

2026

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, 2026**, 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 transshipping 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 referenced at the CPA 2.2 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 article R5321-20 of the Transport Code, 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

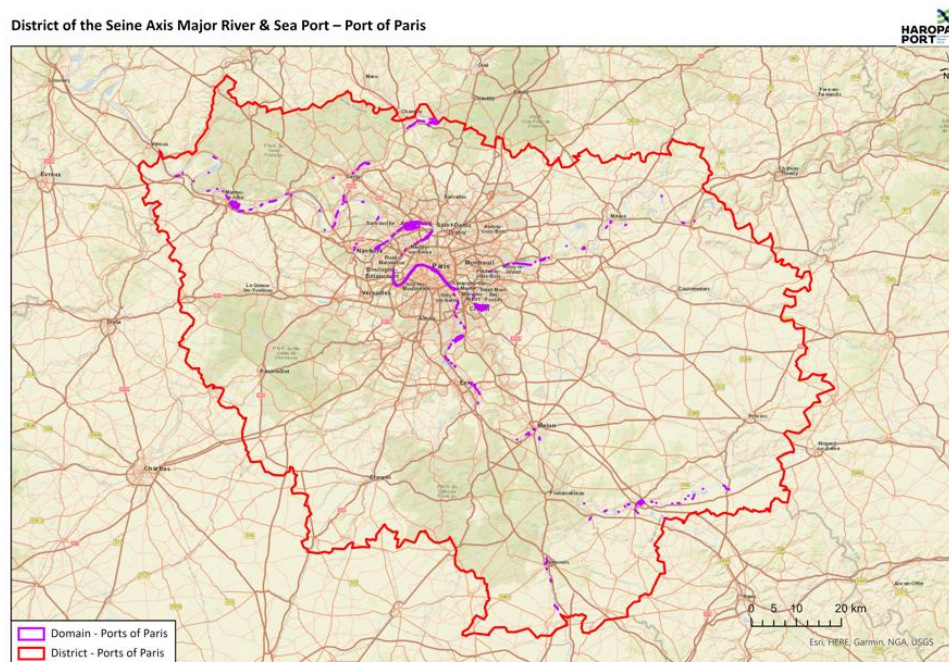
HAROPA PORT | Rouen port site of the GPFMAS
(hereinafter “the port of Rouen” or “HAROPA PORT | Rouen” or the “Regional Authority of Rouen”).



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 dependent on HAROPA PORT are subject to port fees in the **river sector**. These port fees apply to all ports in the Ile-de-France region for those and only for those in HAROPA PORT management.

- 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 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:

Type of ships		Dues in € per m ³	
		INWARD	OUTWARD
1.1)	Passenger ships such as $V \leq 100\,000\text{ m}^3$	0,3194	0,3194
1.2)	Passenger ships such as $100\,000\text{ m}^3 < V \leq 150\,000\text{ m}^3$	0,0924	0,0924
1.3)	Passenger ships such as $V > 150\,000\text{ m}^3$	0,0490	0,0490
2)	Car ferries and ferry-boats	0,0539	0,0513
3.1)	Tankers such as $V < 100,000\text{ m}^3$ and carrying crude oil (NST Code 02.2)*	0,6768	0,2592
3.2)	Tankers such as $V < 100,000\text{ m}^3$ and carrying other liquid petroleum products*	0,6867	0,2631
3.3)	Tankers such as $V \geq 100,000\text{ m}^3$ and carrying crude oil (NST Code 02.2)*	0,8593	0,3264
3.4)	Tankers such as $V \geq 100,000\text{ m}^3$ and carrying other liquid petroleum products*	0,8720	0,3313
4.1)	Liquefied gas carriers carrying Natural Gas (NST 02.3)*	0,4052	0,3064
4.2)	Liquefied gas carriers carrying other Gas than Natural Gas (NST 02.3)*	0,3242	0,2451
5)	Ships mainly carrying bulk liquid cargoes other than petroleum products	0,4097	0,2632
6)	Dry bulk carriers	0,5632	0,3192
7)	Refrigerated or polythermal ships	0,2344	0,1439
8)	Roll-on roll-off ships	0,2145	0,2145
9.1)	Container ships such as $V \leq 210\,000\text{ m}^3$	0,2607	0,2607
9.2)	Container ships such as $210\,000\text{ m}^3 < V \leq 330\,000\text{ m}^3$	0,2253	0,2253
9.3)	Container ships such as $330\,000\text{ m}^3 < V \leq 400\,000\text{ m}^3$	0,1992	0,1992
9.4)	Container ships such as $V > 400\,000\text{ m}^3$	0,1777	0,1777
10)	Barge carriers	0,2122	0,1322
11 & 12)	Hovercraft and hydrogliders	0,3540	0,1346
13.1)	Other Ships than those indicated above, mainly using sailing propulsion	0,2899	0,1574
13.2)	Other Ships than those indicated above	0,3510	0,1904

* : See **Section II - Goods fee**, pages 16 to 18

- 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 €0,0222/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 stopover - shall not apply.

