

port of
Marseille Fos

**PORT
DUES
2022**

TARIFF N° 46

DECLARATION: ENTRY INTO EFFECT AND OBLIGATION

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DECLARATION: ENTRY INTO EFFECT AND OBLIGATION

Article 1: Application of dues

1.1 Subjugation

The present tariff will take effect as set down in Articles R.* 5321-9 and R.* 5321-14 of the Transport Code on 1st January 2022. It will remain in force until the publication of a new tariff.

1.2 Declaration deadline

A fee is due for commercially operated vessels benefiting from the Port of Marseille-Fos access routes and quays. The fee is established on a current customs declaration form (see with the Customs services).

The regulatory declaration period of 4 days is accompanied by an additional period of 3 days granted by the Marseille Fos Port Authority.

After this period, a penalty for non-declaration will be charged.

The penalty will be €20 per document and per day late, which will be increased to €50 per document and per day late in the case of a scheduled line.



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.* 5321-20 of the Transport Code by applying the rates set forth in the following table in euros per cubic metre.

2.1 Rates

	TYPE OF SHIP ²	ENTERING	LEAVING
1	Cruise liners	0,0358 €	0,0358 €
2	Ferries³	0,0971 €	0,0971 €
3	Tankers carrying liquid petroleum products SBT oil tankers carrying crude oil⁴ 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 SBT tankers carrying refined products⁴ 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	0,5138 € 0,5134 € 0,4840 € 0,5127 € 0,5122 € 0,4828 €	0,1637 € 0,3247 € 0,3247 € 0,1633 € 0,3240 € 0,3240 €
4	Ships carrying liquified gas Ships carrying liquid petroleum gas Ships carrying liquified chemical gas Ships carrying liquid natural gas (methane tankers)	0,2507 € 0,2458 € 0,2499 €	0,2035 € 0,1995 € 0,2029 €
5	Ships mainly carrying bulk liquid cargoes other than petroleum products Ships mainly carrying bulk foodstuffs liquid cargoes Ships mainly carrying bulk liquid cargoes other than petroleum products (excluding foodstuffs) Zone A (< 10 000 m ³) Zone A (≥ 10 000 m ³) Zone B (< 20 000 m ³) Zone B (≥ 20 000 m ³)	0,3332 € 0,2785 € 0,3377 € 0,2893 € 0,3581 €	0,3332 € 0,2785 € 0,3377 € 0,2893 € 0,3581 €
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	0,3623 € 0,3638 € 0,4503 € 0,4004 € 0,4006 € 0,4876 €	0,2858 € 0,3638 € 0,4503 € 0,3161 € 0,4006 € 0,4876 €
8	Roll-on/Roll-off ships Excluding car carriers of a volume < 25 000 m ³ volume between ≥ 25 000 m ³ < 35 000 m ³ of a volume ≥ 35 000 m ³ Ropax Car carriers (all zones)	0,1842 € 0,1745 € 0,1454 € 0,1454 € 0,2218 €	0,1842 € 0,1745 € 0,1454 € 0,1454 € 0,2218 €
9	Container ships Zone A - Eastern Docks Area Zone B - Western Docks Area	0,0711 € 0,1094 €	0,0711 € 0,1094 €
10	Barge carriers	0,1651 €	0,1651 €
11&12	Hovercraft and hydrogliders	0,0942 €	0,0942 €
13	Ships other than those indicated above Cargo ships forwarding coils	0,2088 € 0,2088 €	0,2088 € 0,2088 €

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.



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.* 5321-23 of the Transport 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.* 5321-22 of the Transport 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.* 5321-51 of the Transport Code:

The minimum port dues applicable are set at € 214 per declaration.

The port dues collection threshold is set at € 107 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 € 0,1006/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: € 0,0219 upon entry and exit,
- type 8 roll on/roll off cargo ships: € 0,1133 upon entry and exit.

2.13 Vessels making commercial port calls connected to the shore-side High Voltage electrical network of the Marseille Fos Port Authority during the stopover and not using any carbon-based marine fuel for producing electricity on board will be entitled a reduction of 20% on the port dues for ships.

