

the port of
Marseille Fos

Tariff
n° 39

PORT DUES 2015

Marseille Fos

The euromediterranean port



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Article 1: Application of dues

The present tariff will take effect as set down in Articles R.* 211-8 and R.* 211-9-4 of the French Seaport Code on 1st January 2015.

It will remain in force until the publication of a new tariff.

> PORT DUES



DUES ON THE SHIP

Article 2: Conditions of application of the dues

Dues are levied on all merchant vessels disembarking, embarking or transferring passengers or cargo in zones A - B of the Marseille Fos Port, the fee being determined by the geometric volume of the vessel V1, calculated as indicated in Article R.* 212-3 of the French Seaport Code by applying the rates set forth in the following table in euros per cubic metre.

	TYPE OF SHIP ²	ENTERING	LEAVING
1	Cruise liners	0,0300	0,0300
2	Ferries³	0,0902	0,0902
3	Tankers carrying liquid petroleum products SBT oil tankers⁴ of a volume < 15 000 m ³ volume between 15 000 m ³ to 99 999 m ³ of a volume ≥ 100 000 m ³ Other oil tankers (or other ships) of a volume < 15 000 m ³ volume between 15 000 m ³ to 99 999 m ³ of a volume ≥ 100 000 m ³	0,4605 0,4600 0,4353 - 0,5055 0,5059 0,4591	0,1464 0,2909 0,2921 - 0,1615 0,3199 0,3212
4	Ships carrying liquid gas (other than methane tankers) Ships carrying liquid natural gas (methane tankers)	0,2242 0,2234	0,1820 0,1815
5	Ships mainly carrying bulk liquid cargoes other than petroleum products Zone A (< 10 000 m ³) Zone A (≥ 10 000 m ³) Zone B (< 20 000 m ³) Zone B (≥ 20 000 m ³)	0,2557 0,3100 0,2655 0,3286	0,2557 0,3100 0,2655 0,3286
6	Ships carrying bulk dry cargo (excluding foodstuffs) of a volume ≤ 25000 m ³ volume between 25 001 m ³ to 44 999 m ³ of a volume ≥ 45 000 m ³ Ships carrying bulk dry foodstuff cargo of a volume ≤ 25000 m ³ volume between 25 001 m ³ to 44 999 m ³ of a volume ≥ 45 000 m ³	0,3336 0,3321 0,4111 0,3688 0,3690 0,4490	0,2633 0,3321 0,4111 0,2912 0,3690 0,4490
7	Reefers or polythermal ships of a volume < 25 000 m ³ of a volume ≥ 25 000 m ³	0,1835 0,2041	0,1835 0,2041
8	Roll-on/Roll-off ships Excluding car carriers⁵ of a volume < 25 000 m ³ volume between ≥ 25 000 m ³ < 35 000 m ³ of a volume ≥ 35 000 m ³ Car carriers (all zones) Ropax	0,1740 0,1647 0,1372 0,2031 0,1256	0,1740 0,1647 0,1372 0,2031 0,1256
9	Container ships⁶ Zone A - Eastern Docks Area Zone B - Western Docks Area	0,0663 0,1006	0,0663 0,1006
10	Barge carriers	0,1517	0,1517
11&12	Hovercraft and hydrogliders	0,0865	0,0865
13	Ships other than those indicated above	0,1921	0,1921

¹The volume of the vessel is established using the formula: $V = L \times b \times T_e$, where:

V is expressed in cubic metres.

L, b and T_e represent respectively the overall length of the ship, its maximum breadth and its maximum summer draught and are expressed in metres and decimetres.

The value of the maximum summer draught of the ship taken into account in order to apply the above formula shall in no case be less than a theoretical value equal to $0.14 \times \sqrt{(L \times b)}$.

(L and b being the OAL and maximum beam of the vessel).

² For subcategories of vessel types, please refer to Appendix II.

³ Excluding shipping lines serving Corsica and eligible under article 2.12.

⁴ These tariffs apply to tankers:

- with segregated ballast tanks according to rule 13 of Annex 2 of Marpol 73/78

- designed, built, adapted and operated as SBT tankers, including twin hull vessels or those of another design built according to rule 13F of Annex I of Marpol 73/78 modified on 6 March 1992, provided the IOPP (International Oil Pollution Prevention) Certificate and its Annex are shown to the port authorities.

⁵ Excluding Short Sea Shipping ships which are eligible for the flat rate fee scheduled in Article 5.

⁶ For the special condition applicable to type 9 vessels, see Art. 2.7 and 2.8.



2.2 The different docks zones mentioned in section 1 of this article are defined as follows:

Zone A — Eastern docks

Zone B — Western docks

2.3 When, during the same port call, a ship successively disembarks or tranships cargo or passengers in different parts of the port, it only pays port dues once, in the berthing zone in which the rate is the highest. The ship type and adjustments and reductions to which it is entitled are calculated on the basis of the total tonnage unloaded or transhipped during the port call.

The same provisions apply when during the same port call, a ship successively embarks or tranships cargo or passengers in different parts of the port.

2.4 In accordance with Article R.* 212-6 of the French Seaport Code, dues on ships are applied separately for vessel arrivals and departures.

2.4.1 When a ship does not disembark or tranship cargo or passengers, the dues are collected only once on arrival. When a ship does not embark cargo or passengers, the dues are collected only once on departure. When a vessel only carries out bunkering or chandlery operations, or when it only disposes of operational waste or cargo residues without carrying out commercial operations, the fee is applied only once, on departure.

