

PILOT STATION OF THE PORTS OF MARSEILLES AND OF THE GULF OF FOS

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The pilotage tariffs applicable in the area of the pilot station of the ports of Marseilles and of the Gulf of Fos are based on the ship's volume established in compliance with the Decree of October 12th 1976 so : $V = L \times b \times Te$ – L : length over all – b : maximum breadth – Te : Summer draft, Te cannot be less than $0,14 \times \sqrt{L \times b}$ -

The cubic meters tariffs have to be applied from the first cubic meter and are fixed by **unity of 100 cubic meters sections.**

All the tariffs below defined must be considered without T.V.A.

A. COMPULSORY PILOTAGE WATERS IN THE GULF OF MARSEILLES

I. ENTERING AND LEAVING

In every item specified below, ships pay according to successive sections:

1. a charge of **357.93 €**

2. The general tariff or following modulated tariffs from the general tariff:

2.1. The general tariff per cubic meter **1.72 €**

2.2. The modulated tariffs per cubic meter:

a) By successive sections:

For each of the following sections:

from 001 to 75 000 m³ **1.72 €**

from 75001 to 150 000 m³ **1.69 €**

from 150 001 to 200 000 m³ **1.50 €**

from 200 001 to 250 000 m³ **1.24 €**

from 250 001 to 350 000 m³ **0.92 €**

above 350 000 m³ **0.88 €**

b) Passenger ships **2.40 €**

c) Ships not carrying out any commercial operation **1.41 €**

d) Ships putting in for shelter or ships which, after having left the port, have to return due to accidental or unforeseen circumstances before having called at any other port, ships anchoring on the roads in order to disembark passengers and their luggage and all ships making operations at anchorage: **1.11 €**

e) Ships whose captains hold a Pilot exemption certificate **0.62 €**

f) Ships entering the Port of Marseilles proper solely for repairs pay according to the general tariff and the sliding scale for tonnage if applicable and will be given 40% discount on all acts of pilotage effected during repairs and also, on the additional dues charged for entering or leaving a dry-dock.

II. SHIFTING

Ships requiring a pilot either for shifting from one berth to another, or from one dock basin to another pay:

- | | |
|------------------------------|-----------------|
| ▪ a charge of | 357.93 € |
| ▪ from the first cubic meter | 1.07 € |

III. ANCHORING

Ships requiring a pilot to go or to leave an anchorage pay :

- | | |
|--------------------------------------|-----------------|
| ▪ a charge of | 357.93 € |
| ▪ from 001 to 150 000 m ³ | 1.07 € |
| ▪ above 150 000 m ³ | 0.90 € |

IV. EXTRA CHARGE FOR DRY-DOCK SHIFTING

When entering, leaving or shifting include entering or leaving a dry-dock, the ship pays an extra charge of :

- | | |
|----------------------------|-----------------|
| a charge of | 357,93 € |
| from the first cubic meter | 1.07 € |

Moreover, for any operation entry or exit in dry dock 8, 9 or 10, a second pilot in charge of managing the Portable Pilot Unit is embarked when:

- The ship's width is greater than 85% of the width of the dry dock.
- When the ship's width does not permit accompanying tug.

Consequently, an additional charge is applied:	2,137.32 €
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V. MINIMUM CHARGE

In all the above cases, the minimum charge is fixed at per pilotage operation.	357.93 €
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VI. TRAVEL EXPENSES

For all pilot maneuvers (Entry / Exit / Movement) executed in the compulsory pilotage area of Marseille, the pilot receives a transport compensation fee of:	10.87 €
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VII. PARTICIPATORY ALLOCATION

For all pilot maneuvers (Entry / Exit / Movement) each pilot on board receives a participatory allocation of:	31,21 €
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Between 7 p.m. and 7 a.m. the allowance is increased to:	46,82 €
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B. COMPULSORY PILOTAGE WATERS OF THE GULF OF FOS

