



BORDEAUX

PORT ATLANTIQUE

Votre ambition maritime

PORT DUES

2020 Tariffs - n°44



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PORT DUES

WITHIN THE PRECINCTS OF ATLANTIC PORT OF BORDEAUX

IN APPLICATION OF THE FRENCH TRANSPORT CODE
(Part V, Book III, Title II)

TARIFF 44

APPLICABLE AS OF January 1st, 2020

S.U.M.M.A.R.Y

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*The entire Tariff and the rates that follow are exclusive of tax.
They are subject to VAT (see Art.278 of the General French Tax Code -- CGI), as well as to possible exemption conditions, pursuant to the provisions of the French Official Tax Bulletin BOI-TVA-CHAMP-30-30-30-10-20150512 published on 12/05/2015*

SECTION I

DUES ON SHIPS

ARTICLE 1 -- Provisions for the application of dues

1.1 – Dues are to be perceived for all commercial vessels landing, loading or transshipping passengers or goods in Zones 1, 2 and 3 of Port of Bordeaux, as defined in 1.2 of this Article, determined according to the geometrical volume of the ship and calculated as set forth in Article R.* 5321-20 of the French Transport Code by applying the rates mentioned in the following tables, in Euros, and per cubic metre.

Article R.* 5321-20 of the French Transport Code (abstract)

The amount of the ship's dues is the Volume V determined as per its physical characteristics, by the following formula:

$$V = L \times b \times T_e$$

where V is expressed in cubic meters, L, b, T_e represent respectively the overall length of the ship, its maximum breadth and its maximum summer draught, all of which are expressed in meters and decimetres.

The value of the maximum draught of the ship taken into account for the application of the above formula, cannot, under any circumstances, be less than a theoretical value equal to:

$$0,14 \times \sqrt{L \times b}$$

(where L and b are respectively the overall length and the maximum breadth of the ship).

For hovercrafts, the amount of the ship's dues is the Volume V determined as per the formula in subparagraph 1, given a default draught equal to one meter.

TYPES AND CATEGORIES OF SHIPS	Dues rates (€ / m ³)	
	Entry	Exit
	Zones 1, 2, and 3	Zones 1, 2, and 3
1 - Liners:		
. for a volume share between: 0 and 30,000m ³	0.102	0.102
. for a volume share above 30,000m ³	0.046	0.046
2 - Ferries	0.156	0.156
3 - Ships carrying liquid hydrocarbons	0.544	0.523
4 - Ships carrying liquefied gas	0.297	0.297
5 - Ships carrying mainly goods, liquid bulk other than hydrocarbons	0.475	0.336
6 - Ships carrying dry bulk commodities (excluding grain carriers)		
. Ships with a volume lower than or equal to 36,000m ³	0.566	0.608
. Ships with a volume above 36,000m ³	0.741	0.608
7 - Refrigerated or polythermal cargo ships	0.315	0.241
8 - Roll-on/roll-off cargo ships	0.190	0.190
9 - Container ships	0.180	0.180
10 - Barge-carrying ships	0.362	0.299
11 - Hovercrafts and hydroplanes	0.362	0.299
12 - Ships other than those identified above	0.357	0.297
13- Grain carriers		
. Ships with a volume lower or equal to 36,000m ³	0.551	0.590
. Ships with a volume above 36,000m ³	0.720	0.590
14 - Sand Replenishment vessels	0.200	0.200

1.2 - The various port zones are defined as follows:

- ZONE 1:** designates the area of the Atlantic Port of Bordeaux district located upstream of a straight line linking the Talmont bell tower to the Richard's lighthouse (Le Verdon)
- ZONE 2:** designates the area of the Atlantic Port of Bordeaux district not included in Zones 1 and 3 (Pauillac, Ambès, Blaye, Bassens, Bordeaux)
- ZONE 3:** designates the area of the Atlantic Port of Bordeaux district located on the left bank, between kilometre posts 11 and 14.5. (Grattequina)

1.3 - When the same ship is to land or tranship passengers or goods successively in different port zones, the dues are to be paid only once, in the zone where the ship first berthed, and where the rate is the highest.

The type of ship, along with the modulations and deductions it can pretend to are determined upon all the landing or transhipping operations performed by the ship in the port.

The same provisions apply when a ship is to load or to tranship passengers or goods successively in the different port zones.

