

Port of
Marseille Fos

PORT CHARGES FOR 2023

RATES NO. 47

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ENTRY INTO FORCE AND OBLIGATION OF DECLARATION

Article 1: Liability and obligation of declaration

1.1 Liability

These rates will enter into force, under the conditions set out in Articles R.* 5321–9 and R.* 5321–14 of the French Transport Code, on 1 January 2023.

They will remain valid until new rates are published.

1.2 Declaration deadline

A fee must be paid by vessels in commercial operations benefiting from port accesses and docks in the Port of Marseille Fos.

The fee will be determined based on a customs declaration using the form in force (see Customs Services).

The regulatory declaration period of four days to enter the port charges declaration in the port's invoicing tool is accompanied by an additional period of three days granted by the Marseille Fos Port Authority.

After this period, a penalty for failure to declare will be charged.

This penalty will be €20 per document and per day of delay, which will be increased to €50 per document and per day of delay for regular shipping lines.



PORT CHARGES

VESSEL FEE

Article 2: Conditions for applying the fee

A fee will be charged for any commercial vessel unloading, loading, or transshipping passengers or cargo in zones A - B of the Port of Marseille Fos, determined on the basis of the vessel's volume¹ calculated, as indicated in Article R.* 5321.20 of the French Transport Code, by applying the rates indicated in the table below in euros per cubic metre.

2.1 Rates

	VESSEL TYPE	INBOUND	OUTBOUND
1	Cruise ships		
02	Cruise ships < 100,000 m ³	€0.0465	€0.0465
01	Cruise ships > 100,000 m ³	€0.0378	€0.0378
2	Ferries		
2E	Corsica ferries eligible for Article 2.12	€0.0231	€0.0231
2F	Ferries other zones	€0.1025	€0.1025
2G	Corsica ferries eligible for Article 2.12 (without passengers)	€0.0231	€0.0231
2H	Ferries other zones (without passengers)	0.1025 v	€0.1025
3	Vessels carrying liquid crude oils and oil products		
3A	Crude oil, volume < 15,000 m ³	€0.5477	€0.1745
3B	Crude oil, volume 15,000 m ³ to 99,999 m ³	€0.5473	€0.3461
3C	Crude oil, volume ≥ 100,000 m ³	€0.5159	€0.3461
3D	Oil products, volume < 15,000 m ³	€0.5465	€0.1741
3E	Oil products, volume 15,000 m ³ to 99,999 m ³	€0.546	€0.3454
3F	Oil products, volume ≥ 100,000 m ³	€0.5147	€0.3454
4	Vessels carrying liquefied gases		
4A	Liquefied Petroleum Gas (LPG)	€0.2672	€0.2169
4B	Liquefied Natural Gas (LNG) (LNG carrier)	€0.2664	€0.2163
4C	Liquefied Chemical Gases	€0.2596	€0.2107
5	Vessels mainly carrying bulk liquid cargo other than crude oils and oil products		
5A	Bulk liquid food	€0.3519	€0.3519
5E	Zone A < 10,000 m ³	€0.2941	€0.2941
5F	Zone A ≥ 10,000 m ³	€0.3566	€0.3566
5G	Zone B < 20,000 m ³	€0.3055	€0.3055
5H	Zone B ≥ 20,000 m ³	€0.3782	€0.3782
5I	Zone A ≥ 30,000 m ³ (Parcel tankers)	€0.3566	€0.3566
5J	Zone B ≥ 30,000 m ³ (Parcel tankers)	€0.3782	€0.3782
6	Vessels carrying dry bulk cargo (excluding agri-food)		
6C	Dry bulk cargo ≤ 25,000 m ³	€0.3732	€0.2944
6B	Dry bulk cargo, 25,001 m ³ to 44,999 m ³	€0.3747	€0.3747
6A	Dry bulk cargo ≥ 45,000 m ³	€0.4638	€0.4638
	Vessels carrying agri-food dry bulk cargo		
6F	Agri-food dry bulk cargo, volume ≤ 25,000 m ³	€0.4124	€0.3256
6E	Agri-food dry bulk cargo, volume 25,001 m ³ to 44,999 m ³	€0.4126	€0.4126
6D	Agri-food dry bulk cargo, volume ≥ 45,000 m ³	€0.5022	€0.5022
8	Horizontal handling cargo vessels		
8K	Corsica Ropax eligible for Article 2.12	€0.1196	€0.1196
8S	Corsica Ropax eligible for Article 2.12 and electrically connected (Article 2.13)	€0.0957	€0.0957
8M	Car-carrier	€0.2342	€0.2342
8N	Roro < 25,000 m ³	€0.1945	€0.1945
8O	Roro, volume ≥ 25,000 m ³ to 35,000 m ³	€0.1843	€0.1843
8P	Roro ≥ 35,000 m ³	€0.1535	€0.1535
8Q	International Ropax	€0.1535	€0.1535
9	Container ships		
9J	Container ship zone A	€0.0758	€0.0758
9K	Container ship zone B	€0.1166	€0.1166
9N	Container ship zone B > 250,000 m ³	€0.1166	€0.1166
9L	Empty container ship zone A	€0.0758	€0.0758
9M	Empty container ship zone B	€0.1166	€0.1166
10	Barge carriers	€0.1749	€0.1749
11&12	Hovercrafts and hydrofoils	€0.0998	€0.0998
13	Other vessels	€0.2205	€0.2205
1A	Conventional vessels carrying steel products	€0.2205	€0.2205