2.4.2 When a vessel only carries out bunkering or chandlery operations or unloading used ship-generated liquid waste (deballasting, waste water, tank washing water, slops, washing water, waste oil, cargo residue) whether at dock or in the road, the dues applied are € 0.10 per cubic metre per 24 hours during pumping. Ships performing ship repair operations, before or after these operations, will be billed the reduced rate of € 0.05/m³ under the same terms and conditions. Over 72 hours, the lay-up fee as set down in article 14 is applied.

2.5 Pursuant to the provisions of article R*212-5 of the French Seaport Code, port dues are not applied to the following ships:

- ✓ vessels dedicated to ship assistance, especially piloting, towage, mooring and salvage services,
- ✓ vessels dedicated to waste collection and pollution control,
- ✓ vessels dedicated to maintenance dredging, maritime signalling, fire-fighting and administrative services,
- ✓ vessels subject to compulsory entry into the port which do not carry out any commercial operations,
- ✓ vessels which are unable to access a port facility, and which are therefore obliged to carry out disembarking, embarking or transhipping operations outside the port,
- ✓ for vessels on cultural or humanitarian missions, or those that in some way benefit the maritime heritage, the MFPA may waive any dues at its discretion.

2.6 Pursuant to the provisions of article R*215.-1 of the French Seaport Code:

The minimum port dues applicable are set at € 212 per declaration.

The port dues collection threshold is set at € 106 per declaration.

2.7 Vessels that operate on regular lines, and whose loading or unloading operations (inward or outward) consist of a minimum of 90% container cargo, are eligible for the same tariff conditions that apply to type 9 vessels.

2.8 Type 8 vessels operated on regular lines serving only ports in the European Union will be charged the reduced rate of € 0.0934/m³ when over 50% of the tonnage loaded or unloaded is either going to or coming from a country of the EU.

2.9 Ships of type 1 and 2 cannot be classified in another category because of the nature of their loads.

2.10 Ships of type 3, 4, 5, 6 and 9 as previously defined cannot be granted the reductions for ships operating on regular lines listed in article 4 of this tariff.

2.11 Any ships of which at least 80% of the tonnage loaded or unloaded per operation (entering or leaving) consists of cars (involved in a commercial transaction), will benefit from the same tariff conditions as car-carriers.

2.12 Shipping lines serving Corsica benefit from the following reduced rate, depending on type of ship, when more than 50% of the loading or unloading has Corsica as its final destination or initial origin respectively:

- type 2 ferry boats: € 0.0198 upon entry and exit,
- type 8 roll on/roll off cargo ships: € 0.923 upon entry and exit.

2.13 Vessels for which the sulphur content of the marine fuel used to produce electrical energy during the call at the port is zero will be entitled a reduction of 20% on the Port Dues for Ships.



Article 3: Adjustments made according to the commercial importance of the call

Provisions on adjustments applicable based on the ratio between the actual volume shipped and the volume of the ship for its main activity, depending on the type and category of the ship, are provided for in pursuant of paragraphs I, II and III of Article R.* 212-7 of the French Seaport Code.

3.1 Adjustments applicable to the type and category of passenger ships are determined, on arrival and departure respectively, based on the ratio between the number of passengers disembarked (or transhipped) or embarked (or transhipped) and the ship's total passenger capacity under the following conditions:

(Passenger transport)

Ratio K less than or equal to:	0,667 reduction of 10%
	0,500 reduction of 30%
	0,250 reduction of 50%
	0,125 reduction of 60%
	0,050 reduction of 70%
	0,020 reduction of 80%
	0,010 reduction of 95%

3.2 Adjustments applicable ships transporting cargo are determined, on arrival and departure respectively, based on the ratio between the tonnage of cargo disembarked (or transhipped) or embarked (or transhipped) and the ship's volume V calculated in accordance with article R.* 212-3 of the French Seaport Code.

3.2.1 For type 3 ships, the ratio between the tonnage of cargo disembarked, embarked or transhipped and the figure obtained by multiplying V by 3:

- ✓ for type 5 ships, parcel tankers with a volume of at least 30,000 m³, the ratio between the tonnage of cargo disembarked, embarked or transhipped and the figure obtained by multiplying the volume by 3¹.
- ✓ for type 6 ships, the ratio between the tonnage of cargo disembarked, embarked or transhipped and the figure obtained by multiplying the volume V by 4,
- ✓ for type 4, 5², 7, 10, 11, 12 and 13 ships, when the ratio between the tonnage of cargo disembarked, embarked or transhipped and the volume V, is less than or equal to the rates mentioned below, the dues for entering or leaving the harbour are reduced as follows:

Ratio K less than or equal to:	0,133 reduction of 10%
	0,100 reduction of 30%
	0,050 reduction of 45%
	0,025 reduction of 55%
	0,010 reduction of 65%
	0,004 reduction of 75%
	0,002 reduction of 90%

3.2.2 For type 8 ships and assimilated, when the ratio between the tonnage of cargo disembarked, embarked or transhipped and the volume V is less than or equal to the rates mentioned below, the dues for entering or leaving the harbour are reduced as follows:

Ratio K less than or equal to:	0,133 reduction of 10%
	0,100 reduction of 30%
	0,050 reduction of 45%
	0,0350 reduction (95-1300 K) %

3.2.3 For type 9 ships and assimilated, the ratio between the tonnage of cargo disembarked, embarked or transhipped and the volume V, the dues for entering or leaving the port are adjusted as follows:

Ratio K less than or equal to:

Zone A – Eastern docks: adjustment of $(100 - ((8.17 * \text{number of TEU/tonnage}) * 100K/0.0663))\%$

Zone B – Western docks: adjustment of $(100 - ((12.39 * \text{number of TEU/tonnage}) * 100K/0.1006))\%$

This adjustment may not exceed 90%.