- 4) Where the ship does not carry out any commercial operations, the ship charge is charged on departure. The tonnage must be entered at 0.
- 5) In accordance with 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 signaling, 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 €87 per declaration.

The collection threshold is set at €43 per declaration.

- 7) 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, a rebate 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 stopover (Article II).

- 8) 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.

- 9) 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.
 - considering the overall length L of the seagoing unit so configured, its maximum width b and its maximum summer draught T_e , 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 $0.14 \times \sqrt{L \times b}$.
- 10) 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 stopovers per year per ship.
- 11) 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.
- 12) Merchant ships landing goods intended for transshipment to merchant ships referred to in paragraph 10) of Article I above, or taking on board goods transhipped from merchant ships referred to in paragraph 10) of Article I above, shall not be entitled to the "transshipment" status provided for in paragraph 7) of Article I in respect of those goods.
- 13) The measure below, called "double stopover", 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 stopover at the port of Le Havre within a period of 18 days or less after a previous stopover. A stopover 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 stopover to the date of entry of the second stopover. It is expressed in days.

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

SDs for the first stopover 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 stopover, 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 stopover

For all types of ships, the tonnage considered 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. The tonnage entered must be rounded up to the nearest unit.

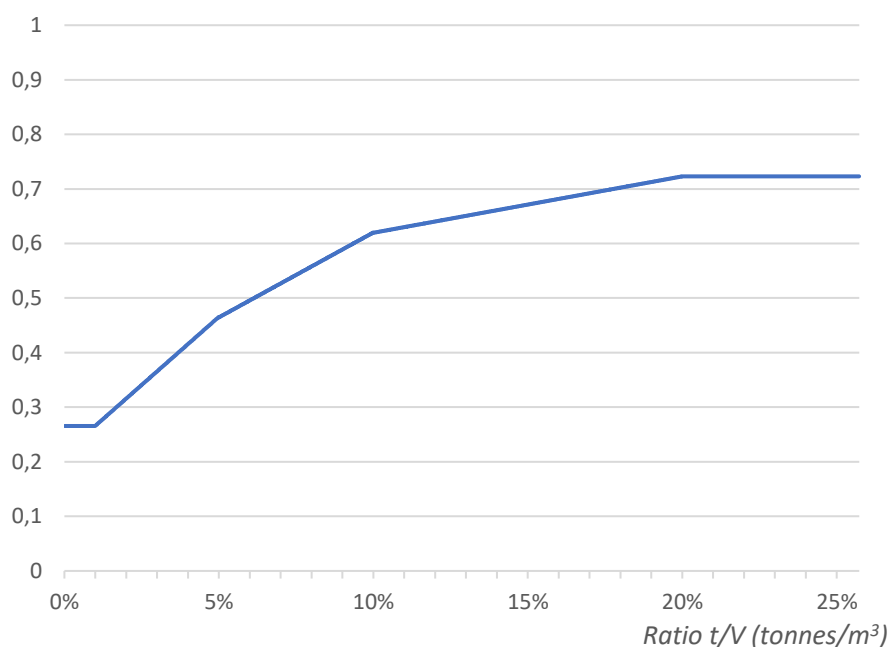
1) Container ships (type 9)

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 on the ratio (t / V) = α :

Ratio (t / V) = α :				
$\alpha < 0,01$	$0,01 \leq \alpha < 0,05$	$0,05 \leq \alpha < 0,10$	$0,10 \leq \alpha < 0,20$	$\alpha \geq 0,20$
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 Article II.1 and Article 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 stopover.

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 retroactive annual reduction, managed by the Regional Authority of Le Havre, may be applied for two years to container ships (types 9.1 to 9.4) of an additional regular line within the GPFMAS on a transoceanic geographical sector already affected from or to the GPFMAS, this from the date of the first entry within the GPFMAS 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.