¹ The vessel's volume will be determined using the following formula: $V = L \times b \times T_e$ where: V is expressed in cubic metres; L, b, and T_e , respectively being the overall length of the vessel, its maximum width, and its maximum summer draught, are expressed in metres and decimetres. The vessel's maximum draught, used in the above formula, may never be less than a theoretical value equal to $0.14 \times \sqrt{(L \times b)}$, where L and b are the overall length and maximum width of the vessel.



2.2 The various port areas identified in 1° of this article are defined as follows:

- ✓ Zone A - East harbour area,
- ✓ Zone B - West harbour area.

2.3 When the same vessel is required to unload or transship passengers or cargo successively in different areas of the port, it is subject to the vessel fee only once, corresponding to the area with the highest rate. The type of vessel and the modulations and reductions to which it is subject will be determined by taking account all unloading or transshipment operations carried out by the vessel in the port. Identical provisions will apply where the same vessel is required to load or transship passengers or cargo successively in different areas of the port. This Article will not be applied to type 9 vessels or similar, its application leading to an increase in the fee in relation to successive submission to the fee for each harbour area.

2.4 Pursuant to Article R.* 5321.23 of the French Transport Code, the vessel fee will be charged separately for the vessel's inbound and outbound operations.

2.4.1 When a vessel does not unload or transship passengers or cargo, the vessel fee will only be charged once, on arrival. When a vessel does not unload passengers or cargo, the vessel fee will only be charged once, on departure. When a vessel only carries out bunkering or refuelling operations, or the unloading of waste or cargo residues, or does not carry out any commercial operations, the vessel fee will only be charged once on departure.

2.4.2 In the case of vessels only carrying out bunkering or refuelling operations, or the unloading of end-of-life liquid operating products (deballasting, wastewater, tank washing water, slops, washing water, waste oil, cargo residues) at the dock or on the harbour, the rate of €0.10/m³ per 24 hours will apply to them for the duration of pumping operations. Vessels carrying out ship repair operations, upstream or downstream of such operations, will be charged the reduced rate of €0.05/m³ under the same conditions. Beyond 72 hours, the berthing rate, as defined in Article 14, will apply.

2.5 Pursuant to Article R.* 5321.22 of the French Transport Code, the vessel fee will not apply to the following vessels:

- ✓ vessels used to assist vessels, in particular for piloting, towing, mooring, and rescue,
- ✓ vessels engaged in waste recovery and pollution control,
- ✓ vessels engaged in maintenance dredging, maritime signalling, fire-fighting, and administrative services,
- ✓ vessels experiencing forced release which are not carrying out any commercial operations,
- ✓ vessels which, having no access to a port facility, are obliged to unload, load, or transship outside the port.
- ✓ For vessels engaged in cultural or humanitarian missions or having a general interest in maritime heritage, the fee may be optional following a decision by the Marseille Fos Port Authority.

2.6 Pursuant to Article R.* 5321.51 of the French Transport Code:

The minimum collection amount for port charges is set at €227 per declaration.

The threshold for collection of port charges is set at €113 per declaration.

2.7 Every vessel operating on a regular shipping line, of which at least 90% of the tonnage loaded or unloaded per operation (inbound or outbound) consists of containers, will benefit from the same rates as type 9 vessels.

2.8 Type 8 vessels operating on a regular shipping line, and exclusively serving European Union ports, benefit from the reduced rate of €0.1006/m³ when over 50% of the tonnage loaded or unloaded respectively has an EU country as its final destination or origin.

2.9 Type 1 and Type 2 vessels may not, as a result of their load, be classified in any other class.

2.10 Type 3, 4, 5, 6, and 9 vessels, as defined above, will be excluded from the reductions provided for in Article 4 of these rates for regular shipping line vessels.

2.11 Every ship, of which at least 80% of the tonnage loaded or unloaded per operation (inbound or outbound) consists of cars (which are the subject of a commercial transaction), will benefit from the same rates as car carriers.

2.12 Maritime lines serving Corsica will benefit from the following reduced rate, depending on the type of vessel, when over 50% of the loading or unloading respectively has Corsica as its final destination or origin:

- ✓ Type 2 ferries: €0.0231 on arrival and departure,
- ✓ Type 8 horizontal handling cargo vessels: €0.1196 on arrival and departure.

2.13 Vessels making commercial calls connected to the shore-side high voltage electrical network of the Marseille Fos Port Authority during the call and not using any carbon-based marine fuel during their dockside time for the generation of electricity on board will benefit from a 20% reduction in Port Charges.