2.14 When a bulk carrier is required to unload, load or transship different types of cargo, it is subject to the vessel fee corresponding to the cargo with the highest rate.

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.* 5321-24 of the Transport 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.* 5321-20 of the Transport 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 $(100 - ((8.76 * \text{number of TEU/tonnage}) * 100K / 0.0711))\%$
Zone B – Western docks: adjustment of $(100 - ((13.41 * \text{number of TEU/tonnage}) * 100K / 0.1094))\%$

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.

3.2.4 For type 9 ships and assimilated, and with a volume bigger than 250 000 cb, 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 B – Western docks: adjustment of $(100 - ((12,47 * \text{number of TEU/tonnage}) * 100K/0.1094))\%$

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.

- ✓ 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.* 5321-24 of the Transport 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: 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 10,000 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 37,000 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 6: 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 7: 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 8: 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.* 5321-20 of the Transport Code¹ by applying the rates set out in the table below, in euros, per cubic metre (or fraction thereof).

2° The minimum collection is € 214.
The tax collection threshold is € 107.

ALL DOCK AREAS

TYPE OF SHIP	TYPE OF NAVIGATION	
	ENTERING	LEAVING
1B	0,1758	0,1758
1C	0,0797	0,0797

Article 9: 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 10: 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.* 5321-22 of the Transport Code.

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

V is expressed in cubic metres.

L , b and Te 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 11: Application conditions

Conditions for application of dues on cargo as provided for in Articles R.* 5321-30 to R.* 5321-33 of the Transport 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
	1 BY GROSS WEIGHT (in € per tonne)		
	1.1. Bulk		
01,1	Cereals	1,0577	0
01,7	Other substances of vegetable origin	0,9907	0
02,1	Coal and lignite	0,2930	0
02,3	Natural gas	0,3722	0
03,1	Iron ores	0,2868	0
03,2	Non-ferrous metal ores (except uranium and thorium ores)	0,3571	0
03,3	Chemical and (natural) fertilizer minerals	0,6415	0
03,4	Salt	0,6363	0
03,5	Stone, sand, gravel, clay, peat and other mining and quarrying products n.e.c.	0,6363	0
03,6	Uranium and thorium ores	0,3571	0
04,4	Animal and vegetable oils and fats	0,9714	0
04,6	Grain mill products, starches, starch products and prepared animal feeds	0,5576	0
04,7	Beverages	0,9876	0
04,8	Other food products n.e.c. and tobacco products (except in parcel service or grouped)	1,0683	0
07,1	Coke oven products; briquettes, ovoids and similar solid fuels	0,3663	0
07,3	Gaseous, liquefied, or compressed petroleum products	1,0721	0
07,4	Solid or waxy refined petroleum products	0,3615	0
08,1	Basic mineral chemical products	1,0459	0
08,2	Basic organic chemical products	1,0459	0
08,2	Méthanol	0,5722	0
08,3	Nitrogen compounds and fertilizers (except natural fertilizers)	0,6376	0
09,2	Cement, lime and plaster	0,6333	0
10,1	Basic iron and steel and ferro-alloys and products of the first processing of iron and steel (except tubes)	0,6293	0
10,2	Non-ferrous metals and products thereof	1,0472	0
14,2	Other waste and secondary raw materials	0,6333	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	0,5445	0
01,4	Other fresh fruit and vegetables	0,5445	0
01,5	Products of forestry and logging	0,6199	0
05	Textiles and textile products; leather and leather products	1,9956	0
06,1	Products of wood and cork (except furniture)	1,9956	0
06,2	Pulp, paper and paper products	0,6199	0
06,3	Printed matter and recorded media	1,9956	0
08,4	Basic plastics and synthetic rubber in primary forms	1,0307	0
08,5	Pharmaceuticals and paracheicals, including pesticides and other agri-chemical products	2,0304	0
08,6	Rubber or plastic products	1,9956	0
09,1	Glass and glass products, ceramic and porcelain products	1,9956	0
10,1	Basic iron and steel and ferro-alloys and products of the first processing of iron and steel (except tubes)	0,6374	0
10,3	Tubes, pipes, hollow profiles and related fittings	0,6374	0
10,4	Structural metal products	1,9956	0
10,5	Boilers, hardware, weapons and other fabricated metal products	1,9956	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	1,9956	0
12	Transport equipment ¹	1,9705	0
13	Furniture; other manufactured goods n.e.c.	1,9956	0
15	Mail, parcels	1,9956	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.	1,9956	0
Others	Other goods	1,2385	0
9999Y	All containerised goods, per tonne (except 01.2 and 01.4)	1,1341	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
	2. BY UNIT (in € per unit)		
	2.1. Livestock		
A1	weighing less than 10 Kg ²	0,6129	0
A2	of a weight equal or greater than 10 Kg and less than 100 Kg	1,2220	0
A3	of a weight equal or greater than 100 Kg	2,4466	0
	2.2. Vehicles not involved in commercial transactions		
V1	Two-wheeled vehicles		0
V2	Private cars	1,4054	1,4054
V3	Coaches	6,8595	6,8595
R1	Lorries, trailers and loaded articulated or semi-articulated lorries up to 10 m in length ³		0
R2	Lorries, trailers and loaded articulated or semi-articulated lorries		0
	2.3. Trailers, semi-trailers, vehicle combinations		
Roro	All goods on trailers – except 01.2 and 01.4 (€/trailer)	10,163	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 12: Payment conditions