Date of the first entry within the GPFMAS of a ship of the regular line	Reduction
Before 01/01/2026	20 %
After 01/01/2026	25 %

This reduction may be granted after request from one or more shipping companies concerned or their representatives, after formal approval from the Regional Authority of Le Havre who informs the Customs Administration.

The adjustments according to the share of the gross tonnage transhipped (Article I.7) and the size of the stopover (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 district of the port of Le Havre (excluding type 6 ships) 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 / CPA 2.2):

NST 2007 Division	NST 2007 Group	CPA 2.2 Position / Catégorie	Description NST2007	Unloading	Loading	Transhipment
01			Products of agriculture, hunting, and forestry Fish and other fishing products	1,0929	1,0929	0
	01.1		Cereals	0,7888	0,4632	0
02			Coal and lignite Crude petroleum and natural gas (except 02.2 et 02.3)	0,2352	0,3728	0
	02.2		Crude Petroleum	0,3757	0,0000	0
	02.3		Natural Gas	0,6846	0,4803	0
03			Metal ores and other mining and quarrying products Peat Uranium and thorium	0,6892	0,3914	0
	03.5	08.12.1	Natural sands, granules, chippings and powder; pebbles, gravel ⁽¹⁾	1,0653	0,4803	0
04			Food products, beverages and tobacco	1,0364	0,8977	0
05			Textiles and textile products Leather and leather products	3,4081	1,7523	0
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	1,6075	1,0734	0
07			Coke and refined petroleum products	0,8525	0,0000	0
	07.3		Gaseous, liquefied or compressed petroleum products	0,7037	0,4938	0
08			Chemicals, chemical products, and man-made fibres, rubber and plastic products Nuclear fuel	1,4501	0,9628	0
	08.1	20.13.66	Sulphur, except sublimed sulphur, precipitated sulphur and colloidal sulphur	0,7556	0,4803	0
	08.2 ⁽²⁾		Basic organic chemical products	0,8577	0,0000	0
	08.3		Nitrogen compounds and fertilizers (except natural fertilizers)	0,7556	0,1609	0
		20.15.1	Nitric acid; Sulphur nitric acids; Ammonia	1,4501	0,9628	0
	08.6		Rubber Or Plastic Products	3,5062	1,2771	0
09			Other non-metallic mineral products	2,1776	1,7523	0
	09.2		Cement, lime and plaster	0,7556	0,1609	0
10			Basic metals; Fabricated metal products, except machinery and equipment	2,1776	1,4134	0
	10.4		Structural Metal Products	3,5062	1,2771	0
	10.5		Boilers, Hardware, Weapons And Other Fabricated Metal Products	3,5062	1,2771	0
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	3,5062	1,2771	0
12			Transport equipment	3,4374	1,1586	0
13			Furniture; other manufactured goods n.e.c.	3,4081	1,5880	0
14			Secondary raw materials Municipal wastes and other wastes	0,7714	0,5259	0
	14.2		Other Waste And Secondary Raw Materials	0,7714	0,3728	0
15			Mail, Parcels	2,8442	2,8442	0
16			Equipment and material utilised in the transport of goods	3,5062	1,2771	0
	16.1		Containers and swap bodies in service, empty	Not applicable	Not applicable	Not applicable
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.	Not applicable	Not applicable	Not applicable
18			Grouped goods: a mixture of types of goods which are transported together	See 2) Fee per unit	See 2) Fee per unit	See 2) Fee per unit
19			Unidentifiable goods Goods which for any reason cannot be identified and therefore cannot be assigned to groups 01–16.	3,5062	1,2771	0
20			Other goods, n.e.c	3,5062	1,2771	0

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

(2) 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.

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

2) Fee per unit (€/unit)

NST Code	Commodity	Unloaded	Loaded	Transhipped
	FULL CONTAINERS^{(1) (2) (3) (4) (5)}			
C 1	- length equal to or over 3 metres and less than 6 metres	7,4312	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>	9,0232	0	0
C 3	- length equal to or over 8 metres and less than 10 metres	12,2078	0	0
C 4	- length equal to or over 10 metres <i>(for information, this includes forty-feet containers and above)</i>	15,3917	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 €0,5573 per tonne, regardless of their nature. To benefit from this provision, the declarant must enter on his declaration "ex-container goods no..." (EXC code).

(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).