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: Modulation according to the commercial importance of the call

Provisions relating to modulations according to the real load / vessel capacity ratio in its dominant activity, by vessel type and category, pursuant to Article R.* 5321.24(I)(II)(III) of the French Transport Code.

3.1 The modulations applicable to vessels, by type and category, carrying passengers will be determined, respectively on arrival and departure, on the basis of the ratio of the number of passengers respectively disembarked (or transshipped) or embarked (or transshipped) to the vessel's passenger capacity under the following conditions:

(Passenger transport)

Ratio K less than or equal to:	0.667 10% reduction
	0.500 30% reduction
	0.250 50% reduction
	0.125 60% reduction
	0.050 70% reduction
	0.020 80% reduction
	0.010 95% reduction

3.2 The modulations applicable to vessels carrying cargo will be determined, on arrival and departure respectively, on the basis of the ratio between the tonnage of cargo respectively unloaded (or transshipped) or loaded (or transshipped) and the volume V of the vessel calculated in accordance with Article R.* 5321.20 of the French Transport Code.

3.2.1 For type 3 vessels, between the number of tonnes of cargo unloaded, loaded, or transshipped and the product by 3 of volume V:
- for type 5 vessels, parcel tankers, of a volume of 30,000 m³ or above, between the number of tonnes of cargo unloaded, loaded, or transshipped and the product by 3 of the volume ¹,
For type 6 vessels, between the number of tonnes of cargo unloaded, loaded, or transshipped and the product by 4 of volume V:
- for type 4, 5 ², 7, 10, 11, 12, and 13 vessels, between the number of tonnes of cargo unloaded, loaded, or transshipped and the volume V, is equal to or less than the following rates, the inbound or outbound rate will be reduced as follows:

Ratio K less than or equal to:	0.133 10% reduction
	0.100 30% reduction
	0.050 45% reduction
	0.025 55% reduction
	0.010 65% reduction
	0.004 75% reduction
	0.002 90% reduction

3.2.2 For type 8 vessels and similar vessels, between the number of tonnes of cargo unloaded, loaded, or transshipped and the volume V, is equal to or less than the following rates, the inbound or outbound rate will be reduced as follows:

Ratio K less than or equal to:	0.133 10% reduction
	0.100 30% reduction
	0.050 45% reduction
	0.0350 reduction (95-1,300 K) %

3.2.3 For type 9 vessels and similar vessels, between the number of tonnes of cargo unloaded, loaded, or transshipped and the volume V, the inbound or outbound rate will be adjusted as follows:

Ratio K less than or equal to 1:

- Zone A - East harbour area: variation of $(100 - ((9.34 * \text{number of TEU/tonnage}) * 100K/0.0758))\%$
- Zone B - West harbour area: modulation of $(100 - ((14.30 * \text{number of TEU/tonnage}) * 100K/0.1166))\%$


This modulation may not exceed 90%.

The ratio of the number of TEU/tonnage is calculated as (the number of empty and full TEUs loaded, unloaded, or transshipped)/(the number of tonnes of cargo loaded, unloaded, or transshipped).

The number of TEUs is the number of empty and full containers in 20-foot equivalent units.

¹ This measure will apply on presentation to the Port Authorities of an international certificate (FITNESS/MARPOL Annex II, etc.) attesting that the vessel has at least 15 stainless steel or epoxy-, zinc-, or polyurethane-coated cargo tanks. The Marseille Fos Port Authority reserves the right to carry out the checks necessary for the proper application of the measure.

² Excluding parcel tankers > 30,000 m³.

-  ✓ The maximum reduction rate (95%) will be systematically applied to movements (inbound or outbound) of vessels with empty containers only;

See Appendix 1.3 for the application methods and calculation examples.

3.2.4 For type 9 vessels and similar vessels with a fiscal volume of over 250,000 m³, between the number of tonnes of cargo unloaded, loaded, or transshipped and the volume V, the inbound or outbound rate will be adjusted as follows:

Ratio K less than or equal to 1:

- Zone B - West harbour area: modulation of $(100 - ((13.29 * \text{number of TEU/tonnage}) * 100K/€0.1166))\%$

This modulation may not exceed 90%.

The ratio of the number of TEU/tonnage is calculated as (the number of empty and full TEUs loaded, unloaded, or transshipped) / (the number of tonnes of cargo loaded, unloaded, or transshipped).

The number of TEUs is the number of empty and full containers in 20-foot equivalent units.

- ✓ The maximum reduction rate (95%) will be systematically applied to movements (inbound or outbound) of vessels with empty containers only.

3.3 The modulations provided for in 3.1 and 3.2 above do not apply to vessels only carrying out bunkering or refuelling operations or the unloading of ship-generated waste or cargo residues.

Article 4: Modulation according to call frequency

Provisions relating to modulations according to call frequency pursuant to Article R.* 5321-24 of the French Transport Code (optional provisions following a decision by the Marseille Fos Port Authority).

4.1 In the case of vessels on regular shipping lines made available to the public, according to a pre-determined itinerary and timetable, the vessel fee will be reduced as follows, according to the number of departures of the line, during the calendar year.