1.4 - When a ship is to land or tranship neither passengers nor goods, the dues on the ship are paid off only upon the exit of the ship.

When a ship is to load or tranship neither passengers nor goods, the dues on the ship are paid off only upon the entry of the ship.

1.5 -When a ship is meant to be scrapped within the Port of Bordeaux's installations, the dues are equal to the amounts set forth in the table of Article 1, 1.1, capped at € 0.074/m³. The dues on the ship are paid off upon entrance of the ship.

1.6 - The dues on the ship are only paid off upon exit of the ship when:

- the ship does not indulge in any commercial dealings,
- the ship does not indulge in any bunkering or refuelling operations, or in unloading waste or cargo residues.

In the latter case the dues are equal to the amounts set forth in the table of Article 1,1.1, capped at € 0.074/m³.

1.7 - In application of the provisions of Article R.* 5321-22 or the French Transport Code, the dues on the ship are not applicable for the following ships:

- ships assigned to assistance missions, especially to pilotage, towing, mooring, and rescue missions;
- ships assigned to waste recovery or pollution control;
- ships assigned to maintenance dredging, to marine aids to navigation, to fire fighting operations and to administrative services;
- ships submitted to compulsory entry into port, not indulging in any commercial dealings;
- ships with no access to port installations, forced to perform their landing, loading or transhipping operations outside the port;
- ships assigned to cultural or humanitarian missions, or of general interest to maritime heritage, and "event-focused" ships can be granted an exemption of such dues by forwarding their request in writing to GPMB and only after formal agreement by GPMB.

1.8 - In application of the provisions of Article R.* 5321-51 of the French Transport Code:

- minimum collection of port dues is set at € 97;
- the collection threshold of port dues is set at € 49.

ARTICLE 2 - Provisions pertaining to modulations according to the ratio between effective carriage and ship capacity in its dominant activity, per ship type and category, in application of provisions in subparagraphs I, II, III of Article R.* 5321-24 of the French Transport Code

For ships carrying passengers, the importance of the stopover is measured as the ratio a (*): between the number of landed, loaded or transhipped passengers and the total passenger capacity of the ship.

For ships carrying goods, the importance of the stopover is measured as the ratio a (*): between the tonnes of goods unloaded, loaded or transhipped and the Volume V calculated according to the formula given in Article R.* 5321-20 of the French Transport Code.

Depending of the value of 'a', the ship may be granted a deduction.

The net dues on the ship are then derived by multiplying the entrance or exit price by the markdown factor k (*) as shown in the table below:

Type of Ship	Tariff zone	Value of 'a'	The markdown Factor k Is equal to
1	1-2-3	$0 \leq a \leq 0.600$	$1.5 a + 0.1$
3	1-2	$0 \leq a \leq 0.128$	$1.5 a + 0.35$
		$0.128 \leq a \leq 0.38$	$1.81 a + 0.31$
5	1-2	$0 \leq a \leq 0.1$	$2 a + 0.35$
		$0.1 \leq a \leq 0.304$	$2.2 a + 0.33$
6 – 13 - 14	1-2-3	$0 \leq a \leq 0.234$	$1.4 a + 0.3$
		$0.234 \leq a \leq 0.4$	$2.25 a + 0.1$
8-9	1	$0 \leq a \leq 0.008$	$25 a$
	----- 2	$0.008 \leq a \leq 0.08$ $0.08 \leq a \leq 0.16$	$1.4 a + 0.21$ $8.5 a - 0.36$
		$0 \leq a \leq 0.006$	$25 a$
		$0.006 \leq a \leq 0.153$	$5.8 a + 0.11$
2-4-7- 10-11-12	1-2	$0 \leq a \leq 0.057$	$5 a + 0.125$
		$0.057 \leq a \leq 0.145$	$6.68 a + 0.03$

(*) a and k are expressed with 3 decimal places.

The calculation must be to the ten-thousandth rounded down to one thousandth when the ten-thousandth figure is below 5, and up to one thousandth when the ten-thousandth figure is more than or equal to 5.

Such deductions do not apply to ships indulging only in bunkering or refuelling operations.

Cruise ships

For cruise ships with a majority of cruise passengers or excursionists landing only temporarily (transit passengers), the dues on the ship are collected upon exit only.