The ratio between the number of TEUs/tonnage is calculated as (the number of empty and full TEUs embarked, disembarked or transhipped)/(number of tonnes of freight embarked, disembarked or transhipped). The number of TEUs is taken to mean the number of empty and full containers in Twenty foot Equivalent Units.

¹ This measure applies on presentation to the Port Authorities of an International certificate (FITNESS/MARPOL annex II...) certifying that the vessel has at least 15 stainless steel cargo tanks or cargo tanks lined with epoxy, zinc or polyurethane. MFPA reserves the right to check that the provisions of this certificate are complied with.

² Excluding parcel tankers > 30,000 m³.



- ✓ The maximum reduction allowed (95%) is systematically applied to vessel movements (inbound or outbound) when only empty containers are involved.

See appendix 1.3 for application procedures and calculation examples.

3.3 The adjustments in 3.1 and 3.2 above do not apply to ships calling only for supplies and bunkers or for discharging operating waste or cargo residues.

Article 4: Adjustments according to the number of calls

Provisions with respect to adjustments applicable based on the frequency of calls to the port are provided for by virtue of the V in Article R.* 212-7 of the French Seaport Code (Optional provisions at the discretion of the Port of Marseille Authority).

4.1 For ships on regular shipping lines placed at the public's disposal according to a route and a schedule defined in advance, the rates of dues on the ship are subject to the following reductions, according to the number of departures by the line during the calendar year.

1° Type 8 ships operated on regular lines serving only ports in the European Union, the rates of dues on the ship will be subject to the following reductions:

for lines with more than 5 departures per week: a reduction of 50% from the first call.

for lines with more than 7 departures per week: a reduction of 80% from the first call to the 500th departure, a reduction of 85% from the 500th departure.

2° For other ships on regular shipping lines (except type 9 vessels):

from the first to the twelfth departure inclusive: **0%**

from the thirteenth to the twenty-fifth departure inclusive: **15%**

from the twenty-sixth to the fiftieth departure inclusive: **30%**

from the fiftieth departure: **45%**

4.2 The reductions provided for in this article cannot be combined with those mentioned in Article 3. When the ship also satisfies the conditions of Article 3, it benefits from the most advantageous reduction.

Article 5: Flat rate dues

Provisions relative to Article R.* 212-11 of the French Seaport Code (Optional provisions).

If new connections are opened for ships involved in the sea transport of passengers and cargo on trailers between the Member States of the European Union or parties to the European Economic Area agreement, the dues on the ship are replaced for a maximum period of three years, by a flat rate fee determined for the whole of their activity for a given period and paid for in proportion to the time involved in instalments every three months at the most.

The rules for applying this article are as follows:

Flat rate of € 1,500 per month, in accordance with the 1st paragraph of Article 5, for 36 months.

NB: Eligibility for the flat rate will be studied by the Marseille Port Authority after the line is registered with Customs.

Article 6: Adjustments according to the annual volume of container traffic and the number of calls per ship

A reduction in dues is accorded based on the turnover generated by the ships.

For the Eastern docks area (Zone A), according to the volume of (full and empty) container traffic and the number of calls made during the calendar year with the minimum traffic threshold set at 2,500 TEU.

For the Western docks area (Zone B), according to the volume of (full and empty) container traffic during the calendar year with the minimum traffic threshold set at 5,250 TEU.

This commercial incentive applies to all container traffic in the calendar year, full and empty, at the customer's request before the 30th June following the reference traffic year.

See Appendix 1.

Article 7: Adjustments for new regular lines

A reduction on the basic prices may be granted for new shipping lines and new transshipment traffic, after examination and validation by the MFPA.

MARITIME INLAND WATERWAYS DUES

Article 8: Application of dues

Pursuant to the provisions of Order 69-114 dated 27 January 1969, as amended by Orders 70-1143 dated 1 December 1970 and 79-281 dated 2 April 1979, a port duty (maritime inland waterways dues) is collected from all merchant ships passing through the Port of Marseille in either direction in order to access the inland waterways network via the locks at Port-Saint-Louis-du-Rhône or Bacarin.

Article 9: Rates

1° The maritime inland waterways dues are set on the basis of the geometric volume of the ship, calculated as set down in article R.* 212-3 of the French Seaport Code¹ by applying the rates set out in the table below, in euros, per cubic metre (or fraction thereof).

2° The types of navigation are determined in accordance with the Orders dated 24 April 1942 and 29 November 1949 of the Secretary of State for the merchant navy.

3° The minimum collection is € 194.
The tax collection threshold is € 97.

ALL DOCK AREAS

TYPE OF SHIP		TYPE OF NAVIGATION	
		ENTERING	LEAVING
01/02	Passenger ships (Cruise liners and ferries)	0,0566 €	0,0566 €
3	Tankers carrying liquid petroleum products	0,1267 €	0,1267 €
4	Ships carrying liquid gas	0,1269 €	0,1269 €
5	Ships mainly carrying bulk liquid cargoes other than petroleum products	0,1269 €	0,1269 €
6	Ships carrying bulk dry cargo	0,1654 €	0,1654 €
7	Refrigerated or polythermal ships	0,1170 €	0,1170 €
8	Roll-on/Roll-off ships	0,0727 €	0,0727 €
09/10	Container ships and barge carriers	0,0722 €	0,0722 €
11/12	Hovercraft and hydrogliders	0,0562 €	0,0562 €
13	Ships other than those indicated above	0,1577 €	0,1577 €

Article 10: Reductions for frequent crossings

For ships on regular shipping lines placed at the public's disposal according to a route and a schedule defined in advance, the rates of the maritime inland waterways dues are subject to the following reductions according to the number of times the line goes upriver during the calendar year:

- ✓ from the first to the twelfth crossing inclusive = 0% reduction,
- ✓ from the thirteenth to the twenty-fifth crossing inclusive = 15% reduction,
- ✓ from the twenty-sixth to the fiftieth crossing inclusive = 30% reduction,
- ✓ beyond the fiftieth crossing = 45% reduction.

