

Port Dues Tariffs 2023

PORT OF DIEPPE



PORT DUES

Port of Dieppe

Established in accordance with Volume III of the Code of Transport

TARIFF N° 50

Applicable from 1 January 2023

TARIFFS EN EUROS - EXCLUDING TAX

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SECTION I

SHIP DUES

Payable to Dieppe Port Authority

ARTICLE 1 – Levy conditions

1. Dues are payable on any merchant vessel landing, loading or transshipping goods or disembarking, embarking or transshipping passengers in the port of Dieppe, determined according to the geometric volume of the vessel calculated ⁽¹⁾ as set out in Article R.5321-20 of the French Transport Code (*Code des Transports*), by applying the rates shown in the table below (in euros) per cubic metre.

TYPES AND CATEGORIES OF VESSEL	INBOUND	OUTBOUND
1. PASSENGER LINERS	0.1178	0.1178
2. FERRIES		
• Fast vessels carrying passengers and cars	0.0297	0.0297
• Other types of ferries	0.0347	0.0347
3. SHIPS CARRYING LIQUID HYDROCARBONS	0.2994	0.2994
4. SHIPS CARRYING LIQUEFIED GASES	0.0000	0.0000
5. VESSELS CARRYING MAINLY LIQUID BULK CARGO OTHER THAN HYDROCARBONS	0.2422	0.2422
6. SHIPS CARRYING BULK SOLID CARGO		
• Dredgers extracting marine gravel off Dieppe	0.0000	0.0000
• Other vessels	0.3395	0.3395
7. REFRIGERATED OR MULTIPURPOSE REFRIGERATED SHIPS		
• Vessels carrying bananas and tropical fruit	0.3318	0.1763
• Vessels carrying citrus fruit and early produce	0.2379	0.1763
• Other vessels	0.3318	0.1763
8. RO-RO SHIPS	0.1049	0.1049
9. CONTAINER SHIPS	0.1740	0.1264
10. BARGE CARRIERS	0.1524	0.1168
11. HOVERCRAFTS AND AIRBOATS	0.1838	0.1838
12. VESSELS OTHER THAN THOSE LISTED ABOVE	0.2379	0.1319

⁽¹⁾Volume is calculated using the following formula:

$V = L \times b \times d$ where V is expressed in cubic metres, L, b and d standing respectively for overall length, maximum beam and maximum summer draught, expressed in metres and decimetres (rounded up to the nearest decimetre when the number of centimetres is 5 or over, and down to the nearest decimetre when the number is below 5).

The maximum draught of the vessel considered for the application of the above formula shall be no less than a theoretical value equal to

$0.14 \times L \times b$ (where L and b are respectively the overall length and the maximum beam of the vessel).

1.2- When a vessel neither lands nor tranships either passengers or cargo or when it does not embark passengers or load cargo, the dues will be collected only once.

1-3 - The dues are collected only once, on leaving:

- when the vessel carries out no commercial operations;
- when the vessels carry out only bunkering or fuelling or unload ship-generated waste or cargo residues. In this case the dues are €0.02703 per cubic meter.

1.4 - In application of the provisions of Article R.5321-22 of the Transport Code, ship dues do not apply to the following vessels:

- boats used to assist other vessels, in particular pilotage, towage and rescue;
- boats used for waste collection and pollution control;
- boats used for maintenance dredging, marine aids to navigation, firefighting and administrative services;
- vessels forced to take refuge in the port and not carrying out any commercial operations;
- vessels which, unable to access a port facility, are forced to carry out their discharging, loading or transshipment operations outside the port;
- vessels used for cultural and humanitarian missions or of general interest to maritime heritage.

1.5 - As provided by Article R.5321-51 of the Transport Code:

- the minimum amount of port dues that will be collected is set at €26.61
- the threshold for collection of port dues is €13.31

ARTICLE 2 – Adjustment of dues according to the ratio of the ship's actual load to its capacity

2-1 - When, for ships carrying passengers, the ratio of the number of passengers (embarked or transferred) to the vessel's total capacity is equal to or less than the ratios below, the inbound or outbound dues will be reduced as follows:

Ratio equal to or lower than 2/3.....	Reduction of 10%
Ratio equal to or lower than 1/2.....	Reduction of 30%
Ratio equal to or lower than 1/4.....	Reduction of 50%
Ratio equal to or lower than 1/8.....	Reduction of 60%
Ratio equal to or lower than 1/20.....	Reduction of 70%
Ratio equal to or lower than 1/50.....	Reduction of 80%
Ratio equal to or lower than 1/100.....	Reduction of 95%

2-2 - When, for ships carrying cargo, the ratio of the number of tonnes of cargo discharged, loaded or transhipped and the volume V calculated as set out in Article R.5321-42 of the Transport Code is equal to or less than the ratios below, the inbound and outbound dues will be reduced as follows:

Ratio equal to or lower than 2/15.....	Reduction of 10%
Ratio equal to or lower than 1/10.....	Reduction of 30%
Ratio equal to or lower than 1/20.....	Reduction of 50%
Ratio equal to or lower than 1/40.....	Reduction of 60%
Ratio equal to or lower than 1/100.....	Reduction of 70%
Ratio equal to or lower than 1/250.....	Reduction of 80%
Ratio equal to or lower than 1/500.....	Reduction of 95%

2-3 - The adjustments provided for in 2.1 and 2.2 above do not apply to ships carrying out only stores and supplies operations or unloading ship-generated waste or cargo residues.