ARTICLE 3 - Provisions pertaining to modulations according to the frequency of calls in application of Paragraph V of Article R.* 5321-24 of the French Transport Code

3.1 - For regular liners open to the public, with a pre-established itinerary and schedule, the dues per type of ship will be subject to the following deductions, depending on the number of departures of the liner over a monthly period:

- . service for 1 call/month: - 20%
- . service for 2 calls/month: - 30 %
- . service for 3 calls/month: - 40 %
- . service for 4 calls/month or more: - 50 %

The classification of the service will be determined by the Atlantic Port of Bordeaux according to the shipowner's engagements and depending on the nature of the services provided. The classification will be established at the start of the line and validated or modified according to the calls made.

3.2 - For ships that do not belong to regular lines, but make regular calls at the port:

For ships with the same shipping interests, who do not provide regular line service, or for operators or common shipping interest services carrying the same category of goods, other than energy commodities, a 20% loyalty discount will be applied to the dues on the ship passed the 60th call to port within a year (one commercial dealing at port entrance and one at port exit during a single stopover are considered a single call). The loyalty discount will not apply to ships carrying bulk energy.

3.3 - For "Liner-type ships" (category 1) dues on the ship will be subject to the following deductions, depending on the number of calls to the Port of Bordeaux during the calendar year, by the liner fleet of a single company, and bearing the same "brand name":

- . as from the 5th yearly call: - 10 %
- . as from the 10th yearly call: - 15 %
- . as from the 15th yearly call: - 20 %

3.4 – For "Sand Replenishment vessels" (category 14) dues on the ship will be subject to the following deductions, depending on the number of calls to the port of Bordeaux during the calendar year, by the fleet of a single company :

- as from the 2nd yearly call : -25,0%
- as from the 7th yearly call : -37,5%
- as from the 12th yearly call : -50,0%

3.5 - Discounts covered in this Article may not be combined with those of Article 2. When the taxpayer also satisfies the provisions stated in Article 2, he will be awarded the most favourable discount.

ARTICLE 4 - Provisions pertaining to additional abatement as set forth in Article R.* 5321-25 of the French Transport Code

Deductions as set forth in Articles 2 and 3 can be supplemented by an additional abatement in favour of new traffic. The additional abatement, of a one-year duration, is set to 50% of the basic tariff it applies to. Such measure may eventually be extended for a maximum of another year, but only after formal validation by GPMB. If such is the case, the additional abatement will be set to 30% of the basic tariff it applies to.

ARTICLE 5 - Supplementary provisions

Ship types 6, 12 and 13 that land goods at the entrance of the port and reload during the same stopover other goods at port exit will be granted an additional 15% deduction, at port entrance and exit. Such deduction may be combined with the one granted according to the importance of the stopover or depending on the frequency of calls, i.e. after application of one of these deductions as the case may be.

ARTICLE 6 – Local connections

1°) Ships serving internal routes in zones 1, 2 and 3 of Port of Bordeaux are subject to dues rates of:

- € 0.16/m³ for other ships.

Such dues are paid off at the landing station.

Sand replenishment vessels having an extraction authorization within the GPMB port district are exempted of such dues.

2°) Ships crossing the district of Atlantic Port of Bordeaux en route to or from upstream inland ports will be subject to dues whose amount as set forth in the table of Article 1, 1.1 will be capped to € 0.074/m³.

ARTICLE 7 - Exemption from dues for activities of a local nature

1°) Ships performing a public ferry service between the two banks of the Garonne, of the Dordogne or of the Gironde are exempt from dues on the ship.

2°) Ships performing maintenance dredging in the district of Atlantic Port of Bordeaux are exempt from dues on the ship.

ARTICLE 8 - Dues reduction for ships making an environmental effort

GPMB wishes to encourage shipowners to reduce their ships' emissions as well as to incite them to voluntarily go beyond the regulatory requirements alone. GPMB is a member of the Environmental Shipping Index (ESI) Association and in this regard will grant the following reductions to all ships referenced and rated by the ESI.

Ships ESI Score	Reduction rate	Maximum amount
<30	0	
from 30 to 36 (included)	10%	€ 700
from 36 to 46 (included)	12%	€ 1.000
>46	15%	€ 1.500

The ESI score retained is that stated on the day the ship was entered on the Website: <http://www.environmentalshipindex.org> and that will need to be reported by the ship (or its representative) to the harbour master's office.

The ESI reduction may be combined with other deductions as set forth in previous articles, and will be applied after such deductions.

