

SHIP REPAIR YARDS

Operating regulations and tariffs 2020

Crédit : GPMB



Slipway

Crédit : GPMB



Berth 209



Dry dock 3

Crédit : PAT/GPMB

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OPERATING REGULATIONS

SECTION I – TERMS AND CONDITIONS

1. Application of the fees

The Director of the GPMB (Grand Port Maritime de Bordeaux) determines the detailed measures relating to the application of this Regulation and the fees.

The fee is intended to be used primarily for the issuance of temporary occupancy permits (AOT). With regard to the issuance of temporary occupancy agreements (COT), the applicable fees may be freely negotiated pursuant to Order No. 2017-562 of 19 April 2017 relating to the ownership of public persons.

For occupancies giving rise to payment per day, the duration of the occupancy will be calculated in indivisible days, without a deduction of non-working days, the days being counted from midnight to midnight, and every fraction of a day being considered to be a whole day.

The occupancy starting point will be determined from the time at which the requested areas are made available to the requesting user. The occupancy will end only on the actual date of the return by the user, to the services of the GPMB, of the temporarily occupied areas. This return will be noted by a qualified staff member of the GPMB, after completion of a condition of the site assessment.

For occupancies giving rise to an annual payment, payments will be made quarterly and in advance, with non-payment 15 days after formal notice that has remained without effect, resulting automatically and without special notice, in cessation of the occupancy.

Quantities including decimals will be rounded up or down to the nearest unit.

2. Fee arrangements

2.1 – The amounts due are preferably paid by bank transfer to the public accountant's bank account, or otherwise by cheque made out to 'Agent comptable du GPMB' (GPMB accounting officer).

The GPMB may request a surety. The GPMB may refuse any service described in this document, to users who have not have settled a final notice of payment before legal proceedings. This refusal may be enforced until payment in full of the outstanding amount, regardless of the legal situation of the users in question.

The payment period is set at thirty (30) days from the end of the month of the date of issue of the invoice.

Late payments will automatically, without a reminder, result in the invoicing of late payment penalties consisting of the set penalty and default interest. The set penalty for recovery costs provided for in Articles 39 and 40 of the Act of 28 January 2013 is forty (40) euros. The default interest rate is equal to the interest rate applied by the European Central Bank to its most recent main refinancing operations (the official REFI rate applicable on the day following the debt due date) plus eight (8) percentage points.

Non-payment of the fees within the payment periods will automatically result in the issuance of formal notice. If payment is not made within 15 days, this may result in cancellation of the occupancy and the GPMB may order, at the expense and risk of the occupier without a permit, the removal of his installations, equipment and goods.

2.2 – With regard to the provision of dry dock facilities, the GPMB may request payment of the amounts due by certified cheque or a bank guarantee before the vessel has used or vacated the dry dock facility.

The fee does not include any taxes and property taxes to which the booked goods are or may be subject.

3. Insurance and civil liability

The user is required to cover the risks created by his activities and stored goods and, in particular, all risks of fire, loss, theft, flooding, flood, water damage, etc.

The custody and safekeeping of users' equipment in the docks or on the docksides is not the responsibility of the GPMB and no liability will be borne by it for loss or damage caused by the user or companies acting on his behalf.

Users must ensure the custody and safekeeping of the equipment rented to them by the GPMB, and will be liable for any loss or damage to such equipment and/or by such equipment as long as it remains in their possession.

The user alone is liable for any losses or damage caused to third parties including subcontractors in connection with the provision by the GPMB of the dry dock facility. He indemnifies the GPMB and its insurers against all claims and/or remedies made in this respect, regardless of the cause.

Therefore, he must purchase insurance that covers his civil liability and any other insurance that allows him to fulfil his obligations.

The user will keep a copy of the insurance certificate available to the GPMB and must inform the GPMB of any accident that has occurred during the provision of the goods (tools, equipment, etc.) belonging to the GPMB, regardless of the gravity of the accident and the person responsible for it.