I. PORT DE BOUC, ETANG DE BERRE

This area comprises two tariff zones delimited as follows :

First zone: *from the sea up to the Caronte railway bridge.*

Second zone: *the Caronte canal from the railway bridge up to Martigues, the Etang de Berre and its berthing installations.*

1. Entering and leaving :

First zone: *the same rates as for Marseilles:
Minimum charge: 357.93 € per act of pilotage.*

Second zone : *the same rates as for the first zone increased by 100%
Minimum charge: 715.86 € per act of pilotage.*

2. Shifting

- *The rate for shifting inside a zone is the same as Marseilles'.*
- *A ship passing from one zone to another will be charged the rate applicable to the first zone plus the rate for shifting.*

II. PORT SAINT LOUIS DU RHONE - RIVER RHONE

First zone : *From the sea up to Port-Saint-Louis lock by the canal or by the river, from the sea up to Barcarin lock by n°1 basin's canal, inside the port of Fos.*

Second zone : *...From the Port-Saint-Louis lock, of from Barcarin lock to kilometer 279 at Arles.*

The tariff provisions concerning these zones are the same as for the two zones of the Port-de-Bouc - Etang-de-Berre.

III. GULF OF FOS

The basic tariffs are applicable at the same conditions as in Marseilles.

IV. TRAVEL EXPENSES

For all pilot maneuvers (Entry / Exit / Movement) executed in the compulsory pilotage area of Fos, the pilot receives a transport compensation fee of:

10.87 €

V. PARTICIPATORY ALLOCATION

1 For each pilot maneuver (Entry / Exit / Movement) executed in the compulsory pilotage area of Port-de-Bouc and Port-Saint-Louis-du-Rhône, the pilot receives a participatory allocation of: **31.21 €**

Between 7 p.m. and 7 a.m. the allowance is increased to: **46.82 €**

2- For each pilot maneuver (Entry / Exit / Movement) executed in the second zone (as described in B.I and B II) or in Fos, the pilot receives a participatory allocation of: **62.42 €**

Between 7 p.m. and 7 a.m. the allowance is increased to: **93.62 €**

For all manoeuvres effected in Arles (entering or leaving) this travelling allowance is doubled.

C. PARTICULAR PROVISIONS APPLICABLE TO THE ZONE OF MARSEILLES

Vessels owned by a delegated shipping company of the Public Service Delegation, providing a service of at least five calls a week, pay, by successive tranches for the vessels concerned by the said delegation:

a) A charge of..... **121.12 €**

b) For each of following sections :

- From 001 to 30 000 m³..... **0.75 €**
- Above 30 000 m³..... **0.18 €**

2/ For vessels listed as yachts, the tariffs per m3 for all pilotage operations (entry/exit/ movement) apply in tranches per volume as defined in the table below :

Tranches	operation
1 ⇔ 3 500 m ³	1,170.00 €
3 501 ⇔ 5 000 m ³	1,345.00 €
5 001 ⇔ 10 000 m ³	1,520.00 €
10 001 ⇔ 15 000 m ³	1,715.00 €
> 15 000 m ³	1,890.00 €

When entries, exits or movements require also an access to the dry-dock or floating dock, vessels have to pay an additional amount as defined in paragraph A IV.

A discount is granted for pilotage operations under the following circumstances :

* 50% discount on a berth to berth pilotage operation that does not require the use of the pilot boat;

- * 30% discount on an anchorage pilotage operation that precedes a docking at a shipyard for repairs;
- * 30% discount on an anchorage pilotage operation following the departure from a shipyard;
- * Starting from the second trial on, 30% discount on a pilotage operation related to sea trials.

NOTE: For exceptional maneuvers or when the pilot is kept on board exceeding the normal time needed to maneuver a complimentary charge of 213.74€ will be applied.

D.MUTUAL PROVISIONS APPLICABLE TO THE ZONES OF MARSEILLES AND THE GULF OF FOS.