SECTION II

DUES ON GOODS

ARTICLE 9 - Provisions for the application of dues on goods as set forth in Articles R. 5321-30 to R. 5321-33 of the French Transport Code

Dues are to be perceived on all goods landed, loaded or transhipped in zones 1, 2 and 3 of Port of Bordeaux, as defined in 1.2 of Article 1 of this price list, either weight calculated or per unit, determined in application of the NST Code, as per the following provisions:

I - PER THE GROSS WEIGHT OF GOODS (In Euros per tonne)

Division	Group	Category	Sub category	Designation of goods	Unloading	Loading Or Transhipment
01				Products of agriculture, hunting, and forestry; fish and other fish products	0.072	0.072
	01.1			Cereals		
		01.11.1	01.11.11.0	Wheat	0.487	0.487
		01.11.2	01.11.20.0	Maize	0.487	0.487
		01.11.3	01.11.31.0	Barley	0.487	0.487
		01.11.4	01.11.41.0	Sorghum	0.487	0.487
			01.11.49.0	Other grains	0.488	0.488
	01.7			Oilseeds		
		01.11.8	01.11.81	Soy beans	0.071	0.462
		01.11.9	01.11.93	Rapeseed	0.071	0.462
			01.11.95	Sunflower seeds	0.071	0.462
			01.11.99	Other oilseeds	0.072	0.463
	01.5			Forestry and logging products		
		02.20.1	02.20.14.0	Firewood - wood chips - pinelogs	0.072	0.072
			02.20.14.1	Wood chips by self-unloading carrier	0.519	0.519
02				Coal and lignite - crude petroleum and natural gas	0.072	0.072
	02.1	05.10.1	05.10.10	Coal - charcoal	0.072	0.072
	02.2	06.10.1	06.10.10	Crude petroleum	0.671	0.671

03				Metal ores and other mining and quarrying products: iron ore, peat, uranium	0.072	0.072
	03.1	07.10.1	07.10.10	Iron ore	0.072	0.072
	03.4	08.93.1	08.93.10	Salt	0.072	0.072
	03.5			Stone, sands, gravel, clays, peat		
		08.12.1	08.12.12	Sands, gravel, aggregates *	0.155	0.155
		08.12.2	08.12.21	Kaolin	0.072	0.072
			08.12.22.0	Clay	0.072	0.072
			08.12.22.1	Grog	0.072	0.072
		08.92.1	08.92.10	peat	0.072	0.072
		08.99.2	08.99.22	pumice stone - pumice	0.072	0.072
			08.99.29.1	talc	0.072	0.072
			08.99.29.2	quartz	0.072	0.072
			08.99.29.0	other mining and quarrying products	0.105	0.105
04				Food, beverages, and tobacco	1.645	1.645
	04.04			oils and cake		
				press cake		
		10.41.4	10.41.41.2	soya meal	0.071	0.453
			10.41.41.3	rapeseed meal	0.071	0.453
			10.41.41.4	sunflower meal	0.071	0.453
			10.41.41.0	other press cakes	0.072	0.454
				oils		
		10.41.5	10.41.51	soya oil	0.833	0.833
			10.41.54	sunflower oil	0.833	0.833
			10.41.56.1	rapeseed oil	0.833	0.833
			10.41.50	other oils	0.834	0.834
	04.07			beverages	1.243	1.243
		11.02.1	11.02.12.3	bulk wine	0.661	0.661
	04.08			other food products		
		10.81.1	10.81.14	molasses	0.972	0.846
05				Textiles and textile products; leather and leather products	2.947	2.947