1° For type 8 vessels on regular shipping lines exclusively serving EU ports, the vessel fee is subject to the following reductions:

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

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

2° For other vessels on regular shipping lines (excluding type 9): from the first to the twelfth departure, included: 0%
from the 13th to the 25th departure, included: 15%
from the 26th to the 50th departure, included: 30%
beyond the 50th departure: 45%

4.2 The reductions provided for in this Article may not be combined with those referred to in Article 3. Where the debtor also meets the conditions in Article 3, it will benefit from the most favourable treatment.

Article 5: Modulation according to the annual volume of container traffic and the number of calls per shipping company

A price reduction is applied to the revenue generated by shipping companies.

✓ In the East harbour area (zone A), according to the volume of container traffic (full and empty) and the number of calls over the calendar year, the minimum traffic threshold being set at 10,000 teu.

✓ In the west harbour area (zone B), according to the volume of container traffic (full and empty) in the calendar year, the minimum traffic threshold being set at 37,000 teu.

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

See Appendix 1.



Article 6: Modulation for new regular shipping lines

A discount on the basic rates may be granted for new regular shipping lines and new transshipment traffic, after the application has been reviewed and approved by the Supervisory Board of the Marseille Fos Port Authority.



RIVER-SEA FEE

Article 7: Liability

Pursuant to French Decree no. 69-114 of 27 January 1969, as amended by Decrees nos. 70-1143 of 1 December 1970 and 79-281 of 2 April 1979, a port charge (river-sea fee) is levied on any commercial vessel crossing, in either direction, the Marseille Fos Port Authority's facilities, to access the river navigation network, via the Port-Saint-Louis-du- Rhône lock or the Barcarin lock.

Article 8: Rate

1° The river-sea fee is determined according to the geometric volume of the vessel, calculated as indicated in Article R.* 5321-20 of the French Transport Code ¹by applying the rates given below, in euros, per cubic metre (or fraction of cubic metre).

2° The minimum collection amount is set at €227.
The collection threshold is set at €113.

ALL HARBOURS

VESSEL TYPE

NAVIGATION MODE
INBOUND OUTBOUND

1B	Bulk carrier or conventional sea-river vessels	0.1862	0.1862
1C	Sea-river vessels, container ships or ro-ro vessels	0.0844	0.0844

Article 9: Reductions according to crossing frequency

In the case of vessels on regular shipping lines made available to the public, according to a pre-determined itinerary and timetable, the river-sea fee will be reduced as follows, according to the number of times the vessel travels up the river during the calendar year:

- ✓ from the first to the twelfth crossing, included 0%,
- ✓ 13th - 25th crossing included 15%,
- ✓ from the 26th to the 50th crossing included 30%,
- ✓ beyond the 50th crossing 45%.

Article 10: Exemptions

The river-sea fee will not be payable for vessels used for piloting, towing, and rescue, as well as for naval auxiliary vessels, ballasted vessels, and local ferries services, within the meaning of Article R.* 5321-22 of the French Transport Code.

¹ The vessel's volume will be determined using the following formula: $V = L \times b \times Te$ where V is expressed in cubic metres.

L, b, and Te, respectively being the overall length of the vessel, its maximum width, and its maximum summer draught, are expressed in metres and decimetres.

The vessel's maximum draught, used in the above formula, may never be less than a theoretical value equal to $0.14 \times \sqrt{L \times b}$, where L and b are the overall length and maximum width of the vessel.



CARGO FEE

Article 11: Conditions of application

Conditions for applying the cargo fee provided for in Articles R.* 5321-30 to 5321-33 of the French Transport Code, at the expense, as the case may be, of the consignor or consignee of the cargo.

A fee will be levied on cargo unloaded, loaded, or transhipped in the Marseille Fos Port Authority's harbours, either by weight or by unit determined according to the following terms:

NUMBER (*) NOMENCLATURE	DESCRIPTION OF CARGO	UNLOADING	LOADING TRANSHIPMENT
	1 TAXATION BY GROSS WEIGHT (in € per tonne)		
	1.1. Bulk		
01.1	Cereals	1.0894	0
01.7	Other materials of plant origin	1.0204	0
02.1	Coal and lignite	0.3018	0
02.3	Natural gas	0.3968	0
03.1	Iron ores	0.2954	0
03.2	Non-ferrous metal ores (excluding uranium and thorium)	0.3678	0
03.3	Minerals (raw) for the chemical industry and natural fertilisers	0.6607	0
03.4	Salt	0.6554	0
03.5	Stone, sand, gravel, clay, peat, and other extracts, n.e.c.	0.6554	0
03.6	Uranium and thorium ores	0.3678	0
04.4	Oils, cakes, and fats	1.0258	0
04.6	Flour, processed cereals, starches, and animal feed	0.5743	0
04.7	Beverages	1.0429	0
04.8	Other food products n.e.c. and manufactured tobacco (excluding parcel service or food grouping)	1.1003	0
07.1	Cokes and tars; agglomerates and similar solid fuels	0.3773	0
07.3	Gas, liquid, or compressed refined petroleum products	1.1429	0
07.4	Solid or paste refined petroleum products	0.3817	0
08.1	Basic mineral chemicals	1.1045	0
08.2	Basic organic chemicals	1.1045	0
08.2	Methanol	0.6100	0
08.3	Nitrogen compounds and fertilisers (excluding natural fertilisers)	0.6733	0
09.2	Cement, lime, and plaster	0.6523	0
10.1	Iron and steel products and processed steel products (excluding tubes and pipes)	0.6482	0
10.2	Non-ferrous metals and derived products	1.0786	0
14.2	Other waste and secondary raw materials	0.6523	0
	Packaged cargo of the above items (except 10.1) are taxed at the rates applicable to 'other goods'		
	1.2. General cargo		
01.2	Potatoes	0.5750	0
01.4	Other fresh vegetables and fruit	0.5750	0
01.5	Silviculture and forestry products	0.6546	0
05	Textiles and textile products; leather and leather goods	2.1074	0
06.1	Woodworking and cork products (excluding furniture)	2.1074	0
06.2	Paper pulp, paper and cardboard	0.6546	0
06.3	Publishing products, printed or reproduced products	2.1074	0
08.4	Primary basic plastics and synthetic rubber materials	1.0884	0
08.5	Pharmaceuticals and para-chemical products, including pesticides and other agrochemical products	2.1441	0
08.6	Rubber and plastic products	2.1074	0
09.1	Glass, glassware, ceramic and porcelain products	2.1074	0
10.1	Iron and steel products and processed steel products (excluding tubes and pipes)	0.6565	0
10.3	Tubes and pipes	0.6731	0
10.4	Construction related metal products	2.1074	0
10.5	Boilers, equipment, arms and ammunition, and other manufactured metal articles	2.1074	0
11	Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment; precision medical instruments and optical instruments; watches and clocks	2.1074	0
12	Transport equipment ¹	2.0808	0
13	Furniture; other manufactured goods n.e.c.	2.1074	0
15	Post, parcels	2.1074	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.	2.1074	0
Other items	Other goods	1.3079	0
9999Y	All containerised cargo, per tonne (except 01.2 and 01.4)	1.209	0

* This nomenclature corresponds to the product groups and divisions as designated in the NST 2007 except for the codes (Other items, 9999Y, A1, A2, A3, V1, V2, V3, R1, R2, and Roro), linked to a specific Marseille Fos Port Authority nomenclature.

¹ excluding vehicles not subject to a commercial transaction.

NUMBER (*) NOMENCLATURE	DESCRIPTION OF CARGO	UNLOADING	LOADING TRANSSHIPMENT
	2 TAXATION BY UNIT (in € per unit)		
	2.1. Live animals		
A1	weighing less than 10 kg ²	0.6472	0
A2	of a weight equal to or greater than 10 kg and less than 100 kg	1.2904	0
A3	of a weight of 100 kg or over	2.5836	0
	2.2 Vehicles not subject to a commercial transaction		
V1	two-wheel vehicles	0	0
V2	passenger cars	1.4841	1.4841
V3	coaches	7.2436	7.2436
R1	loaded trucks, hitched assemblies, trailers and semi-trailers, up to a length of 10 m ³	0	0
R2	loaded trucks, hitched assemblies, trailers and semi-trailers, of a length exceeding 10 m. ³	0	0
	2.3 Trailers, semi-trailers, articulated lorries		
RoRo	All cargo on trailer – except 01.2 and 01.4 (€/trailer)	10.7321	0

* This nomenclature corresponds to the product groups and divisions as designated in the NST 2007 except for the codes (Other items, 9999Y, A1, A2, A3, V1, V2, V3, R1, R2, and Roro), linked to a specific Marseille Fos Port Authority nomenclature.

Article 12: Charging terms

Terms for charging the fees shown in the table in Article 11.

12.1 For each declaration, the fees listed in Table 1 of Article 11 of these rates will be levied on the total weight of cargo in the same category.

a) They are charged

- ✓ by tonne, when the weight is over 900 kg;
- ✓ by hundredweight, when the weight is 900 kg or less.

Any fraction of a tonne or hundredweight will be counted as one unit.

Charging of the fee by hundredweight will be equal to one tenth of the payment of the fee by tonne.

b) Subject to the exemptions applicable to frames, containers, and pallet boxes, packaging will in principle be subject to the same rate as the cargo contained in them. However, where a declaration relates to cargo of more than one category, all the packages will automatically be classified in the dominant weight category.

12.2 Declarations must state the total gross weight and the taxable weight per category for cargo subject to a gross weight fee and the number for cargo, vehicles, or containers subject to a unit fee.

In support of each declaration relating to cargo of more than one category, the declaring agent must attach a summary statement showing the weight or number per item declared and per category. This form must be dated and signed by the declaring agent.

12.3 If all the cargo is covered by the same declaration by weight, the debtor has the option of requesting that all cargo be subject to the rate applicable to the highest part. No summary statement is required in this case; the declaration must simply state the total weight of the cargo declared.