The user waives and must obtain from his insurers the waiver of any remedy against the GPMB and its insurers for any damage or loss that may arise from the goods of which he is the owner, holder or keeper.

4. Obligations

a) GPMB's obligations

The GPMB is required to operate the caisson and provide the keelblocks. The user may require, for a fee, that the dry-docking operation be interrupted one or more times for periods that he will set out in his request to the GPMB, when the vessel enters the dock. This provision is only applicable subject to the overall safety conditions of which the GPMB is the sole judge.

b) Users' obligations

Except in the case of a damaged vessel whose entry would take place only at the user's risks, any vessel must enter the dock, stable and upright and at the differences of draught indicated by the GPMB. All manoeuvres will be carried out by the user under his own orders and responsibility.

Should the dimensions or trim of the vessel or any other cause, including a significant variation in the level of water of the Garonne or wind forecast to blow at greater than 55 km/h, not allow entry of the vessel at the time it is presented in front the infrastructure item, this vessel must be taken to a mooring or wharf indicated to it by the GPMB, by its own means, with no compensation being claimable due to this fact.

The user is always responsible for the information that has been provided by him or his representatives for the dry-docking of his vessel and for setting up the keelblocks. He validates the keelblock plan proposed by the GPMB.

The manufacture and removal of a special saddle or keelblocks will be the vessel's responsibility.

The ship repair company entrusted with the vessel or any company working on it, will ensure the provision of the means needed to ensure the security of the goods and persons. The user may only have the bottom of a vessel opened in a dry dock facility below its waterline after having notified the GPMB thereof in writing 24 hours in advance.

The user will implement the environmental measures applicable to the booked facility (ICPE declaration for the Pôle Naval (marine centre) (berth 209, du Maroc berth and dry dock 1) and ICPE permit for Bassens (berth 429 and dry dock 3)).

It is the user's responsibility to use temporary lighting as necessary depending on his activity to meet regulatory requirements, taking into account the existing lighting as the case may be. The user's attention is drawn to the fact that lights powered by the GPMB grid should be preferred to lights powered by thermal generators. Exceptionally, lights powered by mobile generators will be allowed on special request. They will have to comply with the noise levels defined by the ICPE frameworks for each site.

Each time the GPMB so requests during the stay in the dry dock and when repairs to a ship are completed and before refloating, the user will remove all debris and waste from the repairs made by him. The user will also comply with the requirements applicable to establishments classified for environmental protection (ICPE) for dry docks 1 and 3 and berths 209, du Maroc and 429 available from the GPMB.

Should the user not comply with this requirement, the GPMB may refuse to refloat the vessel, with the costs of occupying the dry dock facility remaining at the user's expense and, after formal notice that has remained without effect, the GPMB will automatically have the waste cleaned and removed at the user's expense. The automatic performance of such work would take place without prejudice to legal action which could be brought against the user for a public domain offence.

On completion of the repairs and cleaning of the dry dock facility, and at least 24 hours in advance, a written statement requesting the vessel to be refloated will be communicated to the GPMB by the user. Refloating the vessel will take place as soon and the dry dock staff and equipment become available.

Should, once the repairs are completed, the user not notify the dock master under the conditions set out in the above paragraph, the GPMB, after notification to the user, may automatically refloat the vessel, at the user's expense and risk.

When refloated, the vessel must be removed from the dry dock facility immediately and taken to the anchorage or wharf indicated to it by the GPMB, otherwise the vessel may automatically be towed to a location designated by the GPMB, at the user's expense and risk, the cost being in no case recoverable from the GPMB.

When the stability of a vessel has been changed while out of the water or stay in the dock, or when floating it, this vessel has suddenly listed and, therefore, it may be feared that during the raising operation, the keelblocks have moved, a special visit once the vessel has left the dock will be carried out. The user will pay the costs of this dry-docking operation and, possibly, for repairs to the keelblocks.