Article 11: Exemptions

Maritime inland waterways dues do not apply to vessels providing pilot, tug or rescue services, for picket boats, vessels in ballast and vessels providing local services as defined by Article R.* 212-9 of the French Seaport Code.

¹The volume of the vessel is established using the formula: $V = L \times b \times T_e$, where:

V is expressed in cubic metres.

L, b and T_e represent respectively the overall length of the ship, its maximum breadth and its maximum summer draught and are expressed in metres and decimetres.

The value of the maximum summer draught of the ship taken into account in order to apply the above formula shall in no case be less than a theoretical value equal to $0.14 \times \sqrt{(L \times b)}$.

L and b respectively being the overall length and breadth of the vessel.



DUES ON CARGO

Article 12: Application conditions

Conditions for application of dues on cargo as provided for in Articles R.* 212-13 to R.* 212-16 of the French Seaport Code, to be paid, depending on the case, by the sender or recipient of the cargo.

Dues are collected on all cargo disembarked, embarked or transhipped in the docks of the Marseille Fos Port Authority and are payable either by weight or per unit according to the following rates:

CATALOGUE No.*	DESCRIPTION OF GOODS	UNLOADED	LOADED TRANSHIPPED
	1 BY GROSS WEIGHT (in € per tonne)		
	1.1. Bulk		
01,1	Cereals	0,9741 €	0 €
01,7	Other substances of vegetable origin	0,9034 €	0 €
02,1	Coal and lignite	0,3344 €	0 €
02,3	Natural gas	0,3341 €	0 €
03,1	Iron ores	0,3272 €	0 €
03,2	Non-ferrous metal ores (except uranium and thorium ores)	0,3272 €	0 €
03,3	Chemical and (natural) fertilizer minerals	0,5856 €	0 €
03,4	Salt	0,5803 €	0 €
03,5	Stone, sand, gravel, clay, peat and other mining and quarrying products n.e.c.	0,5803 €	0 €
03,6	Uranium and thorium ores	0,3272 €	0 €
04,4	Animal and vegetable oils and fats	0,8946 €	0 €
04,6	Grain mill products, starches, starch products and prepared animal feeds	0,5060 €	0 €
04,7	Beverages	0,9006 €	0 €
04,8	Other food products n.e.c. and tobacco products (except in parcel service or grouped)	0,9741 €	0 €
07,1	Coke oven products; briquettes, ovoids and similar solid fuels	0,3344 €	0 €
07,3	Gaseous, liquefied, or compressed petroleum products	0,9700 €	0 €
07,4	Solid or waxy refined petroleum products	0,3303 €	0 €
08,1	Basic mineral chemical products	0,9700 €	0 €
08,2	Basic organic chemical products	0,9700 €	0 €
08,2	Méthanol	0,5307 €	0 €
08,3	Nitrogen compounds and fertilizers (except natural fertilizers)	0,5913 €	0 €
09,2	Cement, lime and plaster	0,5803 €	0 €
10,1	Basic iron and steel and ferro-alloys and products of the first processing of iron and steel (except tubes)	0,5767 €	0 €
10,2	Non-ferrous metals and products thereof	0,9596 €	0 €
14,2	Other waste and secondary raw materials	0,5803 €	0 €
	Cargo Packaged under the numbers above (except 10.1), are charged at the rates applicable to other goods		
	1.2. General cargo		
01,2	Potatoes	0,4972 €	0 €
01,4	Other fresh fruit and vegetables	0,4972 €	0 €
01,5	Products of forestry and logging	0,5661 €	0 €
05	Textiles and textile products; leather and leather products	1,8224 €	0 €
06,1	Products of wood and cork (except furniture)	1,8224 €	0 €
06,2	Pulp, paper and paper products	0,5661 €	0 €
06,3	Printed matter and recorded media	1,8224 €	0 €
08,4	Basic plastics and synthetic rubber in primary forms	0,9413 €	0 €
08,5	Pharmaceuticals and paracheicals, including pesticides and other agri-chemical products	1,8542 €	0 €
08,6	Rubber or plastic products	1,8224 €	0 €
09,1	Glass and glass products, ceramic and porcelain products	1,8224 €	0 €
10,1	Basic iron and steel and ferro-alloys and products of the first processing of iron and steel (except tubes)	0,5821 €	0 €
10,3	Tubes, pipes, hollow profiles and related fittings	0,5821 €	0 €
10,4	Structural metal products	1,8224 €	0 €
10,5	Boilers, hardware, weapons and other fabricated metal products	1,8224 €	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	1,8224 €	0 €
12	Transport equipment ¹	1,7994 €	0 €
13	Furniture; other manufactured goods n.e.c.	1,8224 €	0 €
15	Mail, parcels	1,8224 €	0 €
17	Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non-market goods n.e.c.	1,8224 €	0 €

* The classification corresponds to product groups and divisions as designated in the NST 2007 except for codes: others positions, 9999Y, A1, A2, A3, V1, V2, V3, R1, R2 and Roro, related to specific MFPA classification.

¹ Except for vehicles that are not part of a commercial transaction.