(4) Containers landed, shipped or transhipped from merchant ships covered by the provision of paragraph 14 of Article I of this tariff shall be exempted from cargo fees, 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.

3) Transhipment 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.

4) For all goods loaded and then unloaded within the district of the port of Le Havre (excluding goods in 03.5/08.12.1 "Natural sands, granules, chippings and powder; pebbles, gravel (1)"), the declaration for goods is equal to 0.

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 €3,2181.
- 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 stopover;
 - 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 natural sands, granules, chippings and powder; pebbles, gravel (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 stopovers of ships within the port of Le Havre in connection with this extraction fee, referenced in particular by the stopover 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 STOPOVERS

SECTION I SHIP FEE

SECTION II GOODS FEE

SECTION III PASSENGER FEE

ANNEX 1

ANNEX 2

ANNEX 3

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 to the reception of ships' crews (see annex 3).

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 stopover, 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 considered 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:

TYPE OF SHIPS	Dues in € per m ³	
	Inward	Outward
1. Passenger liners	0,172	0,172
2. Car ferries and ferry boats	0,060	0,060
3. Oil tankers	0,905	0,528
4. Liquid gas carriers	0,639	0,389
5. Tankers carrying mainly bulk liquids other than oil	0,644	0,434
6.0. Dredgers and aggregate carriers (sand, gravel, stones)	0,444	0,343
6.1. Ships carrying grain (wheat, barley....)		
a) Ships ≤ 80,000 m ³	0,866	0,786
b) Ships > 80,000 m ³	0,866	0,410
6.2. Ships carrying other dry bulk goods	0,757	0,585
7. Reefers or refrigerated ships	0,296	0,288
8. Ro-Ro ships	0,184	0,156
9. Container ships	0,179	0,152
10. Barge carriers	0,184	0,154
11. & 12. Hydrofoils and Hovercrafts	0,326	0,326
13.1 Other Ships than those indicated above, mainly using sailing propulsion	0,290	0,157
13.2 Other ships than those mentioned above	0,422	0,422

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 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.

3) When the same ship is required to land or tranship goods successively in different zones of the port of Rouen during the same stopover, 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 transhipment operations carried out by this ship in this zone. Collection of the ship port charge shall take place at the last berth touched. This does not exclude the application of point 2 of the preamble.

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 stopover.

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 stopover, 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 transhipment 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 stopover. This does not exclude the application of point 2 of the preamble.

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 €0.114/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 transhipment 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 €234 per ship declaration. The collection threshold is set at €117 per declaration.

- 8) Type 13.2 liner ships¹ shall pay the Ship Fee at the reduced rate of:

Incoming: €0,208/m³

Outgoing: €0,116/m³

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

- 9) Type 13.2 liner ships² shall pay the Ship Fee at the reduced rate of:

Incoming: €0,269/m³

Outgoing: €0,269/m³

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

Incoming: €0,140/m³

Outgoing: €0,116/m³

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

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

Incoming: €0,104/m³

Outgoing: €0,104/m³

- 12) 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:

12)–1 ship of volume < 9,000 m³: coefficient Te/6.

12)–2 ships of type 3, 5 and 6 with a volume V greater than 80,000m³: coefficient 11/Te. The resulting reduced volume is limited to 120,000m³.

12)–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/Te.

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

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.

- 13) A liner which, during the same stopover, 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 hereafters.
- 14) Ships carrying goods successively embarked and disembarked from one point to another in the port of Rouen are subject to a single fee of 0,114 €/m³. This fee shall be levied on the disembarkation of the goods. None of the adjustments provided for in Articles I to IV shall apply.
- 15) The maiden stopover 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.
- 16) Any Type 9 ship, landing 100% empty containers, will benefit from a 100% reduction on the gross amount of the ship charge.

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.

- 17) Any type 9 ship, carrying only containers between the port of Rouen and the port of Le Havre, benefits from a 100% reduction on the gross amount of the fee on the ship.
- 18) 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 0,114 €/m³. The reductions in Articles I to IV do not apply.
- 19) 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 m³	Volume V >80 000 m³		
	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 %

ARTICLE III Adjustments according to the frequency of stopovers, 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 stopovers 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 stopover following the date on which the status of scheduled route was granted.

The status of regular line is obtained after formal approval from the Regional Authority of Rouen who informs the Customs Administration. Only maritime stopovers 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 stopovers 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 Regional Authority of Rouen.