The user will take the necessary precautions to avoid the effects of free surfaces on the residual stability of the docked vessel or during a dry-docking or refloating manoeuvre.

In general, the user will be responsible for any loss, damage or additional operating costs arising from a change in the stability of the vessel during its stay in GPMB dry dock facilities.

The GPMB is not responsible for losses and damage caused to the fitting-out by a dry-docking delay, insufficient means or a lack of shoring during repairs. The GPMB is not responsible for any losses, damage or delays suffered or caused by the vessel or its load during dry-docking, flotation and the stay in the dock and, in general, while the vessel is at the GPMB. It is the user's responsibility to plug gutters during sanding.

5. Port security and safety

a) Port security

Any person on a port site must have an access permit. It is issued for operating or maintenance needs or any professional activity deemed useful by the operator. It is necessary and may be cancelled by the authority which issued it. It is in the form of an access card (badge or traffic pass).

The general provisions for distribution and use of badges, data confidentiality, and fees are available on the GPMB website (www.bordeaux-port.fr).

b) Port safety

- **Traffic**

Traffic on port sites can be very intense (cars, trucks, trains, handling machinery, etc.). The Highway Code, and in particular its rules of priority, apply to the traffic lanes recognisable by the presence of road signs and ground marking.

On the wharves and docksides, handling machinery has priority. Vehicles must access these areas at walking speed.

- **Handling and construction work areas**

Access to handling areas and areas in which construction work is being undertaken is subject to prior permission from the handler or the client.

Each user undertakes to comply with the guidelines applicable in the area in question.

Specific instructions appropriate for the product being handled or the nature of the work are displayed at the edge of the area.

- **Falling into the water**

A position fewer than 1.50 metres from the edge of the wharf exposes the user in question to a risk of falling into the water. This unsafe area is demarcated on the Bassens and Verdon terminals by a red line painted on the ground.

In order to avoid this risk as much as possible, users must :

- Minimise operations on the wharf edge ;
- Plan collective protection measures for work sites (sealed barriers, self-standing barriers, nets, etc.) ;
- If an anchor point can be made, use a fall arrest harness ;
- Wear a lifejacket (buoyancy >100 N), keep a lifeline to hand with a throw line of at least 30 m and never remain alone.

6. Images

By default, the user permits photographs, including by air or satellite, of his equipment occupying the facilities of the GPMB and the use of such shots for the purpose of promoting the activities of the GPMB.

7. Administrative processing

The minimum amount invoiced and due is € 200.

Any new user must provide the GPMB with the following documents :

- Individual : a copy of the national identity card, proof of residence and bank account details ;
- Company : company registration excerpt.

If the GPMB deals with obtaining the company registration excerpt, the user will be charged € 100 for administrative processing.

SECTION II – BOOKING CONDITIONS

Berth 209 of the Bassins à flot, du Maroc berth of the Bassins à flot, dry dock No. 1 of the Bassins à flot, berth 429 at Bassens, dry dock No. 3 at Bassens and the Slipway at Bacalan are operated by the GPMB under the conditions specified in this Regulation.

1. Facility features

Since some features of the dry dock facilities depend on the shapes of the vessels, the GPMB reserves the right to require prior production of all documents, in particular drawings and certificates to verify that the dimensions and displacement are compatible with the possibilities of the facilities.

	Effective length*	Effective width*	Draught*
Dry dock 1 (Bassins à flot)	157 m	22 m	Please ask us
Dry dock 3 (Bassens)	247 m	34 m	Please ask us
Slipway (Bacalan)	60 m	12 m	Please ask us
Berth 209 (Bassins à flot)	140 m	Please ask us	
du Maroc wharf (Bassins à flot)	75 m	Please ask us	
Wharf 429 (Bassens)	175 m	Please ask us	

**Maximum dimensions of the infrastructure items*

2. Booking

There are three steps to booking facilities :

1. The written request from the user ;
2. The GPMB's commercial proposal and registration of the request ;
3. Facility booking confirmation for a date and duration determined by the user and by the GPMB.