1 - French warships, irrespective of their displacement pay a fixed rate per act of pilotage amounting to the minimum charge if they take a pilot.

2 - Ships leaving the harbour for trials or compass adjustment pay, for leaving and entering, the special rate applicable to ships which having left the harbour are to return before having called at another port (entering or leaving, special tariffs paragraph A.I.2.2.d).

3 - Container-ships' owners, whose ships have carried out 50 calls as a minimum within the previous year, will be subject to a discount, according to the tariffs defined in paragraphs A.I.2.1) and A.I.2.2.a); The amount of this discount will be as follows in accordance to the table below

From 250 001 € to 500 000 €	3 %
From 500 001 € to 800 000 €	7 %
From 800 001 € to 1 100 000 €	11 %
Above 1 100 000 €	15 %

4 – A discount as indicated in the table below will be granted to all ships who establish a regular shipping line (Container ships and Roro ships). The discount depends on the date that service begins and ends on December 31st of the same year.

Start of service	Discount until 31 st December
1 st trimester	-15%
2 nd trimester	-20%
3 rd trimester	-30%
4 th trimester	-50%

5 - At the request of the shipping agent, a discount, not exceeding 15% of the invoice, can be granted to hydrocarbon vessels for specific operations; this reduction cannot be combined with other discounts.

6 - Upon request by the shipping agent, a 30% discount on the tariffs defined in paragraph A.III will be applied to vessels anchoring in order to carry out waste treatment operations. This discount is only applicable to vessels that are not engaged in other commercial operations in the GPMM basins. It cannot be combined with other discounts.

7 – Upon request by the shipping agent, a 15% discount on the tariffs defined in the paragraphs A.I.2.1) and A.I.2.2.a) will be applied to container ships operating on regular lines with Algeria. It cannot be combined with other discounts.

8- All ships considered as bunker barges, by the French Mediterranean Maritime Administration (DIRM), depending on their manoeuvrability and type of operation, the tariff per m³ for all pilot operations (entrance, exit, shifting) are applied by increments of volume as seen in the table below:

Increments	Tariff
1 ⇨ 6 000m ³	696,97 €
6 001 ⇨ 7 000m ³	800,99 €
7 001 ⇨ 8 000m ³	853,01 €
8 001 ⇨ 9 000m ³	905,02 €
> 9 000m ³	957,03 €

NOTE: Travel expenses mentioned in Article A)VI, A)VII and B)IV, B)V will not be applied.

9 - Ships operating liquid or bulk traffics and disembarking 25% at least of their cargo on another ship will be given 33% discount on the tariffs mentioned in paragraphs A.I.2.1, A.I.2.2.a), A.II.2.

10 - Mother ships, if operating transshipment of containers when they call in Fos, are given 20% discount on “entering and leaving”, according to the tariffs defined in paragraph A.I.2.2.a).

This discount cannot be cumulative with the discount defined in paragraph 3.

11 - Gas carriers of a length overall exceeding 290 m (Q-Flex), and all container ships of a length overall exceeding 370 m, that must turn before docking or sailing, must embark a second pilot in charge of the installation and monitoring of data PPU (Portable pilot Unit) to assist the pilot in charge of the maneuver operation. An additional invoice of € 2,137.32 is then applied.

12 – A second pilot, in charge of managing the Portable Pilot Unit, embarks on all vessels weighing more than 200,000 tons. An additional charge of € 2,137.32 is applied.

13 – A second pilot, in charge of managing the Portable Pilot Unit, embarks on all maneuvers that require a waiver by the GPMM for access to a specific berth. An additional charge of € 2,137.32 is applied.