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

12.1 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.

12.2 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.

12.3 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.

12.4 Pursuant to the provisions of article R.* 5321-51 of the Transport Code:

- ✓ The minimum charge is set at € 4.53 per customs declaration.
- ✓ No charge will be collected when the amount of the dues is less than € 2.28 per declaration.

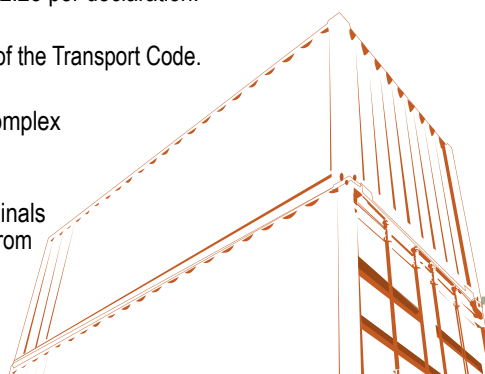
12.5 Cargo dues are not payable in the cases listed in Article R.* 5321-33 of the Transport Code.

12.6 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.

12.7 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 13: Application conditions

Conditions for application of dues on passengers as provided for in Articles R.* 5321-34 to R.* 5321-36 of the Transport Code.

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

- ✓ 1.7606 euros for passengers of type 1 ships,
- ✓ 0.6329 euros for passengers of ships serving Corsica (of type 2 and 8 eligible for article 2.12),
- ✓ 1.6343 euros for other passengers.

13.2 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.

13.3 Pursuant to article R.* 5321-36 of the Transport 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 14: Application conditions

Conditions for application of lay-up dues as provided for in Article R.* 5321-29 of the Transport Code.

14.1 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*5321-20 of the Transport 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.

14.2 The minimum collection is € 164 per day. The collection threshold is € 83 per day.

14.3 The following are exempted from lay-up dues:

- ✓ warships
- ✓ Service craft operated by government authorities or the Marseille Fos Port Authority,
- ✓ 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.

14.4 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 14.5 Ships, operating at Port of Marseille-Fos connected to the MFPA's land-based High Voltage electricity network when layed-up and not using carbonaceous marine fuel during their stay at the quayside for the production of electricity on board, will benefit from a reduction of 20 % on the lay-up dues. If the reduction defined in 14.1 i) is applied during the call, the total reduction may not exceed 40%.

For ships with a chargeable volume > 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	€ 0,0196	€ 0,0294
From 2 001 st to 10 000 th m ³	€ 0,0088	€ 0,0196
From 10 001 st to 50 000 th m ³	€ 0,0056	€ 0,0155
more than 50 000 m ³	€ 0,0037	€ 0,0115

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	€ 0,1185	€ 0,1597

Beching at J4 for large pleasure yachts

Price per m² (L x w of the vessel) per 24 hours period, including a security guard

Surface area in m ²	Between the 1 st october and the 31 march	Between the 1 st april and the 30 september
From 0 to 199,99 m ²	782 € + 0,67 € /m ²	782 € + 0,95 € /m ²
From 200 to 399,99 m ²	782 € + 0,67 € /m ²	782 € + 1,97 € /m ²
More than or equal to 400 m ²	782 € + 0,84 € /m ²	782 € + 2,64 € /m ²

DUES ON SHIP-GENERATED WASTE

Article 15: Application conditions

Conditions for application of dues on ship-generated waste as provided for in Articles R.* 5321-37 and R.* 5321-39 of the Transport 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 authority.