- 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 stopovers 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 stopovers of its ships during the calendar year:
- 1st stopover: no reduction
 - 2nd stopover and 3rd stopover: 25% reduction
 - 4th stopover and subsequent stopovers: 50% reduction
- 5) An additional 20% reduction applies to the exit in the case of a double stopover 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 stopover 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 stopover.

ARTICLE IV Additional reduction for some new regular routes

A retroactive annual reduction, managed by the Regional Authority of Rouen, up to a limit of 50%, may be applied for a maximum period of two years to ships on a regular line newly created in a geographical sector not yet served from or to the GPFMAS, or contributing significantly to the development of a geographical sector already served and which guarantees a regularity of at least one touchdown per month, this from the date of the first entry within the GPFMAS of a ship of the regular line.

This reduction may be granted after request from one or more shipping companies concerned or their representatives, after formal approval from the Regional Authority of Rouen who informs the Customs Administration.

This reduction may be combined with the most advantageous of the allowances provided for in Articles II and III above.

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)

NST 2007 Division	NST 2007 Group	CPA 2.2 Position / Catégorie	Description NST2007	Unloading	Loading	Transhipment
01			Products of agriculture, hunting, and forestry Fish and other fishing products	1,093	1,093	0
	01.1		Cereals	0,789	0,463	0
	01.4		Other fresh fruit and vegetables	1,067	0,925	0
	01.5		Products of forestry and logging	1,093	0,677	0
		02.20.0	Wood in the rough	0,677	0,677	0
	01.7		Other substances of vegetable origin	1,036	0,898	0
		01.27.04	Cocoa beans	1,093	1,093	0
02			Coal and lignite Crude petroleum and natural gas	0,235	0,373	0
03			Metal ores and other mining and quarrying products Peat Uranium and thorium	0,689	0,526	0
	03.3		Chemical and (natural) fertilizer	0,689	0,391	0
		08.91.09	Other chemical and fertiliser minerals (Kieserite, magnesium sulphate)	0,480	0,391	0
	03.4		Salt	0,439	0,526	0
	03.5		Stone, sand, gravel, clay, peat and other mining and quarrying products N.E.C	0,526	0,526	0
		08.12.1	Natural sands, granules, chippings and powder Pebbles, gravel	0,415	0,296	0
04			Food products, beverages and tobacco	1,067	0,925	0
	04.4		Animal and vegetable oils and fats	1,036	0,898	0
		10.41	Vegetable fats oil cakes and pellets	0,313	0,898	0
		10.41.41	Cashew nut shells (Combined Nomenclature = 2306 90 90)	0,000	0,898	0
	04.6		Grain mill products, starches, starch products and prepared animal feeds	1,036	0,898	0
	04.7	11.06.10	Malt	1,067	0,925	0
05			Textiles and textile products Leather and leather products	3,408	1,753	0
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	1,607	1,074	0
	06.1		Products of wood and cork (except furniture)	1,046	0,895	0
		16.27.0	Panels of wood, plywood, OSB			
		16.21.1	Other panels of wood, plywood, OSB	1,607	1,074	0
		16.26.10	Pellets and briquettes, of pressed and agglomerated wood and vegetable waste and scrap	0,000	0,000	0
	06.2		Pulp, paper and cardboard		0,667	0
07			Coke and refined petroleum products	1,033	1,033	0
	07.1		Coke oven products	1,033	1,033	0
	07.2		Liquid refined petroleum products	0,853	0,000	0
	07.3		Gaseous, liquefied or compressed petroleum products	0,801	0,511	0
	07.4		Solid or waxy refined petroleum products	0,801	0,511	0
		19.20.42	Petroleum coke (Combined Nomenclature = 2713 1)	0,317	0,511	0