06				Wood and products of wood (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media	0.072	0.072
	06.1			Wood and products of wood and cork (except furniture)	0.072	0.072
		16.10.1	16.10.10.1	Sawn timber from northern regions	0.072	0.072
	06.2			Pulp, paper and paper board	0.072	0.072
		17.11.1	17.11.14	pulp	0.072	0.072
07				Coke and refined petroleum products		
	07.2			Refined petroleum products in liquid form		
		19.20.2	19.20.21	petrol	0.903	0.458
			19.20.22	jet	0.903	0.458
			19.20.26.0	diesel	0.903	0.458
			19.20.26.1	fuel	0.903	0.458
			19.20.29	engine oil - petrol engine	0.903	0.458
			19.20.29.2	carbon black	0.903	0.458
	07.3			Refined gas, liquefied or compressed petroleum products		
		19.20.3	19.20.31.0	butane	0.903	0.458
			19.20.31.1	propane	0.903	0.458
			19.20.32.1	butadiene	0.934	0.493
	07.4			Refined solid or pasty petroleum products		
		19.20.4	2713.12.00	petroleum coke	0.072	0.072
			2713.20.00	petroleum bitumen	0.439	0.439
08				Other chemical products and man-made fibres,; rubber and plastic products; nuclear fuel		
	08.1			Base minerals chemical products		
		20.13.2	20.13.24.2	ammoniac	0.794	0.794
	08.2			Basic organic chemical products		
		20.14.2	20.14.22.1	methanol	0.915	0.915
		20.14.7	20.14.71	Tall oil	0,915	0,915
	08.3			Nitrogen-based products and fertilizers		
		20.15.3	20.15.31	solid urea	0.072	0.072
			20.15.32	ammonium sulphate	0.072	0.072
			20.15.33	ammonium nitrate	0.072	0.072
			20.15.39	liquid fertilizer	0.572	0.572
			20.15.49	DAP	0.072	0.072
			20.15.52	potassium sulphate	0.072	0.072
			20.15.71	NPK	0.072	0.072

	08.4			Plastics and synthetic rubber in primary form		
	08.5			Pharmaceutical and paracheical products, including pesticides and other agrochemical products		
		20.41.1	20.41.10	glycerine	0.915	0.915
		20.59.2	20.59.20	FAME	0.911	0.462
09				Other non-metallic mineral products	0.072	0.072
	09.2			Cement		
			23.51.12.0	cement	0.072	0.072
			23.51.11	clinker	0.072	0.072
			23.51.11.1	dross	0.072	0.072
10				Basic metals; fabricated metal products, except machinery and equipment		
	10.2			Non-ferrous metals and other derived products	0.072	0.072
	10.3	24.20.1	24.20.11	Steel tubes	0.072	0.072
	10.5			Military equipment	18.032	18.032
11				Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and telecommunication equipment and apparatus; medical, precision and optical instruments; watches and clocks	2.947	2.947
	11.8			Parts and components for windmills	18.832	18.832
12				Transport equipment	2.947	2.947
	12.2	30.30.5	30.30.50	aeronautics and space equipment	18.832	18.832
13				Furniture; other manufactured goods n.e.c.	2.947	2.947
14				Secondary raw materials; municipal waste and other wastes	0.105	0.105
	14.2	38.11.5		Other recyclable non-hazardous waste collected (excl. polluted soil)	0.072	0.072
			38.11.51	crushed glass	0.072	0.072
			38.11.53	used tyres	0.072	0.072
			38.11.58	scrap	0.072	0.072
15				Post; parcels	2.947	2.947

16				Equipment and materials used for freight transport	2.947	2.947
			16.2	transportation equipment for aeronautics	0	0
17				Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.	2.947	2.947
18				Grouped goods: a mixture of types of goods which are transported together	2.947	2.947
19				Unidentifiable goods; goods which for any reason cannot be identified and therefore cannot be assigned to groups 1 to 16	2.947	2.947
20				Other goods n.e.c.	2.947	2.947

*

No dues will be levied on this category of cargo (for export cargo only) in the case it is already regulated by a mining concession with the Grand Port Maritime of Bordeaux.

II – PER UNIT OF GOODS (in Euros per unit)

Designation of goods	Unloading	Loading and Transhipment
	€/unit	€/unit
<u>Live animals:</u>		
weighing less than 10 kg	0.293	0.293
weighing 10 kg or more and less than 100 kg	0.569	0.569
weighing 100 kg or more	0.957	0.957
<u>Vehicles not subject to commercial transactions:</u>		
. two-wheel vehicles	0.569	0.569
. passenger cars	3.892	3.892
. coaches	13.945	13.945
. lorries weighing less than 5 t when empty	5.731	5.731
. lorries weighing 5 t or more when empty	8.536	8.536
<u>Full containers and full trailers not coupled:</u>		
. of a length of less than 8 m	0.071	0.071
. of a length of 8 m or more and less than 10 m	0.071	0.071
. of a length of 10 m or more	0.071	0.071

Vehicles, coupled or single, trailers or semi-trailers, that are not subject to a commercial transaction or an exceptional convoy, along with the goods they transport, are exempt of dues on goods when landed, loaded or transhipped from a ferry (Type 2) or from a roll-on/roll-off cargo ship (Type 8) performing solely intra-community connections.