The absence of a summary statement is equivalent to acceptance by the declaring agent of simplified charging and no further application for review will be made on the basis of the collection by category.

12.4 Pursuant to Article R.* 5321–51 of the French Transport Code:

- ✓ the minimum collection amount is set at €4.80 per declaration;
- ✓ the collection threshold amount is set at €2.41 per declaration.

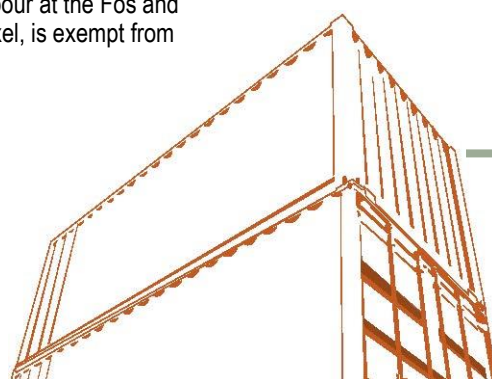
12.5 The cargo fee is not due in the cases listed in Article R.* 5321-33 of the French Transport Code.

12.6 Cargo unloaded on the unloading dock of the Fos steel complex (East side of Dock 1) will benefit from a 20% reduction in the cargo fee.

12.7 Cargo unloaded in the Marseille Fos Port Authority's west harbour at the Fos and Lavéra petrochemical oil terminal facilities, to be operated there by Fluxel, is exempt from cargo port charges.

² excluding poultry taxed at gross weight under the heading 'other goods'.

³ the cargo transported is taxed according to category 2.3.





PASSENGER FEE

Article 13: Conditions of application

Conditions for applying the passenger fee provided for in Articles R.* 5321-34 to 5321-36 of the French Transport Code.

13.1 Passengers disembarked, embarked, or transhipped are subject to a fee:

	TYPE OF PASSENGER FEE	RATE
12	Passengers of vessels serving Corsica (type 2 and 8 vessels eligible for Article 2.12)	€0.6683
13	International passengers	€1.7258
14	Cruise passengers (type 1 vessel)	€1.8592
15	Cruise passengers (type 1 vessel) in transit	€0.9296

13.2 The following are not subject to a passenger fee:

- ✓ children under the age of four;
- ✓ military personnel travelling in formation;
- ✓ crew members;
- ✓ agents of the shipowner travelling for the purposes of the service and carrying a free ticket;
- ✓ public officials carrying out their tasks on board.

13.3 Pursuant to Article R.* 5321-36 of the French Transport Code, a reduction of 50% of the basic fee is applied to passengers who only temporarily disembark during the call.

NB: from 1 July 2023, the fee applicable to international passengers will be increased to €3.3758 from €1.7258.

P VESSEL BERTHING FEE

Article 14: Conditions of application

Conditions for applying the berthing fee provided for in Article R.* 5321-29 of the French Transport Code.

14.1 Vessels or similar floating crafts, other than fishing vessels, and including seized vessels, retained by maritime affairs or by court order and staying in the port will be subject to a berthing fee determined on the basis of the geometric volume of the vessel, calculated as indicated in Article R.* 5321-20 of the French Transport Code, by applying the rates listed in the table below, in euros, per cubic metre and per day:

- ✓ the time limit, taken into account ¹ for the calculation of the fee, will begin to run beyond the duration of the commercial operations or naval repair operations carried out during the vessel's call.

These fees are increased by 50% if the vessel is berthed for an event.

- ✓ Special terms and conditions

i) ✓ Shipowners, with several vessels overwintering at the port, usually carrying out commercial operations in the Port of Marseille Fos, benefit from a 35% reduction in berthing fee rates.

ii) ✓ Vessels berthed in anchoring areas at sea which have carried out commercial operations will be granted a seven-day deductible period.

(iii) ✓ Vessels detained in port by administrative or court order will lose the benefit of the special terms and conditions set out above from the date of the competent authority's decision until that decision is lifted.

iii) ✓ Vessels defined under Article 2.4.2 which have not carried out a commercial operation will switch to the zero-deductible berthing rate after 72 hours.

14.2 The minimum collection amount is €174 per day. The collection threshold amount is €88 per day.

14.3 The following are exempt from the berthing fee:

- ✓ warships;
- ✓ the auxiliary vessels of the French government and the Marseille Fos Port Authority;
- ✓ vessels engaged in piloting and towing which have the Port of Marseille Fos as their home port;
- ✓ auxiliary vessels and floating handling or work crafts;
- ✓ inland waterway vessels;
- ✓ vessels intended for coastal waters.

P 14.4 The berthing fee will be payable on the last day of each calendar month and on the vessel's departure. The length of stay is calculated on the basis of calendar days. Any fraction of a day is counted as one day.

14.5 Vessels, berthed, connected to the shore-side high voltage electrical network of the Marseille Fos Port Authority when berthed and not using any carbon-based marine fuel during their dockside time for the generation of electricity on board, will benefit from a 20% reduction in the berthing fee. If the reduction defined in 14.1(i) is applied on the call, the total reduction may not exceed 40%.