CATALOGUE No.*	DESCRIPTION OF GOODS	UNLOADED	LOADED
Others 9999Y	Other goods All containerised goods, per tonne (except 01.2 and 01.4)	1,1310 € 1,0440 €	0 € 0 €
	2. BY UNIT (in € per unit)		
	2.1. Livestock		
A1	weighing less than 10 Kg ²	0,5514 €	0 €
A2	of a weight equal or greater than 10 Kg and less than 100 Kg	1,0995 €	0 €
A3	of a weight equal or greater than 100 Kg	2,2013 €	0 €
	2.2. Vehicles not involved in commercial transactions		
V1	Two-wheeled vehicles	0 €	0 €
V2	Private cars	1,2635 €	1,2635 €
V3	Coaches	6,1666 €	6,1666 €
R1	Lorries, trailers and loaded articulated or semi-articulated lorries up to 10 m in length ³	0 €	0 €
R2	Lorries, trailers and loaded articulated or semi-articulated lorries	0 €	0 €
	2.3. Trailers, semi-trailers, vehicle combinations		
Roro	All goods on trailers – except 01.2 and 01.4 (€/trailer)	9,4061 €	0 €

* The classification corresponds to product groups and divisions as designated in the NST 2007 except for codes: others positions, 9999Y, A1, A2, A3, V1, V2, V3, R1, R2 and Roro, related to specific GPMM classification.



Article 13: Payment conditions

Conditions of payment of the dues set out in the table in article 11.

13.1 For each declaration, the dues shown in table 1 in article 11 of this tariff shall be collected on the total weight of the cargo belonging to a same category.

a) They are paid:

- ✓ per metric ton, when the chargeable weight is over 900 kg,
- ✓ per 100 kg, when the chargeable weight is equal to or under 900 kg.

Any fraction of a ton or of 100 kg is counted as one unit. The dues for 100 kg are equal to 1/10th of the dues for one metric ton.

b) With the exception of frames, containers and pallets, packaging products are usually charged according to the same rate as the cargo they contain. However, when a customs declaration concerns cargo in several categories, all the packaging products are automatically classified into the prevailing category in weight.

13.2 The customs declarations shall mention the total gross weight and the weight chargeable per category for cargo charged per gross weight, and the number for cargo, vehicles or containers charged on a per unit basis.

For mixed classification cargo, the customs declaration shall be supported by a summary statement showing the weight and number per item in the customs declaration and per category. This summary shall be dated and signed by the customs declarant.

13.3 If all the cargo entered into a single customs declaration is chargeable on a weight basis, the payer may ask for the whole to be charged at the rate for the higher category. In that case, no summary is necessary and the declaration shall only mention the total weight of the cargo declared.

The absence of a summary shall mean that the customs declarant agrees to the simplified calculation and no claim shall be entertained at a later date for an adjustment based on a calculation per category.

13.3 Pursuant to the provisions of article R.* 215-1 of the French Seaport Code:

- ✓ The minimum charge is set at € 4.48 per customs declaration.
- ✓ No charge will be collected when the amount of the dues is less than € 2.25 per declaration.

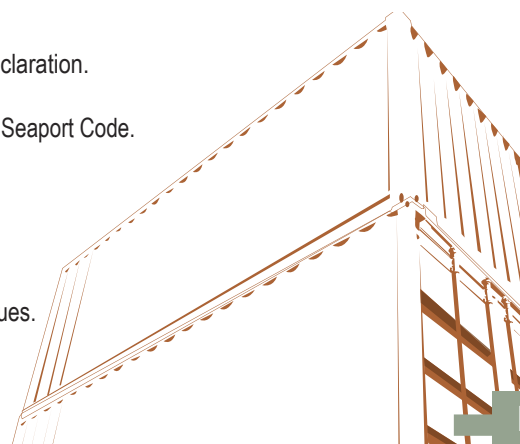
13.5 Cargo dues are not payable in the cases listed in Article R.* 212-16 of the French Seaport Code.

13.6 Cargo unloaded at the reception dock for the Fos iron and steel complex (eastern side of Dock 1) benefits from a 20% reduction in cargo dues.

13.7 Cargo unloaded in the MFPA Western docks part at the Fos oil terminals and Lavéra petrochemical terminals and that is handled by Fluxel is exempt from port cargo dues.

² Not including poultry, which is charged by gross weight as "other goods".

³ Transported cargo is taxed according to category 2.3.





DUES ON PASSENGERS

Article 14: Application conditions

Conditions for application of dues on passengers as provided for in Articles R.* 212-17 to R.* 212-19 of the French Seaport Code.

14.1 Passengers disembarked, embarked, or transhipped pay dues amounting to:

- ✓ - 0,6387 euros for passengers of type 1 ships,
- ✓ - 0,5717 euros for passengers of ships serving Corsica (of type 2 and 8 eligible for article 2.12),
- ✓ - 0,5895 euros for other passengers.

14.2 Dues are not charged for the following passengers:

- ✓ children under the age of four;
- ✓ military personnel travelling in set groups;
- ✓ the crew;
- ✓ the ship owner's agents travelling for service purposes and holding a free ticket;
- ✓ civil servants on duty.

14.3 Pursuant to article R.* 212-19 of the French Seaport Code, a reduction of 50% in the basic dues is granted for passengers disembarking only temporarily during the call.

P SHIP LAY-UP DUES

Article 15: Application conditions

Conditions for application of lay-up dues as provided for in Article R.* 212-12 of the French Seaport Code.

15.1 Ships or assimilated floating craft, other than fishing boats, and including arrested ships, ships impounded by the maritime authorities or as a result of a legal ruling, laid up in the port are liable to pay lay-up dues established for each ship according to the geometric volume of the ship, calculated as indicated in article R*212-3 of the French Seaport Code, on the basis of the rates shown in the table below in euros per cubic metre and per day.

The time on which these dues are calculated¹ is based on the amount of time spent in port during the call after commercial operations or repairs have been carried out.

A 50% surcharge is applied where this lay-up is part of a special event.