Vehicles, coupled or single, trailers or semi-trailers, that are loaded and subject to an exceptional

convoy, will be taxed according to their length, while the transported goods will be taxed according to the category to which they belong.

ARTICLE 10 - Conditions for the settlement of dues on goods

10.1 - For each declaration, dues set forth in Part I of the table provided in Article 8 of this price list are levied on the overall weight of goods belonging to a same category.

a) Dues are settled:

- per tonne when the dutiable weight is more than 900 kg
- per quintal when the weight is 900 kg or less

Every fraction of a tonne or of a quintal counts as a unit.

The due rate per quintal equals to a tenth of the fee per tonne. That rate is, as the case may be, rounded to the nearest thousandth.

b) Subject to exemptions applicable to frames, containers, and box pallets, packing materials are, in principle, subject to the same rate as that applied to the goods they contain. However, when a declaration relates to goods of several categories, the overall quantity of packing materials will be automatically classified in the dominant weight category.

10.2 - Declarations shall mention the total gross weight and the dutiable weight per category for all goods subject to dues calculated as per the gross weight and the number of animals, vehicles or containers subject to dues per unit.

Along with each declaration related to goods subject to several categories, a summary statement showing the weight or the number of declaration items and per category shall accompany the main declaration. Such summary statement shall be dated and signed by the registrant.

10.3 - If all goods are subject to a same declaration as per their weight, the taxpayer may request that they be subject to the rate applicable to the highest portion of cargo. No summary statement shall then be required, as the declaration must simply mention the overall weight of the declared cargo.

Absence of a summary statement equates to the acceptance by the registrant of a simplified settlement, and there will therefore be no ulterior request for revision of the dues as per category.

10.4 - In application of the provisions of Article R.* 5321-51 of the French Transport Code:

- the minimum fee: is set at € 1.17 per declaration;
- the fee threshold is set at € 0.60 per declaration.

10.5 - Dues on goods do not apply for (Article R.* 5321-33 of the French Transport Code):

- materials used for ballast or stemming from ship deballasting, as long as they are indeed landed and do not give rise to any commercial dealing;
- products delivered to victualing, rigging or fitting out operations and trinket goods belonging to the crews;
- goods belonging to the state and carried aboard war vessels and ships servicing state administrations, as well as goods belonging to the national navy, landed from merchant ships moored within a military harbour or berthed at military facilities belonging the national navy;
- goods being temporarily landed within the port precinct, and, without having left that same precinct, are reloaded on the same ship for shipment continuity;
- equipment landed from ships for repairs or cleaning purposes;
- baggage belonging to passengers;
- tare weight of container frames, pallets, trailers or semi-trailers carried in load units or on empty.

10.6 - Deductions applicable to goods

1°) Goods that are landed, then carried in customs transit for a foreign destination, will be subject to dues carrying a reduced rate of 50% compared to the rate normally applied to regular landed goods.

2°) Goods that are loaded, and that have directly arrived from overseas in customs transit, will be subject to dues carrying a reduced rate of 50% compared to the rate normally applied to regular loaded goods.

3°) Transhipped goods shall be subject to a single transshipment fee.

4°) Goods that are exported to third countries, originating from the free zone, where they have been submitted to transformation, potting or emptying operations, will be exempt from dues on outbound goods.

10.7 – Local connections.

Are exempt from dues on goods:

1°) Goods carried by ships performing a public ferry service between the two banks of the Garonne, of the Dordogne or of the Gironde.

2°) Materials dredged within the district limits of the Atlantic Port of Bordeaux, when they are not recovered.

3°) Goods that, during a single voyage, are loaded within the district of the Atlantic Port of Bordeaux and landed within the same district.

SECTION III

DUES ON PASSENGERS

ARTICLE 11 - Provisions for the application of dues on passengers as set forth in Articles R. * 5321-34 to R. * 5321-36 of the French Transport Code

11.1 - All boarded, landed or transhipped passengers, including passengers in transit in the district of the Atlantic Port of Bordeaux shall be subject to dues according to the following:

- for transit passengers: € 4.59/passenger
- for passengers on board: € 4.60/passenger
- for landed passengers: € 4.61/passenger
- for passengers on Transhipment: € 4.62/passenger

11.2 - Are not subject to dues on passengers:

- children less than four years old;
- troops travelling in regularly constituted formations;
- shipboard personnel
- agents of the shipowner travelling for the purpose of service and in possession of a free travel pass;
- public agents in the exercise of their duties on board;
- boarded/landed passengers on river cruise ships.