The user must send his request in writing or by e-mail to :

**GPMB – Département des Ateliers Portuaires
Service ingénierie et projets
152 quai de Bacalan – CS 41320
33082 BORDEAUX CEDEX**

Email: maintenance@bordeaux-port.fr

This request specifies the requested facility, the purpose of the work, the desired period (or the exact duration if known), the specific conditions and characteristics of the vessel.

No later than two (2) months before the date for use of the facility, the user confirms his booking request in writing plus payment of a deposit for the amount stated in the commercial proposal. The GPMB returns to the user confirmation of his booking for the requested date and duration by post or email.

Provision of the requested facility and the adjoining docksides may be the subject of a Public Domain occupancy agreement, in accordance with the financial terms set out in the commercial proposal.

a) Registration of the request

The GPMB sends the user a commercial proposal and, if necessary, informs him if other requests are registered for the desired period. In this case, after discussions with the GPMB, the user confirms his request, adjusting the dates if possible.

Finally, the GPMB registers the request and informs the user thereof.

Should several requests covering the same period be made, the GPMB will consult the users concerned within the time limit specified in Article II-2 before registering the bookings and will select the user whose request was registered first. If this user does not accept, the user ranked next will be selected by the GPMB.

In the context of a call for tenders for a specific vessel (or several), the GPMB may register several requests for the applicant companies. The booking will be made for the successful applicant.

b) Modification of the date or duration of the availability

In the event of a change to the date and/or time of availability before registration by the GPMB of the booking, the GPMB will examine the possibilities and indicate them to the user. Finally, the user will confirm in writing whether he wishes to maintain his request.

If there is a change to the date and/or duration of the booking period due to the user, the GPMB will examine the possibilities available to the user in relation to other requests and propose them to the user. Finally, the user must indicate in writing whether he wishes to maintain his booking. In any event, the amounts paid may only be refunded in the cases provided for in Article II-2.e.

In the event of a change to the duration of the occupancy period, the GPMB will examine the possibilities it has in relation to the other requests and inform the user of them.

On expiry of the initially planned occupancy period, if the user has not vacated the dry dock facility as necessary for another request, the GPMB may apply a fees increase of 25% and may, if applicable, order the vessel to be refloated and towed to a location of the port that it will designate, all of the foregoing at the user's expense and risk, with no repercussions against the GPMB.

If the dry-docked vessel cannot be removed, the occupier will bear the cost of all compensation that the port may have to pay and the deposits it would have to repay due to the extension of this duration.

If the vessel can be removed, the GPMB may designate an in-water location for the user to complete his work. No compensation may be claimed due to this change of location.

c) Requisitioning/priority right

The passage of vessels through each facility will be made according to the booking confirmed by the GPMB. However, a facility may be made available by the port authority without notice or booking. In this case, the user may not claim any compensation of any kind, except the compensation provided for in Article L.5331-9 of the Transport Code applicable to requisitioning.

A priority right is granted :

1. If the emergency or serious circumstances so require, for vessels posing an imminent danger to the environment or a hazard ;
2. For vessels or machinery belonging to the State or to the GPMB or used by them, when the request is made by the interested public person.

If a user is in the booking phase when this event occurs and is obliged to cancel, the deposit he has paid will be refunded to him.

If this event occurs during the user's occupancy period, only the actual duration of the occupancy will be charged to the user.

d) Suspension of operations

When the staff of the GPMB judge that there is a danger or harm in continuing to work in a dry dock facility or when one of these facilities must be taken out of service by order of the GPMB, the users must immediately suspend operations, until everything is returned into good order, without remedy against the GPMB, even when the work interruption is due to a defect in the GPMB's equipment.