NST 2007 Division	NST 2007 Group	CPA 2.2 Position / Category	Description NST2007	Unloading	Loading	Transshipment
08			Chemicals, chemical products, and man-made fibres Rubber and plastic products Nuclear fuel	1,036	1,006	0
	08.1		Basic mineral chemical products	1,006	1,006	0
		20.13.41	Sulphate of magnesium	0,480	1,006	0
		20.13.43	Carbonates	0,177	1,006	0
	08.2		Basic organic chemical products	1,006	1,006	0
		20.14.2	Industrial fatty alcohols, monohydric alcohols	1,036	0,898	0
		20.14.31	Industrial monocarboxylic fatty acids Acid oils from refining	1,036	0,898	0
		20.14.7	Miscellaneous basic organic chemical products including undenatured ethyl alcohol, denatured ethyl alcohol	1,036	0,898	0
	08.3		Nitrogen compounds and fertilizers (except natural fertilizers)	1,032	0,685	0
		20.15	Fertilisers and nitrogen compounds (liquid bulk)	0,720	0,685	0
		20.15	Fertilisers and nitrogen compounds (dry bulk or packed goods)	0,480	0,000	0
		20.15.10	Anhydrous ammonia	0,514	0,514	0
	08.5		Pharmaceuticals and paracheicals	1,006	1,006	0
		20.59.5	Biodiesels	1,006	1,006	0
09			Other non-metallic mineral products	2,177	1,753	0
	09.2		Cement, lime and plaster	0,784	0,784	0
10			Basic metals Fabricated metal products, except machinery and equipment	2,177	1,414	0
	10.1		Basic Iron and steel and ferro-alloys and products of the first processing of iron and steel (except tubes)	1,032	0,685	0
		24.10.13	Ferrous products obtained by direct reduction of iron ore	0,235	0,526	0
	10.2		Non-ferrous metals and products thereof	1,032	0,685	0
	10.3		Tubes, pipes, hollow profiles and related fittings	1,032	0,685	0
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	3,106	2,554	0
12			Transport equipment	3,438	2,554	0
13			Furniture Other manufactured goods n.e.c.	3,408	1,588	0
14			Secondary raw materials Municipal wastes and other wastes	0,772	0,526	0
	14.2	38.11.53	Used pneumatic tyres of rubber	0,772	0,373	0
		38.11.58	Non-hazardous metal waste, slags	0,235	0,526	0
		38.12	Waste oils	0,772	0,373	0
		38.21	Solid recovered fuels	0	0	0
		38.32	Pellets of municipal waste	0	0	0
15			Mail, parcels	2,844	2,844	0
16			Equipment and material utilised 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.	3,506	1,276	0
20			Other goods, n.e.c	3,506	1,276	0

II - Unit fee (€/unit)

Description of goods	Unloading	Loading	Transshipment
Containers and trailers			
1. Containers and trailers			
1.1 Empty containers	0	0	0
1.2 Full containers other than trailer-mounted at rate 1.3	0	0	0
1.3 Accompanied or unaccompanied road trailers on ships of type 2, non commercial trucks			
Full	8,729	8,729	8,729
Empty	2,182	2,182	2,182
1.4 Containers or swap bodies on ships of type 2 subject to RoRo handling on domestic trailers			
Full	9,065	9,065	9,065
Empty	2,267	2,267	2,267
2. Private vehicles not shipped for commercial purposes	3,106	2,554	2,554
Living animals			
Weight < 10 kg	0,689	0,621	0,621
Weight > 10 kg < 100 kg	1,377	1,648	1,648
Weight > 100 kg	2,758	2,675	2,675

- 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 €4,00 per declaration.
- The collection threshold is set at €2,00 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 €3,091 per disembarked, embarked or transhipped passenger is payable by the shipowner.
River units: A fee of €2,462 per disembarked, embarked or transhipped passenger is payable by the shipowner. It is not collected by the customs administration but 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 stopover 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 stopover 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 article R-5321-20 of the Transport Code, by applying 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 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).⁽¹⁾⁽²⁾

The value of the maximum draught of the ship considered 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).

Types of ships	Inward (€/m ³)	Outward (€/m ³)
1. Passenger liners	0,087	0,087
2. Car ferries and ferry boats	0,087	0,087
3. Oil tankers	0,328	0,220
4. Liquid gas carriers	0,229	0,166
5. Tankers carrying mainly bulk liquids other than oil	0,229	0,166
6. Ships carrying dry bulk goods	0,251	0,153
7. Reefers or refrigerated ships	0,145	0,132
8. Ro-Ro ships	0,115	0,096
9. Container ships	0,115	0,096
10. Barge carriers	0,115	0,096
11. & 12. Hydrofoils and Hovercrafts	0,085	0,085
13. Other ships than those mentioned above	0,178	0,112

⁽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.

- 2) The minimum fee is set at €228,00 per ship.
The collection threshold is set at €114,00 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 stopovers 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, 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 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.).

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

The status of regular line is obtained after formal approval from the Regional Authority of Rouen who informs the Customs Administration.

Only maritime stopovers 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 stopovers 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 Regional Authority of Rouen.