11 3 - Local connections.

All passengers boarding of landing from ships performing a public ferry service between the two banks of the Garonne, of the Dordogne or of the Gironde shall be exempt from the above mentioned dues on passengers.

SECTION IV

PARKING FEES ON SHIPS

ARTICLE 12 - Provisions for the application of parking fees on ships as set forth in Article R.* 5321-29 of the French Transport Code

12.1 - Ships or related floating vessels, other than fishing vessels, not indulging in commercial dealings in the district of Port of Bordeaux, shall be subject to a fee as from the first (1st) day of parking, with rates in Euros set as follows:

€ 0.021 per cubic metre and per day.

For yachts:

€ 0.031/cubic metre and per day for units with an overall length of less than 50 metres;

€ 0.042/cubic metre and per day for units with an overall length of more than 50 metres;.

Such fee rate applies to the ship's geometrical volume determined as set forth in Article R.* 5321-20 of the French Transport Code.

12.2 - Special cases

Any ship indulging in commercial dealings and having been granted prior parking authorisation by the Bordeaux harbour master's office will enjoy a 7-day exemption before or after the said commercial dealings. The parking fees will apply as from the 8th day, even in case of extended commercial dealings.

For vessels with Bordeaux as their homeport, the fee rate for parking will be reduced by 50% and a 7-day exemption period will apply.

Any ship detained in the port for administrative or legal purpose will be subject to the parking fees starting from the very end date of their commercial dealings.

Parking fees do not apply while ships are in dry docks of facilities, and at repair or scrap stations (for actual operations), or if the ship has been granted a Temporary Occupation Permit of the estate by the Atlantic Port of Bordeaux. In the latter case, the state fees of GPMB will apply, or even a contract price, depending on the type of operation pursued.

12.3 - Are exempt from the parking fees:

- war vessels;

- ships servicing state administrations and those of the Atlantic Port of Bordeaux;

- ships assigned to pilotage or towing operations with Port of Bordeaux as their homeport;

- naval auxiliaries and handling or work operations floating vessels, when operating in the name of Atlantic Port of Bordeaux and within the limits of their contractual mission.

GPMB may also waive parking fees upon request, in the context of cultural or humanitarian missions, or when of general interest to maritime heritage. If such is the case, a written request must be forwarded to GPMB (via the Waiver Request Document) for validation and formal agreement by

the Port's services.

12.4 - Beyond the exemption period, parking fees are due on the last day of each calendar month and upon the departure of the ship. The length of the stay is determined on a calendar day basis. Every fraction of a day counts as a full day.

SECTION V

DUES ON DOMESTIC WASTE FROM SHIPS

ARTICLE 13 - Provisions for the application of dues on collection and treatment of domestic waste from ships

13.1 - A flat-rate fee is to be perceived on all merchant vessels landing, loading or transshipping goods in zones 1, 2 and 3 of Port of Bordeaux, as defined in 1.2 of Article 1, and dropping off domestic waste at the port, for collection and treatment (limited to 750 l), in the amount of € 99.

On all merchant vessels landing, loading or transshipping goods in zones 1, 2 and 3 of Port of Bordeaux, as defined in 1.2 of Article 1 of this price list, and not dropping any domestic waste at the port, a flat-rate fee in the amount of € 134 will be applied.

13.2 - Are exempt from the application of dues on collection and treatment of domestic waste from ships:

- liners and cruise ships when they do not use the port's collection services;
- ships calling at private stations (stations 602,710).

13.3 - Fees due for the collection and treatment of domestic waste from ships will be charged to the shipowner.

13.4 - Provisions for the settlement of fees due on domestic waste from ships:

- when a ship loads or transships goods, the fees are paid off upon exit;
- when a ship lands goods, the fees are paid off upon entry;
- for ships landing goods at entry and loading, during the course of the same call, goods at port exit, the fees are to be paid off only once upon entry.

13.5 - Specific means made available by GPMB for waste disposal will be subject to an invoice in an amount reflective of real cost of the service provided by GPMB.