In the latter case, the performance period provided for in the contract will be extended by the interruption time, without late penalties.

e) Cancelling an order for a dry-docking or refloating manoeuvre

- ***Due to the GPMB***

The GPMB may, at any time, without the user being able to make a complaint, cancel, for reasons of which it alone is the judge, a drying or refloating manoeuvre in a dry dock facility.

In this case, the occupancy period between this cancellation order and when the manoeuvre is once again possible will not be taken into account for the occupancy fees or any possible additional costs of the new drying or refloating manoeuvre.

- **Due to the user**

The user may cancel an order for a drying or refloating manoeuvre :

- *without any financial impact other than losing the deposit* if the cancellation order is given to the GPMB in return for a receipt stating the purpose, date and time, before the order deadline, i.e. :
 - a) Weekday : Before 12:00 for any manoeuvre on the next day as of 5:00 ;
 - b) Weekend : Friday before 12:00 ;
 - c) A public holiday : the previous day before 12:00 ;
 - d) At night : the previous working day before 10:00.
- *with a financial impact in addition to the deposit* in all cases other than those listed in the preceding paragraph, the impact being :
 - a) If the work has started, payment of the entire service ordered ;
 - b) If the work has not started, payment of 50% of the portion of the fee covering the ordered service.

In all cases, the additional costs, including those that may be necessary for making the site secure, will be charged in addition.

SECTION III – USE CONDITIONS

Berthing at the wharf or in a dry dock will not be carried out by the GPMB teams and will remain the responsibility of the captains of the vessels.

The following conditions apply equally to dry dock 1 and the berths of the Bassins à flot (209 and Maroc) :

- The user must inform the GPMB of the amount of waste water discharged into the network. Checks may be carried out ;
- The user must take into account the applicable provisions and requirements set out in the declaration of classified facilities as referred to in the relevant sections of the Environment Code ;
- Noisy work is prohibited at weekends and on public holidays. For example, special precautions must be taken when using equipment such as a vacuum truck that creates noise ;
- Unguarded site. It is the user's responsibility to apply and enforce on its co-contractors the rules for closing the gates. A security guard solution may be proposed by the GPMB (quotation given).

1. Dry docks

The fee applies to the occupancy of dry docks by the vessel per calendar day and opens the work site to the various actors during the normal opening hours of the GPMB.

The entry and exit days are not taken into account in the occupancy fees.

The GPMB may not enclose two or more vessels in the dry docks simultaneously without the users' written consent.

The GPMB is the sole judge of the appropriateness of the completion within the same manoeuvre of the exit of one vessel and the entry of the next. The latter may, moreover, be cancelled at any time by the GPMB without any compensation.

2. Wharves

The booking and the fee are for simple parking without a turning manoeuvre, distancing the vessel from the wharf or guarantee of the availability of the dock neighbouring the moored vessel. A user who wishes to carry out such actions must ask the GPMB in advance for an assessment of its feasibility with the harbour master's office and a quotation if necessary.

The fee and booking are valid for provision of the wharf for the length of the vessel and the acceptance, as the case may be, of one or more rafted vessels. Rafting may not be refused unless a request is made giving reasons, sent to the GPMB and confirmation by the latter of the free availability of the body of water directly adjacent to the hull. This request will be subject to a charge. If vessels are rafted, the vessel on the wharf will not be able to object to the vessel being simply crossed.

Any day started is due.

The end of the occupancy before the end dates provided for in the quotation or the start of occupancy after the planned start dates do not give an entitlement to a reduction of the amount stated in the quotation.