- 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 stopover	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 stopovers 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 stopover 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 stopovers, 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 stopover. The shipping company must provide proof of this by supplying the Regional Authority of Rouen with the ship's manifest for each stopover.

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 Regional Authority of Rouen, 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 stopovers 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 Regional Authority of Rouen 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 Regional Authority of Rouen 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 stopovers, ports called upon, service offered to customers, etc.) must be reported as soon as possible to the Regional Authority of Rouen.

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 Regional Authority of Rouen, 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 stopovers 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 Regional Authority 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 Regional Authority of Rouen 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 stopovers planned and a schedule of departures. The application must also include proof of stopovers to the port of Rouen over the previous six months (list of ships and dates of stopovers).

When a dedicated route is converted into a scheduled route, this adjustment shall be applied from the first stopover 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 stopovers, ports involved, service offered to customers, names of ships, etc.) must be reported as soon as possible to the Regional Authority of 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 BERTHING FEES

ARTICLE I

- 1) Ships or similar floating equipment, except for 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 berthing fee whose rates in euros per cubic metre and per day beyond the exemption period are as follows

Volume fraction	Rate (€/m ³ /day)
First 3,500 m ³	0,011
From 3,501 m ³ to 17,500 m ³	0,009
From 17,501 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 €117,00 per ship, the threshold fee is €59,00 per ship (Article R 5321-51 of the Transport Code).
- 3) The following are exempt from the berthing 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 berthing fee are reduced by 50% and the period of grace is extended to thirty days.
- 5) After the grace period, the berthing fee is due on the last day of each calendar month and on the departure of the ship.

ARTICLE II

- 1) Fishing ships berthing outside the zones covered by a temporary occupation permit are subject to a berthing fee of €0,307 per cubic metre per day. This fee replaces the fishing port equipment fee.
- 2) The fee is not due during berthing 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 berthing fee is payable by the shipowner. The minimum fee is €6,00 per ship. The collection threshold is set at €3,00 per ship.
- 5) The berthing 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 Regional Authority of Rouen and Le Havre regarding the modalities of exemption of the fee, 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	L - Liquid waste	S - Solid waste
Type 1 - Passenger liners	100 €	2 200 €	5 000 €
Type 2 - Car ferries and ferry boats		1 900 €	2 900 €
Type 3 - Oil tankers such as V ≤ 100 000 m3		1 500 €	600 €
Type 3 - Oil tankers such as V > 100 000 m3		2 400 €	900 €
Type 4 - Liquid gas carriers		800 €	900 €
Type 5 - Tankers carrying mainly bulk liquids other than oil		1 500 €	600 €
Type 6 - Ships carrying dry bulk goods		1 100 €	1 400 €
Type 7 - Reefers or refrigerated ships		800 €	600 €
Type 8 - Ro-Ro ships		1 000 €	800 €
Type 9 - Container ships such as V ≤ 330 000 m3		1 500 €	1 000 €
Type 9 - Container ships such as V > 330 000 m3		2 500 €	1 500 €
Type 10 - Barge carriers		800 €	600 €
Type 11 & 12 - Hydrofoils and Hovercrafts		800 €	600 €
Type 13 - Other ships than those mentioned above	800 €	1 200 €	

Where A represents the indirect administrative costs of the scheme.

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

Where S 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 **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**.

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

It is specified that ships, having deposited their operational waste in a port of call located in the European Union, United Kingdom and Norway included, may be exempt from payment of terms L and S of the fee, subject to provide the competent Harbor Offices with a certificate attesting to the deposit of waste in a port in this range, validated by the Port Authorities of this port of less than 15 days for solid waste and two months for liquid waste.

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 L and S of the waste fee are reduced by %20.

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 Regional Authority 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 ship waste management plan (ISO 14001) – Solid leads to a 20% reduction on the term S.

A ship waste management plan (ISO 14001) – Liquid leads to a 20% reduction on the term L.

- A certificate attesting to the vessel's mode of propulsion (configured for the use of clean fuels). Each Harbor Master retains full management of the list of clean fuels or propulsion methods accepted to benefit from a 20% reduction on the term L.
- The reduction of the L term of the fee is set to 100% for ships which use clean fuels, or whose design/onboard installations allow only a tiny quantity of liquid waste to be generated. This reduction is granted after an analysis carried out by the Harbor Offices.

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.

In the event of a pronounced surcharge, none of the reductions provided for in the tariff applies: the ship is liable for the 3 flat rates (A, L and S) indicated in ARTICLE II, plus 10%.