For vessels of taxable volume > or = 10,000 m³

Taxable volume range in m ³	1 st to 20 th day	from the 21 st day
0-2,000 m ³	€0.0208	€0.0311
2,001-10,000 m ³	€0.0093	€0.0208
10,001-50,000 m ³	€0.0059	€0.0164
over 50,000 m ³	€0.0039	€0.0122

For vessels with a taxable volume < 10,000 m³

Taxable volume range in m ³	1 st to 20 th day	from the 21 st day
0-10,000 m ³	€0.1255	€0.1691

Berthing at J4 for super yachts

Price per m² (L x W of vessel) per 24 hours, including security guard

Area in m ²	Between 1 October and 31 March	from the 21 st day
0-199.99 m ²	€828 + €0.71/m ²	€828 + €1.01/m ²
200-399.99 m ²	€828 + €0.71/m ²	€828 + €2.09/m ²
400 m ² or larger	€828 + €0.89/m ²	€828 + €2.80/m ²

SHIP-GENERATED WASTE FEE

Article 15: Conditions of application

Conditions for applying the ship-generated waste fee, provided for in Articles R.* 5321-37 and 5321-39 of the French Transport Code. In the Marseille Fos Port Authority's harbours, the receipt and treatment of ship-generated waste is carried out by specialised companies, which have been approved by the Port Authorities.

Any vessel which does not have its waste collected by one or more of these approved service providers will be subject to the payment of a fee in euros, constituting a port charge, the amount of which corresponds to 30% of the cost estimated by the Marseille Fos Port Authority for the receipt and treatment of the vessel's waste.

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

- ✓ a 'solids' tax applied to ship-generated waste subject to MARPOL V: flat fee of €203;
- ✓ a 'liquids' tax applied to ship-generated waste subject to MARPOL I by applying a coefficient of €0.0109/m³ to the vessel's taxable volume.

The liquids tax amount is limited by a minimum amount set at €69 (Article R. 5321-51 of the French Transport Code) and cannot exceed €723.

Conditions of application and waste fee rates

Waste fee	Condition	Applicable tax	Rate
=	Solid ship-generated waste not deposited MARPOL V	Flat-rate solids tax	€203
Solids tax +	Liquid ship-generated waste not deposited MARPOL I	Liquid tax depending on taxable volume	0.0109 €/m ³ minimum threshold €69 capped at €723
Liquids tax			

15.1 - Exemption due to waste deposited

Vessels having their ship-generated waste collected by waste removal companies approved by the Marseille Fos Port Authority, on presentation of the disposal certificate provided by the service provider benefit from:

- ✓ 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 with an issue date not exceeding 14 days

Pursuant to Article R.5321-39 of the French Transport 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 ship-generated 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 holding disposal certificates with an issue date not exceeding 14 days

Vessels holding 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 to the Harbour Master according to terms similar to 15.2.1.

Approval of this exemption is subject to a tolerance as regards the European regulations and can be refused at any time.

15.3 - Exemption due to disposal contracts

Pursuant to article R.5321-39 of the French Transport Code, vessels carrying out frequent and regular port calls, according to an itinerary and schedule set in advance, that can justify having ship-generated 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 this 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, and 15.3, the Port Authority reserves the right to assess whether the vessel has fulfilled its obligations as regards the deposit of its ship-generated waste. If the Port Authority deems that said obligations are not fulfilled or are 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 ship-generated waste and cargo residues', approved by the Prefect of the department, and available on the port's website.

Article 15.5 - Thresholds and caps

- ✓ the 'solids' tax is a flat fee set at the amount of €203;
- ✓ the 'liquids' tax is limited by a minimum collection amount set at €69* and cannot exceed €723.

* If the calculation of the liquids tax is less than the minimum collection amount, the sum due will be €69.



CONTRIBUTION TO THE CONSEIL DE BIEN-ÊTRE DES GENS DE MER (French Seafarer Welfare Council)

Article 16:

In accordance with French Ministerial Decree no. 2017-423 of 28 March 2017 and Article R.* 5321-16-1 of the French Transport Code for the Blue Economy, port charges are also levied on crews. An additional crew fee of 0.19% is charged on vessel fees and berthing fees.



APPENDICES

Appendix 1: Methods of application of the port charges structure

1 Vessel fee

1.1 The vessel fee and, where applicable, the berthing fee and the ship-generated waste fee will be borne by the shipowner.

1.2 The vessel fee will be charged separately for inbound and outbound operations according to the vessel's origin and destination. All the charges thus calculated will be the subject of a single collection per call at the port.

When a vessel, on arrival or departure, does not unload, load, or transship passengers or cargo, the vessel fee will be only be charged and collected once, on arrival or departure as appropriate.

The following will be taken into account when determining the zones of origin or destination:

- on arrival: from the port where the cargo or passengers being unloaded or transhipped were loaded.