Additional conditions for the berths of the Bassins à flot (209 and Maroc) :

- The technical conditions of admission will be examined on a case-by-case basis, in particular the characteristics of the ship's condition (seaworthiness, buoyancy, safety, etc.) ;
- Mooring and its maintenance in good condition are the user's responsibility ;
- The GPMB will indicate the chosen wharf area ;
- The user must return the berths in the condition in which they were found (cleaning of waste) ;
- The operating area on the wharf edge is reserved for handling operations and the unloading of vehicles ;
- The user must respect the permissible vertical load distributions for his handling operations ;
- In the event of co-activity between several quotations, the GPMB will establish a prevention plan with the users and any subcontractors ;
- The removal of waste using the appropriate channels is the users' responsibility ;
- A user who wishes to reserve use of the body of water lengthwise, in order to carry out work, thus preventing rafting alongside his vessel, will also have the rafting fee applied to the length of the vessel ;
- For uses involving passengers or the public, contact the GPMB for a feasibility study and analysis of the arrangements to be taken as necessary ;
- Mediterranean mooring may only be permitted on a case-by-case basis, after discussion with the harbour master's office, and subject to a specific quotation as necessary.

3. Slipway

The fee applies to occupancy of a saddle of the slipway by the vessel per calendar day and opens the work site to the various actors during the normal opening hours of the GPMB.

Occupancy of the slipway is independent of the time of day and the day. However for each particular operation (overtime, weekend work), it is necessary to notify the GPMB of the maintenance operation no later than 24 hours before it is performed.

For a dry-docking operation not part of an inclusive-price service, the drying and refloating days are not taken into account in the occupancy fee.

Inclusive-price services cannot be combined and cannot be modified during the dry-docking operation. Additional occupancy days will be charged and if this involves a refloating operation outside the hours of the inclusive-price service hours, the current year's fees will be applied.

4. Additional services

In the event of excessive water and electricity consumption, the fee will be readjusted.

a) Drinking water

Lyonnaise des Eaux (LDE) installs and reads a meter for the requested period and invoices the user directly.

In order to guarantee the quality of the drinking water, it is the user's responsibility to bleed the system as necessary after connection to the network.

If the GPMB has to replace the LDE or the shipowner, a 25% surcharge will be applied to the LDE fee.

b) Non-drinking water

Non-drinking water will only be made available when GPMB staff are present.

c) Electricity

Vessels will operate on the electricity supplied by the terminals of the GPMB. Exceptions may be made on a case-by-case basis on request for vessels whose particular electrical installation does not permit them to be connected or which require an adaptation period.

It is the user's responsibility to check with the GPMB that its electrical power needs match the supply possibilities available on each installation. If this check is not made, the GPMB cannot be held responsible for the consequences of a mismatch found during the course of the operations.

Connection and disconnection are the user's responsibility and must be carried out at the normal hours of the GPMB.

d) Gangways

A gangway may be made available subject to availability.

A user who does not take the gangway for access to the vessel, offered by the GPMB, must use vessel access means that comply with the applicable rules.

e) Docksidés

If the occupancy of docksidés results in the surrounding areas being unavailable to other users, these areas will also be taken into account.

The waste containers located on the dedicated area within the boundary of the available space are not concerned.

A surety of € 25 000 will be requested for rental of the sealed slab. It may be in the form of a security deposit or bank deposit. This amount will be remitted to the GPMB as a surety and will remain in its possession until the end of the occupancy as a guarantee of payments of all amounts that the user may owe to the GPMB on leaving.

f) Vessel centring and positioning

Centring and positioning the vessel are the user's responsibility (under the GPMB's supervision).

Towing and centring is carried out using the vessel's winches according to the dockmaster's instructions (except slipway).

g) Keelblocks

Subject to feasibility, requests for moving keelblocks must be made at least 72 hours beforehand for the organisation of GPMB's services.

The fee covers standard keelblocks. Should a vessel require either special keelblocks or shoring, a quotation will be prepared.

If the vessel's drawing is incomplete, a quotation will be made for administrative processing.

If the dimensions of the vessel given by the user are incorrect, a price readjustment will be applied.

h) GPMB team

A GPMB team comprises a team leader, an electrician and a mechanic.