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 €, 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.

The waste fee applicable to vessels is made up of the sum of two taxes (see table below):

- ✓ a "solids" tax applies to operating waste subject to MARPOL V: flat fee set to €192;
- ✓ a "liquids" tax applies to operating waste subject to MARPOL I by applying a coefficient of €0.0103 / m³ to the vessel's taxable volume. The liquids tax amount is limited by a minimum amount set to €65 (article R. 5321-51 of the French Transports Code) and cannot exceed a cap of €683.

Conditions of application and price of the waste fee

waste fee	Condition	Applicable tax	price
=	Solid operating waste not deposited MARPOL V	Solids tax flat fee	€ 192
Solids tax			
+	Liquid operating waste not deposited MARPOL I	Liquids tax depends on the taxable volume	€ 0.0103 /m ³ minimum threshold € 65 capped at € 683
Liquids tax			

15.1 - Exemption due to waste deposited

Vessels having their operating waste collected by waste removal companies approved by the Marseille Fos Port Authority, on presentation of the disposal certificate provided by the service provider are:

- ✓ exempted from the solids tax amount, if solids were deposited,
- ✓ exempted from the liquids tax amount, if liquids were deposited,
- ✓ fully exempted from the fee if solids and liquids were deposited.

15.2 - Exemption due to disposal certificates

15.2.1 - Vessels carrying out frequent and regular port calls having disposal certificates issued 14 days ago maximum.

In application of article R.5321-39 of the French Transports Code, vessels carrying out frequent and regular port calls, according to an itinerary and schedule set in advance, that can justify having disposal certificates for their operating waste in a port of a member State of the European Community located on the vessel's effective itinerary, benefit from the tax exemption in the following conditions:

- ✓ The disposal certificates must be issued or validated by the Port Authority of the deposit port;
- ✓ The validity of the disposal certificate cannot exceed 14 days after the issue date;
- ✓ A solids disposal certificate exonerates from the payment of the solids tax;
- ✓ A liquids disposal certificate exonerates from the payment of the liquids tax;
- ✓ A solids and liquids disposal certificate exonerates from the payment of the solids and liquids taxes.

15.2.2 Other vessels having disposal certificates issued 14 days ago maximum.

Vessels having disposal certificates in a European port, with an issue date not exceeding 14 days, can request to be exonerated from the tax.

The request will be studied under presentation of the certificates at the Harbourmaster's Office according to terms similar to 15.2.1.

The approval of this exoneration is subject to a tolerance as regards the European regulation and can be refused at any time.

15.3 - Exemption due to disposal contracts

In application of article R.5321-39 of the French Transports Code, vessels carrying out frequent and regular port calls, according to an itinerary and schedule set in advance, that can justify having operating waste disposal contracts along with the payment of the corresponding fee, signed in a port of a member State of the European Community located on the vessel's effective itinerary and validated by the Port Authority of the port concerned, are exempted from paying the waste fee.

This contracts must be valid on the day of the port call and cover all the waste likely to be produced onboard (solids and liquids).

Should the vessel call upon several specialised service providers, the exemption can only be effective on presentation of all the contracts established, the scope of which covers all the vessel's waste.



15.4 - Inspections

In light of the supporting documents produced by the vessel to benefit from the exemption cases described in paragraphs 15.1, 15.2, 15.3, the Port Authority reserves the right to assess whether the vessel has fulfilled its obligations as regards the deposit of its operating waste. If the Port Authority deems that said obligations were not fulfilled or were insufficiently fulfilled, it can decide to subject the vessel to the payment of the waste fee. These provisions can be viewed in detail in the "Plan for the collection and processing of Vessel operating waste and cargo residues", approved by the Prefect of the department, and available on the port's website.