Special conditions

- i) Ship owners having several ships wintering in the port and carrying out commercial operations on a regular basis in the Marseille Fos Port are granted a 35% discount on the lay-up dues rate.
- ii) Ships anchored in the roads and that performed commercial operations will be granted a free stay period of 7 days.
- iii) Ships laid up in the port as a result of a legal or administrative ruling lose the benefit of the special conditions set out above starting from the date of the ruling from the competent authority and this until this ship is released.
- iv) Ships as defined in article 2.4.2 and that have not performed commercial transactions move to the lay-up dues rate without a free stay period after 72 hours in the port.

15.2 The minimum collection is € 163 per day. The collection threshold is € 82 per day.

15.3 The following are exempted from lay-up dues:

- ✓ warships
- ✓ Service craft operated by government authorities or the Port Autonome de Marseille,
- ✓ Pilot boats or tugs registered in Marseille,
- ✓ Service boats and floating craft used for the handling of cargo and port work,
- ✓ Inland navigation craft,
- ✓ French coastal trade ships.

15.4 Lay-up dues are payable on the last day of each calendar month and on departure of the vessel. Duration of stay is calculated in calendar days. Each part of a day counts as a full day.

¹ This amount of time is determined by decision of the MFPA Harbour Master's Office.

P *SHIP LAY-UP DUES*

For ships with a chargeable volume \geq or $=$ 10 000 m³

Chargeable volume band in m ³	1 st to 20 th day	21 st day onward
From 0 to 2 000 m ³	€ 0,0176	€ 0,0266
From 2 001 st to 10 000 th m ³	€ 0,0080	€ 0,0176
From 10 001 st to 50 000 th m ³	€ 0,0051	€ 0,0140
more than 50 000 m ³	€ 0,0034	€ 0,0104

For ships with a chargeable volume $<$ 10 000 m³

Chargeable volume band in m ³	1 st to 20 th day	21 st day onward
From 0 to 10 000 th m ³	€ 0,1092	€ 0,1442

DUES ON SHIP-GENERATED WASTE

Article 16: Application conditions

Conditions for application of dues on ship-generated waste as provided for in Articles R.* 212-20 and R.* 212-21 of the French Seaport Code.

In the docks operated by the Marseille Fos Port Authority, the collection and treatment of ship-generated waste is carried out by specialist companies approved by the port authorities.

Any ship that does not arrange for the collection of its waste by one or more of these approved companies has to pay a fee in €/m³, consisting of a port duty amounting to 30% of the cost estimated by the Marseille Fos Port Authority for the collection and treatment of ship-generated waste.

	TYPE OF SHIP	WASTE FEES
1	Cruise liners	0,0074 €
2	Ferries Eligible for article 2.2 Other	0,0111 € 0,0151 €
3	Tankers carrying liquid petroleum products	0,0053 €
4	Ships carrying liquid gas	0,0111 €
5	Ships mainly carrying bulk liquid cargoes other than petroleum products	0,0276 €
6	Ships carrying dry bulk	0,0078 €
7	Refrigerated or polythermal ships	0,0372 €
8	Roll-on/Roll-off vessels Eligible under article 2.12 Other	0,011 € 0,0162 €
9	Container ships	0,0101 €
10	Barge carriers	0,0166 €
11 and 12	Hovercraft and hydrogliders	0,0151 €
13	Ships other than those indicated above	0,0369 €

* Vessel volume is established using the formula specified in Article 1. Sub-categories of vessel types are given in Article 3.

16.1 Ships that have their solid and liquid waste collected by a service provider approved by the Marseille Fos Port Authority are exempt from these dues. Ships for which only solid waste is collected are charged two-thirds of these dues. Ships for which only liquid waste is collected are charged one-third of these dues.

16.2 In accordance with clause VI of Article R.* 212-21 of the French Seaport Code, vessels that make frequent and regular calls according to pre-arranged routes and schedules, and which hold a certificate of disposal of ship-generated liquid and solid waste at a port in a European Community member state located on the ship's real route, issued or validated by the port authority at this port, are exempt from these dues. This certificate is issued by the Port Authority concerned or by the service provider with port accreditation at the time of disposal. In the latter case, the certificate must nevertheless be validated by the Port Authority. The validity of these disposal certificates expires 14 days after their issuance date. Ships for which only solid waste is collected at a port in a European Community member state are charged two-thirds of these dues. Ships for which only solid waste is collected at a port in a European Community member state are charged one-third of these dues.

16.3 In accordance with clause VI of Article R.* 212-21 of the French Seaport Code, vessels that make frequent and regular calls according to pre-arranged routes and schedules, and which hold a contract of disposal of ship-generated waste and proof of the related fee payments at a port in a European Community member state on the ship's real route, validated by the port authority at this port, are exempt from these dues. This contract must cover all waste that may be generated by the ship (solid and liquid). If the ship uses several specialised service providers, the exemption cannot take effect until all the contracts signed covering all the ship's waste are provided.



16.4 The Port Authorities reserve the right to judge whether the supporting documentation produced by vessels in respect of paragraphs 16.1, 16.2 and 16.3 qualifies them for fee exemptions for the disposal of their ship-generated waste. If the Port Authorities decide that ships have not met their obligations or have insufficiently met them they may at their discretion charge ships the dues relating to ship-generated waste. The details of these provisions may be viewed in the "Plan for managing ship-generated waste and cargo residues from ships", approved by the Prefect of the department and which may be viewed on the port's website.

16.5 Pursuant to the provisions in article R*215-1 of the French Seaport Code: The minimum payment is set at € 64 per declaration. The collection threshold is set at € 32 per declaration.

> APPENDICES

Appendix 1: Conditions for application of the port dues scale

1 Dues on the ship

1.1 Dues on the ship and any lay-up dues as well as the dues on ship-generated waste are payable by the ship owner.

1.2 Dues on the ship are payable separately for inbound and outbound operations depending on the origin and destination of the vessel. All dues calculated in this way will be collected in one single operation for each call to the port. When a ship, on arrival or departure, does not disembark, embark or tranship passengers or cargo, dues on the ship are only collected once, either when the vessel arrives in or leaves the port as appropriate.