TARIFFS

The fees below are defined in accordance with the terms and conditions set out in the operating regulation.

Each request will be examined and a specific quotation or contract will be prepared. If accepted, a deposit must be paid.

Berthing of vessels at the wharf or in a dry dock will not be carried out by the GPMB teams. Below is a list of useful contacts :

- Port de Bordeaux mooring company: 05-57-80-15-30 ;
- GPMB harbour master's office: 05-56-90-59-34 ;
- Gironde pilotage: 05-56-74-25-00.

1. Dry docks

a) Availability

Entry and exit manoeuvres, dry-docking and refloating operations take place from Monday to Friday between 6:00 and 13:00 for dry dock 1 and between 5:45 and 13:44 for dry dock 3 (times of low tides).

The dry-docking and refloating fees include :

- The opening and closing manoeuvres of the dry dock gates ;
- Dry-docking and/or refloating ;
- Cleaning of the dry dock bottom ;
- The entry and/or exit manoeuvre days ;
- The installation and removal of a gangway.

Dry-docking	€ 4,000
Refloating	€ 4,000

If dry-docking and/or refloating are performed outside of the above times, the following increases are applied for dry dock 1 :

Saturday or day before a public holiday	100 %
Sunday or public holiday (only in the event of damage and emergency)	200 %

If dry-docking and/or refloating are performed outside of the above times, the following increases are applied for dry dock 3 :

Monday to Friday	Low tide between 1:45 and 5:44 or 13:45 and 16:44	100 %
	Low tide between 16:45 and 1:44 the next day	150 %
Saturday or day before a public holiday	Low tide between 1:45 and 16:44	150 %
	Low tide outside the period from 1:45 to 4:44	250 %
Sunday or public holiday	Without distinction of times	250 %

b) Occupancy

The fee applies to the occupancy of the docks per calendar day. The start of the count is set at zero hours on the day after the ship's entry.

The daily price is calculated according to the volume of the vessel expressed in m³ according to the following formula :

$$V = L \times b \times Te$$

L = Overall length of the vessel

b = Maximum width

Te = Maximum draught

L, b and Te are expressed in metres and decimetres as indicated in the vessel registration document.

Minimum charge basis: 2 000 m³.

	Dry dock 1	Dry dock 3
Volume ≤ 3500 m ³	€ 0.20/m ³ /day	€ 0.20/m ³ /day
Volume > 3 500 m ³	€ 0.15/m ³ /day	€ 0.15/m ³ /day
Volume > 4 500 m ³	€ 700/day	€ 0.15/m ³ /day
Volume > 5 500 m ³		€ 850/day

2. Wharves

The fees which are payable in addition for the vessels below do not include port fees which are payable in addition for the vessels concerned.

a) Ship repair docks

	Berth 209*	Berth 429
Wharf-edge parking	€ 3/m/day	€ 0.61/m/day
Rafted parking	€ 2/m/day	€ 0.31/m/day

* Within the nautical limit authorised by the GPMB (in particular access right-of-way at the entrance of dry dock 1)

b) Parking wharf

Du Maroc wharf	€ 2/m/day
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3. Slipway

a) Availability

The dry-docking and refloating manoeuvres take place from Monday to Friday between 6:00 and 13:59 (times of high tides).

The provision fees include :

- The dry-docking and refloating manoeuvres ;
- The dry-docking and refloating manoeuvre days.

Dry-docking	€ 1,700
Refloating	€ 1,700

If dry-docking and/or refloating are performed outside of the above times, the following increases are applied :

Monday to Friday	High tide between 03:00 and 05:59 or 14:00 and 15:59	50 %
	High tide between 16:00 and 2:59 the next day	100 %
Saturday or day before a public holiday	High tide between 06:00 and 13:59	100 %
	High tide between 14:00 and 05:59	200 %
Sunday or public holiday	Without distinction of times	200 %

b) Occupancy

The fee applies to occupancy of the slipway per calendar day. The start of the count is set at zero hours on the day after the drying operation.