15.5 - Thresholds and caps

- ✓ The "solids" tax is a flat fee set to the amount of €192;
- ✓ The "liquids" tax is framed by a minimum amount set to €65* and cannot exceed a cap of €683.

* Should the calculation of the liquids tax amount be less than the minimum amount, the sum due will be of €64.



CONTRIBUTION TO THE COUNCIL OF WELL-BEING OF SEAFARERS

Article 16:

In accordance with the order 2017-423 dated 28 March 2017 and with the Article R.*5321-16-1 of the Transport Code for the blue economy, the port dues have to be collected on the crews. An additional port due of 0,19% for crews is therefore introduced on the dues on the ship and ship lay-up dues.



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

(basic rate 0.1842 €/m^3) * (1-49.6%) = 0.0929 €/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 = 0.0711 €/m^3 , $K = 0.1669$

- Calculation of the adjustment: $M = 100 - [(8.76 \times 899 / 9838) \times (100 \times 0.1669 / 0.0711)]$

$M = 100 - 187.9$

$M = -88$

$M = -88.0\%$

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 0.0711 €/m^3) * (1 - (-88.0%)) = (Basic rate of 0.0711 €/m^3) * (1 + 88.0%) = 0.1320 €/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 Dues on ship-generated waste must be paid or guaranteed prior to departure.

1.7 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: 10,000 TEUs (full and empty)

Global annual volume in TEU	% reduction	Annual numbers of calls	% reduction
from 10 001 to 20 000	5%	from 13 to 24	2%
from 20 001 to 50 000	7%	from 25 to 52	6%
from 50 001 to 100 000	8%	from 53 to 104	9%
from 100 001 to 150 000	9%	from 105 to 260	10%
from 150 001 to 200 000	11%	over 260	12%
over 200 000	14%		

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

Minimum traffic: 37,000 TEUs (full and empty)

Global annual volume in TEU	% reduction
from 50 001 to 75 000	8%
from 75 001 to 100 000	10%
from 100 001 to 150 000	12%
from 150 001 to 200 000	15%
from 200 001 to 250 000	18%
from 250 001 to 300 000	21%
from 300 001 to 400 000	25%
over 400 000	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 Escalé V2 software.

1.8 Art. 2.3 concerning successive stopovers in several of the Port's docks will not be applied to type 9 or similar ships, as its application leads to an increase in the port dues in relation to a successive port dues submission for each dock.

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	€ 0.6329
13	International passengers	€ 1.6343
14	Cruise passengers (full rate)	€ 1.7606
15	Cruise passengers (reduced rate)	€ 0.8803

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 tankers carrying crude oil
	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
		SBT tankers carrying refined products
	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		Ships carrying liquified petroleum gas
	4A	Ships carrying liquid natural gas (methane tankers)
	4B	Ships carrying liquified chemical gas
	4C	Ships mainly carrying bulk liquid cargoes other than petroleum products
5		
	5A	Ships mainly carrying bulk foodstuffs liquid cargoes • Ships mainly carrying bulk liquid cargoes other than petroleum products (excluding foodstuffs)
	5E	Zone A < 10 000 m ³
	5F	Zone A ≥ 10 000 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
	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 • General
	8N	Of a volume < 25 000 m ³
	8O	Of a volume > 25 000 m ³ and < 35 000 m ³
	8P	Of a volume > 35 000 m ³
	8Q	Ropax Regular lines exclusively serving ports in the European Union only:
	8E	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
	8K	Ships for which more than 50% of the load has Corsica as its final destination or its origin
	8S	Ships electrically connected according to article 2.13
9		Container ships
	9J	Zone A
	9K	Zone B and of a volume < 250 000 m ³
	9L	Zone A and comprising solely empty containers
	9M	Zone B and comprising solely empty containers
	9N	Zone B and of a volume > 250 000 m ³
10	10	Barge carriers
11	11	Hovercraft
12	12	Hydrogliders
13	13	Other N.D.A. ships
	1A	Ships transporting steel products
	1B	Sea-river ships carrying bulk or break bulk cargoes
	1C	Sea-river ships carrying containers or trailers


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