- on departure: from the port declared as the port where the cargo or passengers loaded or transhipped were unloaded.

When the cargo and passengers of the same vessel are loaded or unloaded in more than one port not belonging to the same area, the most remote area will be used to calculate the vessel fee.

The vessel fee will be paid or guaranteed prior to the vessel's departure.

1.3 Methods of calculating the reduction according to the commercial importance of the call.

- T/V ratio = K

- For type 8 vessels

Where $K > 0.035$: The ratio K is determined with an accuracy of 3 decimal places by truncating the following.

Example: $0.036985 = 0.036$

- Where $K \leq 0.035$: application of the formula $(95 - 1,300 K)$. The ratio K is determined to four decimal places by truncating the following.

Example: $0.034985 = 0.0349$

- Calculation of the reduction:

$$R = 95 - (1,300 \times 0.0349)$$

$$R = 95 - 45.37$$

$$R = 49.63$$

$$R = 49.6\%$$

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

A ro-ro vessel, such as $V \leq 25,000 \text{ m}^3$ will have the following rate: $(\text{Basic rate } 0.1945 \text{ €/m}^3) \times (1 - 49.6\%) = 0.098 \text{ €/m}^3$

1.4 Methods of calculating modulation according to the commercial importance of the call.

- For type 9 vessels

Where $K \geq 1$: The ratio K is determined with an accuracy of 4 decimal places by mathematical rounding.

If the number of full and empty teu = 899, tonnage = 9,838, zone A rate = $\text{€}0.0758/\text{m}^3$, $K = 0.1669$

Modulation calculation

$$M = 100 - [9.34 \times 899 / 9,838] \times (100 \times 0.1669 / 0.0758)$$

$$M = 100 - 187.9$$

$$M = -88$$

$$M = -88.0\%$$

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

1.5 The reductions in Article 4 (Modulation according to call frequency) are also applicable to companies belonging to integrated Consortia with close ties recognised by the Customs Administration - following a decision by the Marseille Fos Port Authority - as forming a single entity.

1.6 The ship-generated waste fee will be paid or guaranteed prior to the vessel's departure.

1.7 Modulation according to the annual volume of container traffic and the number of calls.

- Methods of application

Subject: discount on revenue.

Beneficiary: container and combined hull shipowner paying the vessel's port charges.

Reference period: calendar year.

- Zone A (east harbour area): discount according to the volume of container traffic (full and empty) and the number of calls.

Minimum traffic: 10,000 teu hull (full and empty).

Annual total volume in TEU	Discount %	Annual call volume	Discount %
10,001-20,000	5%	13-24	2%
20,001-50,000	7%	25-52	6%
50,001-100,000	8%	53-104	9%
100,001-150,000	9%	105-260	10%
150,001-200,000	11%	over 260	12%
over 200,000	14%		

- Zone B (west harbour area): discount according to the volume of container traffic (full and empty).

Minimum traffic: 37,000 teu hull (full and empty).

Annual total volume in TEU	Discount %
37,000-50,000	2%
50,001-75,000	5%
75,001-100,000	6%
100,001-150,000	7%
150,001-200,000	10%
200,001-250,000	14%
250,001-300,000	16%
300,001-400,000	22%
over 400,000	25%

NB: this development aid only applies to container traffic. Thus, a correction coefficient is applied for mixed shipping companies: net tonnage of containerised cargo/overall net tonnage. Only shipowners calling and generating turnover for the Marseille Fos Port Authority will be eligible for this measure. Therefore, in the context of the alliance, each shipowner will receive the discount corresponding to the vessel port charges applicable to it, with the alliance members distributing the measure among themselves as appropriate. To be applicable, this rate reduction, calculated on the basis of the annual volumes of container traffic and the number of calls in calendar year N*, must be the subject of a written request from the customer or user, accompanied by the documents necessary for payment (bank details, certificate from the shipping company represented authorising collection of the amount concerned) by 30 June of year N+1 at the latest.

* Volumes are defined according to Call V2.

2 Cargo fee

2.1 The cargo fee will be borne by the consignor or consignee, as the case may be.

2.2 The cargo fee will not be due for:

- materials used for ballasting or from vessel ballasting if they are actually unloaded and do not give rise to any commercial operation;
- products delivered for refuelling, rigging, or fitting-out of vessels and junk cargo belonging to crews;
- cargo belonging to the French government and transported on warships and auxiliary vessels of the French government, as well as cargo belonging to the French Navy unloaded from commercial vessels anchored inside a military harbour or moored at military structures belonging to the French Navy;
- cargo temporarily grounded within the port and which, without leaving the port, are reloaded on the same vessel in continuation of transport;
- equipment unloaded from vessels for repair or cleaning;
- luggage accompanying passengers;
- tare of frames, containers, pallets, trailers, or semi-trailers transported loaded or empty.

3 Passenger fee

3.1 The passenger fee will be levied on each passenger disembarked, boarded, or transhipped in the sea ports of mainland France. This fee, payable by the shipowner, may be recovered by the shipowner from the passengers. It must be paid at the same time as the vessel fee.


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