The following criteria apply when determining the place of origin or destination of a vessel:

- upon arrival: the port where the cargo was loaded or where passengers were disembarked or transhipped.

- upon departure: the port declared as being the port of disembarkation of the cargo or where passengers were embarked or transhipped.

When cargo and passengers on the same vessel are embarked or disembarked at several ports that do not belong to the same zone, the dues on the ship will be calculated on the basis of the zone furthest away.

Dues on the ship must be paid or guaranteed prior to departure.

1.3 How to calculate reductions based on the revenue generated by the call to the port:

- Coefficient $T/V = K$

- For type 8 ships

If $K > 0.035$:

The coefficient K is worked out to three decimal places by truncating the remaining decimals

e.g.: $0.036985 = 0.036$

If $K \leq 0.035$: The following formula is applied ($95-1300 K$).

The coefficient K is worked out to four decimal places by truncating the remaining decimals

e.g.: $0.034985 = 0.0349$

- Calculation of the reduction: $R = 95 - (1300 \times 0.0349)$

$R = 95 - 45.37$

$R = 49.63$

$R = 49.6\%$

The rate of reduction R is rounded: up if the second decimal place is 5, 6, 7, 8 or 9,
down if the second decimal place is 0, 1, 2, 3 or 4.

A roro ship, such that $V \leq 25,000 \text{ m}^3$, will pay the following dues:

(basic rate 0.1740 €/m^3) * $(1 - 49.6\%) = 0.0877 \text{ €/m}^3$

1.4 How to calculate adjustments based on the commercial importance of the call:

- For type 9 ships

If $K > 1$:

The coefficient K is worked out to three decimal places by truncating the remaining decimals.

If the number of full and empty TEUs = 899, tonnage = 9838, Zone A rate = 0.0663 €/m^3 , $K = 0.1669$

- Calculation of the adjustment: $M = 100 - [(8.17 \times 899 / 9838) \times (100 \times 0.1669 / 0.0663)]$

$M = 100 - 188.01$

$M = -88.01$

$M = -88.0\%$

The rate of adjustment M is rounded: up if the second decimal place is 5, 6, 7, 8 or 9,
down if the second decimal place is 0, 1, 2, 3 or 4.

A container ship making a call at Zone A, will have the following rate:

(Basic rate of 0.0663 €/m^3) * $(1 - (-88.0\%)) = (\text{Basic rate of } 0.0663 \text{ €/m}^3) \times (1 + 88.0\%) = 0.1247 \text{ €/m}^3$

1.5 The reductions in Article 4 (adjustments based on frequency of calls to port) also apply to shipping companies operating in integrated consortia whose association is recognised by the Customs Authorities as forming a single entity with the approval of the Marseille Fos Port Authority.

1.6 The limit between international coasting and deep sea is determined in conformity with the Orders of 24 April 1942 and 29 November 1949 established by the Secretary of State for the merchant navy.

1.7 Dues on ship-generated waste must be paid or guaranteed prior to departure.

1.8 Adjustments based on annual container traffic and the number of calls to the port

* Application procedures

Purpose: turnover based reduction

Beneficiary: Container and mixed ship owners paying dues on ships

Reference period: calendar year

- Zone A (Eastern docks): discount based on the annual volume of container traffic (full and empty) and the number of calls.

Minimum traffic: 2,500 TEUs (full and empty)

Global annual volume in TEU	% reduction	Annual numbers of calls	% reduction
from 2 500 to 5 000	2%	from 1 to 24	3%
from 5 001 to 10 000	4%	from 25 to 52	7%
from 10 001 to 20 000	6%	from 53 to 104	10%
from 20 001 to 50 000	8%	from 105 to 260	12%
from 50 001 to 100 000	9%	over 260	15%
from 100 001 to 150 000	10%		
from 150 001 to 200 000	12%		
over 200 000	15%		

- Zone B (Western docks): discount based on the annual volume of container traffic (full and empty).

Minimum traffic: 5,250 TEUs (full and empty)

Global annual volume in TEU	% reduction
from 5 250 to 21 000	2%
from 21 001 to 36 750	5%
from 36 751 to 52 500	9%
from 52 501 to 78 750	12%
from 78 751 to 105 000	15%
from 105 001 to 157 500	17%
from 157 501 to 210 000	19%
from 210 001 to 262 500	21%
from 262 501 to 330 750	24%
from 330 751 to 420 000	26%
over 420 000	30%

NB: This aid for development applies only to containerised traffic. Thus, a correcting coefficient is applied for mixed transport: net tonnage of containerised cargo / overall net tonnage. Only shipping lines making calls and generating turnover for MFPA are eligible for this measure. Consequently, within the scope of alliance, each shipping line will receive the discount corresponding to the port dues concerning it, and the members of the alliance share the measure between themselves where applicable. To apply this price reduction, calculated on the basis of annual containerised traffic volumes and the number of calls to the port in the calendar year N*, must be the subject of a written claim from the customer or user, accompanied by the documents required for payment (bank account details, attestation from represented ship owners authorising the collection of the amount concerned) at the latest by 30 June of the year N+1.

* The volumes are defined on the basis of the port's Escal V2 software.