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 €100,00.
- The collection threshold is €100,00.

ARTICLE VII Exemption from fees

Ships carrying out regular services which include frequent and regular stopovers 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 stopovers**: 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 stopovers”.
- 14 "**Frequent port stopovers**: 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 Rouen and Le Havre. The port authority transmits the list of ships concerned to the customs services.

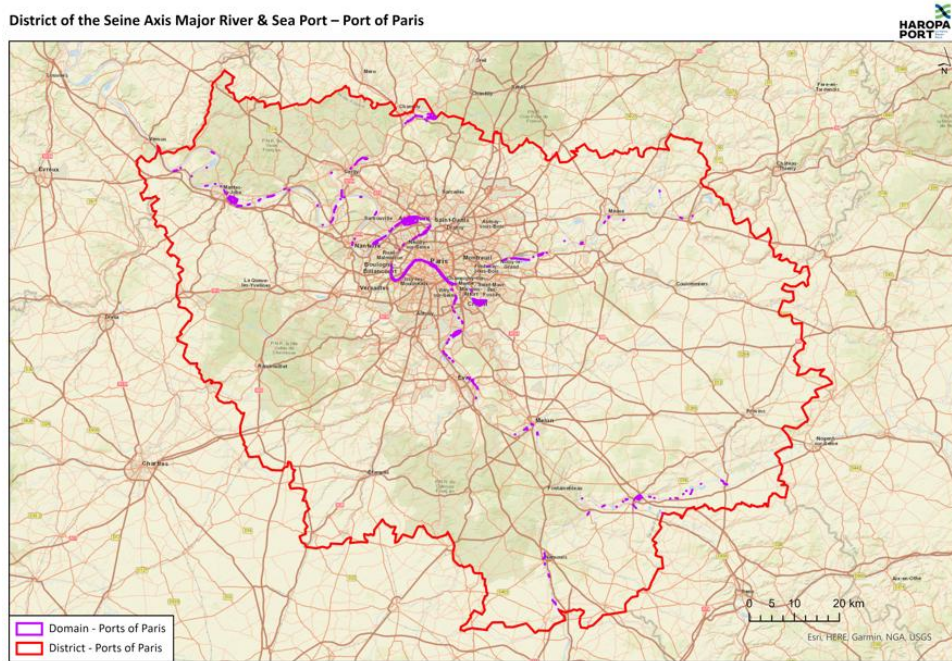
FLUVIAL SECTOR

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.5321-1, 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:

NST2007	Description of goods	I - Dues per gross weight (in euros/100 tonnes)	
		Zone I	Zone II
0	Agriculture (including cereals, textiles, wood, raw materials of animal and vegetable origin)	27,73	14,36
1	Food and feed (including sugar, beverages, animal feed, oilseeds)	25,83	17,66
2	Solid mineral fuels	13,40	7,17
3	Petroleum products	18,14	10,09
4	Ferrous ores and scrap for metallurgy (including scrap metal)	19,84	19,84
5	Metallurgical products	25,83	13,40
6	Crude and manufactured minerals and building materials	0,00	0,00
61	Sand, gravel, clay, slag	9,30	4,34
62	Salt, pyrites, sulphur	25,81	13,39
63 (except 6399)	Other stones, earth and minerals	9,30	4,34
6399	Soil for backfill and inert demolition products	4,34	4,34
64	Cement, lime	9,30	4,34
65	Gypsum	9,30	4,34
69 (except 6918)	Other manufactured building materials	25,83	13,40
6918	CIW (common industrial waste) from construction sites	4,34	4,34
7	Fertilizers	17,66	13,40
8	Chemical products	25,83	13,40
83	(of which pulp and cellulose)		
9 (except 9991-9992 & 9993)	Machinery, vehicles, manufactured objects and special transactions	54,01	54,01
9993	Industrial waste of household origin (bulky waste)	4,34	4,34

NST2007	Description of goods	II - Dues per unit (in euros per unit)	
		Zone I	Zone II
00	Living animals	0,35	0,35
91 (except 9100)	Véhicules and transport equipment	0,68	0,34
	Full containers unloaded :		
9991	Lower than 30-feet	2,22	2,22
9992	30-feet and taller	4,42	4,42
	Full containers loaded for export (via Rouen or Le Havre)	0,00	0,00
	Empty containers	0,00	0,00

- 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 transhipment 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.

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