Non-compliance with the Transports Code.	Surcharge pronounced by the AI3P.

See PRTW,

Waste Alert : Ships that will sail with a storage capacity of operational waste or cargo residues occupied greater than or equal to the thresholds set in the table of the **Regulation (EU) 2022/89** will be reported in the National Traffic Tracking System (Traffic 2000) and European Safe Sea Net.

Deposit obligation : If the quantity of waste remaining on board plus the estimative production reaches 100% before its next port of destination, the ship must deposit its waste in HAROPA PORT.