2 Dues on cargo

2.1 Dues on cargo are to be paid, depending on the case, by the sender or recipient of the cargo.

2.2 No dues on cargo are payable in the following cases:

- materials used to ballast a vessel or that are removed from ballast if they are indeed disembarked and are not concerned by any commercial operations;
- cargo supplied as provisions or for use on board the ship, including private crew cargo;
- cargo belonging to the Government, transported on board warships or vessels commissioned by government departments, and cargo belonging to the French Navy unloaded from merchant vessels moored inside a naval base or moored alongside military facilities belonging to the French Navy;
- cargo temporarily unloaded within the port that does not leave the port but is reloaded on the same vessel to continue its journey;
- equipment that is unloaded for repairs or cleaning;
- take-on luggage belonging to passengers;
- the tare weight of empty or full frames, containers, pallets, trailers or semi-trailers.

3 Dues on passengers

3.1 Dues on passengers are paid on every passenger disembarked, embarked or transhipped in French mainland seaports.

These dues are paid by the ship owner, who can recoup this cost from the passengers. They are paid at the same time as the dues on the ship.

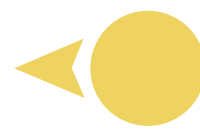
3.2 MFPA price sub-categories for dues on passengers

	Name	Price
12	Corsica passengers	0,5717 €
13	International passengers	0,5895 €
14	Cruise passengers (full rate)	0,6387 €
15	Cruise passengers (reduced rate)	0,3194 €

Appendix 2: MFPA tariff sub-categories for tonnage fees

		TYPE OF VESSEL
1	01	Cruise liners
2		Ferries
	2E	Ferries for which more than 50% of the load has Corsica as its final destination or its origin
	2F	Ferries, Other zones
	2G	Ferries (without passengers) for which more than 50% of the load has Corsica as its final destination or its origin
	2H	Ferries, Other zones (without passengers)
3		Tankers carrying liquid petroleum products
		SBT oil tankers
	3A	Of a volume < 15 000 m ³
	3B	Volume between 15 000 to 99 999 m ³
	3C	Of a volume ≥ 100 000 m ³
		Other tankers (or other ships)
	3D	Of a volume < 15 000 m ³
	3E	Volume between 15 000 to 99 999 m ³
	3F	Of a volume ≥ 100 000 m ³
4	4A	Ships carrying liquid gas (other than methane tankers)
	4B	Ships carrying liquid natural gas (methane tankers)
5		Ships mainly carrying bulk liquid cargoes other than petroleum products
	5E	Zone A < 10 000 m ³
	5F	Zone A ≥ 10 000 m ³ and < 30 000 m ³
	5I	Zone A ≥ 30 000 m ³ (Parcels Tankers)
	5G	Zone B < 20 000 m ³
	5H	Zone B ≥ 20 000 m ³ and < 30 000 m ³
	5J	Zone B ≥ 30 000 m ³ (Parcels Tankers)
6		Ships carrying bulk dry cargo (excluding foodstuffs)
	6C	Of a volume ≤ 25 000 m ³
	6B	Volume between 25 001 m ³ to 44 999 m ³
	6A	Of a volume ≥ 45 000 m ³
		Ships carrying bulk dry foodstuffs cargo
	6F	Of a volume ≤ 25 000 m ³
	6E	Volume between 25 001 m ³ to 44 999 m ³
	6D	Of a volume ≥ 45 000 m ³
7		Refrigerated or polythermal ships
	7A	Of a volume < 25 000 m ³
	7B	Of a volume ≥ 25 000 m ³
8		Roll-on/Roll-off ships
	8M	Car-carrier
	8R	Short Sea
		General
	8N	Of a volume < 25 000 m ³
	8D	Of a volume < 25 000 m ³ and involving only Ro-ro/empty containers
	8O	Of a volume > 25 000 m ³ < 35 000 m ³
	8C	Of a volume < 25 000 m ³ < 35 000 m ³ and solely made up of Roro/empty containers
	8P	Of a volume > 35 000 m ³
	8B	Of a volume > 35 000 m ³ and solely made up of Roro/empty containers
		Regular lines exclusively serving ports in the European Union only:
		Ships for which over 50% of the gross tonnage embarked or disembarked comprises:
		On arrival, of tonnages whose initial origin is a country in the European Union
		On departure, of tonnages whose initial origin is a country in the European Union
	8G	Performing 1 to 5 departures per week.
	8F	Performing 5 to 7 departures per week.
	8E	Performing over 7 departures per week.
		Ships for which more than 50% of the load has Corsica as its final destination or its origin
	8J	Performing 1 to 5 departures per week.
	8L	Performing 5 to 7 departures per week.
	8K	Performing over 7 departures per week.
	8S	Performing over 7 departures per week for which the sulphur content of the marine fuel used to produce electrical energy during the call at the port is zero
	8Q	Ropax
9		Container ships
	9J	Zone A
	9K	Zone B
	9L	Zone A and comprising solely empty containers
	9M	Zone B and comprising solely empty containers
10	10	Barge carriers
11	11	Hovercraft
12	12	Hydrogliders
13	13	Other N.D.A. ships

Vos contacts au port de Marseille Fos



Your contacts within the Port of Marseille Fos

France : Paris

Mrs Mireille Bauer

23, rue Cognacq Jay
75007 Paris



33 (0)1 45 55 46 81



bureaudeparis@marseille-port.fr

France : Marseille

Ecoute clients

23 place de la Joliette
CS 81965 - 13226 Marseille Cedex 02



33 (0)4 91 39 53 21



ecoute.clients@marseille-port.fr

France : Lyon

Mrs Lydie Gabriele

11, rue Jean Bouin
Port Edouard Herriot 69007 Lyon



33 (0)4 37 65 19 75



lydie.labes-gabriele@marseille-port.fr

www.marseille-port.fr



Port of Marseille Fos
23 place de la Joliette . CS 81965
13226 Marseille cedex 02 . France
(33) 4 91 39 40 00
gpmm@marseille-port.fr
www.marseille-port.fr