14 - The special tariff mentioned A.I.2.2.d) is also applicable in the following cases :

- on entering and leaving Marseilles for ships arriving directly from Port-de-Bouc, Fos or Port-Saint-Louis-du-Rhône ;
- on entering or leaving Port-de-Bouc for ships arriving directly from Marseilles, Fos or Port-Saint-Louis-du-Rhône ;
- on entering and leaving Port-Saint-Louis-du-Rhône for ships arriving directly from Marseilles, Fos or Port-de-Bouc ;
- on entering and leaving Fos for ships arriving directly from Marseilles, Port-de-Bouc or Port-Saint-Louis-du-Rhône.

15 - Convoys consisting in a tug and other craft or pontoons pay the rate applicable to the tug plus the rate applicable to the towed craft according to their volume.

16 - Ships which are exempted from compulsory pilotage because of their length, but that take a pilot nonetheless, pay an extra charge of 20%.

17 - Ships, which have not notified their ETA, in due course as prescribed in Article 6 of the Decree of 19th May 1969 pay an extra charge of 10%. The same goes for for any ship if and when there is more than a 2 hour delay between the projected order and the true order.

18 - If the pilot is still on board 30 minutes after all the lines are already on the bollard, a complementary invoice of € 427.46 will be applied

19 - For exceptional maneuvers or when the pilot is kept on board exceeding the normal time needed to maneuver a complimentary charge of 213.74 €/h will be applied.

20 – According to a terminal decision, if the pilot needs to access the ship by pilot boat rather than by car, a complementary invoice of € 1,040.25 will be issued.

21 - Discounts will be suppressed, if invoices are unpaid within 30 days following the invoice date and will be reactivated, without any retrospective effect, only after the term of payment of 30 days is complied with.

22- If the pilot is requested to secure the ship again due to bad weather conditions, the shipowner will be charged the minimum fee of the rates mentioned in paragraph A.I.1 and an additional charge of 213.74 €/hour

E. COMPULSARY PILOT ZONE OF THE CIOTAT

The tariff per m³ for all pilot operations (entrance, exit, shifting) are applied by increments of volume as seen in the table below:

<i>Increments</i>	<i>Tariff</i>
1 ⇨ 3 500m ³	1,170.00 €
3 501 ⇨ 5 000m ³	1,345.00 €
5 001 ⇨ 10 000m ³	1,520.00 €
10 001 ⇨ 15 000m ³	1,715.00 €
> 15 000m ³	1,890.00 €

Pilot operations for mooring on or casting off a buoy will be billed the same tariff as berthing.

A discount is granted for pilotage operations under the following circumstances :

* 50% discount on a berth to berth pilotage operation that does not require the use of the pilot boat;

* 30% discount on an anchorage pilotage operation that precedes a docking at a shipyard for repairs;

* 30% discount on an anchorage pilotage operation following the departure from a shipyard;

* 30% discount on a pilotage operation when casting off from a buoy that precedes a docking for repairs;

* Starting from the second trial on, 30% discount on a pilotage operation related to sea trials.

NOTE: For exceptional maneuvers or when the pilot is kept on board exceeding the normal time needed to maneuver a complimentary charge of 213.74€ will be applied.

F. VARIOUS ALLOWANCES

▪ Postponed manoeuvre	105.60 €
▪ Waiting an hour before manoeuvre	105.60 €
▪ Daily allowance	357.93 €
▪ Meal allowance	23.64 €

G. PENALTIES FOR SETTLEMENT DELAYS

Under Pilotage General Regulation, pilotage charges are due for payment as soon as pilotage operation is carried out.

In accordance with the terms and conditions concerning payment deadlines between companies, penalties will be charged in extra to the tax free amount of the pilotage invoice, should the settlement not be done within 20 full days after the invoice drawing up date. These late fees are worth three times the legal rate increased by 10%. They will start to be charged, without prior notice to the debtor, right at the end of the above term of payment.

*Furthermore, reckoning from the 21st day, a new invoice will be sent to the consignee every seven clear days. Each invoice will give rise to an extra charge of **104.03 €**.*