JAN	FEB	MAR	APRIL	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC

Red fee	€ 180/day
Green fee	€ 140/day

c) Inclusive-price services

The inclusive-price services include :

- Dry-docking and refloating from Monday to Friday during a high tide between 6:00 and 13:59;
- Occupancy days (i.e. 1 saddle of 1000 m²);
- The installation and removal of a gangway;
- The daily use of a gangway;
- The provision of an electric meter and access to electrical power;
- Provision of a non-drinking water meter and access to non-drinking water.

3-day inclusive-price services	€ 2,500
15-day inclusive-price services	€ 3,400
30-day inclusive-price services	€ 4,840

More than 30 days, a special agreement is applied.

4. Additional services

For services requiring the presence of GPMB staff, and in the event of a need to perform these services outside normal daytime hours (Monday to Wednesday from 7:45 to 16.30 and Thursday to Friday from 7.45 to 15:30), a supplement will be applied per GPMB team made available, according to the fees specified below in paragraph 4-k.

a) Drinking water

The user must contact the Lyonnaise des Eaux (LDE) platform directly on the following number : 0 977 408 408.

b) *Non-drinking water*

Provision of a non-drinking water meter and access to non-drinking water	€ 5/day/meter
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c) *Electricity*

The provision of an electric meter and access to electrical power	€ 5/day/outlet
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d) *Gangway (excluding inclusive-price service)*

Installation	€ 100
Removal	€ 100
Daily use	€ 13/day

e) *Docksides*

Minimum charge basis: 250 m².

Docksides	€ 0.05/m ² /day
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Sealed slab dry dock 3 (2000 m ²)	€ 180/day
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f) *Vessel centring and positioning*

If the intervention of a GPMB team is necessary during drying operations in dry docks, the following fee applies :

Vessel centring and positioning (excluding additional equipment)	€ 1,500
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g) *Keelblocks*

Moving a keelblock	€ 200/keelblock
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h) *Flotation with change of bearing (for dry docks only)*

Flotation with change of bearing	€ 1,500
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i) *Lifting gear*

Minimum charge basis :

- Monday to Friday on a normal day: 1 hour ;
- Monday to Friday shift: 2 hours ;
- Saturday: 4 hours ;
- Sunday or public holiday: 8 hours.

- **Dry dock 3**

Crane	€ 200/hour
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- **Slipway**

Crane	€ 100/hour
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- **Lift (with operator)**

3.5-tonne lift	€ 100/hour
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j) Wash with cleaner (Max 200 bar - cold water)

High pressure wash	€ 70/hour
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k) *GPMB team*

The GPMB team will be present throughout the duration of the occupancy of the vessels, on a normal day.

For any presence of a GPMB team outside normal daytime hours, the following fees will be applied :

Monday to Friday	Normal day	€ 0
	Shift 6:00/14:00	€ 400
	Shift 14:00/22:00	€ 400
	Shift 22:00/6:00	€ 1,600
Saturday	Shift 6:00/14:00	€ 440
	Shift 14:00/22:00	€ 440
	Shift 22:00/6:00	€ 1,760
Sunday or public holiday	Shift 6:00/14:00	€ 1,800
	Shift 14:00/22:00	€ 1,800
	Shift 22:00/6:00	€ 1,800

Overtime :

Monday to Friday	Normal day	€ 200
	Shift 6:00/14:00	€ 250
	Shift 14:00/22:00	€ 250
	Shift 22:00/6:00	€ 290
Saturday	Shift 6:00/14:00	€ 275
	Shift 14:00/22:00	€ 275
	Shift 22:00/6:00	€ 320
Sunday or public holiday	Shift 6:00/14:00	€ 420
	Shift 14:00/22:00	€ 420
	Shift 22:00/6:00	€ 420