ARTICLE 3 – Adjustments according to the frequency of calls

3-1 - For vessels operating on regular lines open to the public on routes and schedules fixed in advance, the dues payable by the vessel will be reduced as follows, according to the number of departures on the line in one calendar year:

From 1 to 5 calls per year:	no reduction
From 6 to 10 calls per year:	reduction of 7.5% on all movements
From 11 to 16 calls per year:	reduction of 15% on all movements
From 17 to 140 calls per year:	reduction of 22,5% on all movements
From 141 to 200 calls per year:	reduction of 40% on all movements
From 201 to 349 calls per year:	reduction of 68% on all movements
More than 350 calls per year:	reduction of 75% on all movements

3-2 - For information.

3-3 - The reductions under this article may not be added to those under Article 2. Where the conditions to benefit from Article 2 are

also met, the reduction most favourable to the payer of the dues will be applied.

ARTICLE 4 – Provisions relating to the additional reduction provided for by Article R.5321-25 (Code of Transport).

For information.

ARTICLE 5 – Provisions relating to the possible adjustments provided for by Article R.5321-27 (Code of Transport).

For information.

ARTICLE 6 – Provisions relating to the flat rate dues provided for by Article R.5321-28 (Code of Transport).

For information.

SECTION II CARGO DUES

Payable to Dieppe Port Authority

ARTICLE 7: Levy conditions for cargo dues as provided for in Articles R.5321-30 to R.5321-33 (Code of Transport).

Dues on cargo unloaded, loaded or transhipped at Dieppe's Commercial Dock are levied either by weight or by unit, as determined in accordance with the rates set out in the tables below:

I - DUES CHARGED ON GROSS WEIGHT (In euros per tonne)

Classification number NST 2007	Type of goods – For indivisibles packages weighing less than 50 tonnes and bulk goods	Discharging transshipment	Loading
01.1	Cereals	0.5082	0.0000
01.2	Potatoes, early produce	1.8380	0.0000
01.3	Sugar beet	0.7028	0.0000
01.4	Other fresh vegetables	1.8380	0.0000
except 01.41	Bananas	2.3570	0.0000
01.50	Wood and cork	0.5082	0.0000
01.70	Other raw materials of plant origin	0.7028	0.0000
01.72	Stimulants and groceries	1.0055	0.0000
01.751	Cocoa beans	0.9190	0.0000
01.752	Coffee	1.0055	0.0000
01.79	Oil seeds and oleaginous fruits	0.6379	0.0000
01.B	Fish, crustaceans, shellfish - fresh, frozen or deep frozen	6.7467	0.0000
02.1	Carbo-chemical products (coal and lignite)	0.4217	0.0000
03.40	Unrefined and refined salt	0.3784	0.0000
03.41	Road salt	0.3784	0.0000
03.50	Sand, gravel, clay, cinder	0.4541	0.01507
03.501	Sand for industrial uses	1.0163	0.0000
03.51	Solid fuels and mineral including peat	0.4217	0.0000
03.54	Marine gravel for all type 6.1 ships within the same company		
	- from 0 to 150,000 T/calendar year	1.1028	0.0000
	- from 150,001 to 200,000 T/calendar year	0.9406	0.0000
	- from 200,001 to 250,000 T/calendar year	0.7677	0.0000
	- from 250,001 to 350,000 T/calendar year	0.6163	0.0000
	From 350,001 T/calendar year	0.4109	0.0000
03.57	Other stone, earth and minerals	0.3157	0.0000
04.1	Meat and meat products	0.7028	0.0000
04.2	Fish and fishery products	0.7028	0.0000
04.43	Oleaginous plants, oil except class 04.431	0.5082	0.4794
04.431	Oil bound for Rouen	0.5082	0.0000
04.44	Flour, processed cereals, animal feed, oil cakes	0.4217	0.3978
04.70	Beverages	1.0055	0.0000
04.8	Other manufactured food and tobacco products	0.7028	0.0000
04.81	Sugars	0.7028	0.0000

05.1	Textile and waste materials	0.8866	0.0000
05.11	Artificial and synthetic textile fibres	0.7028	0.0000
05.3	Leather, textiles, clothing	1.6867	0.0000
06.20	Pulpwood	0.5675	0.0000
06.21	Cellulose and waste	0.4217	0.0000
07.1	Coke and tar	0.3784	0.0000
07.3	Refined petroleum products - gaseous, liquefied or compressed	0.5082	0.0000
08.1	Other chemicals	0.3135	0.0000
08.20	Base chemicals	0.5190	0.0000
08.34	Natural fertilisers	0.3135	0.0000
08.37	Manufactured fertilisers	0.5190	0.0000
09.11	Glass and glass products, ceramic products	2.0667	0.0000
09.21	Cement, lime	0.6487	0.0000
09.24	Plaster	0.6487	0.0000
10.1	Iron and steel products (scrap)	0.4217	0.0000
10.40	Metal items	2.0867	0.0000
11.1	Tractors, agricultural machinery and apparatus	2.0867	0.0000
11.11	Tractors, agricultural machinery and apparatus	2.0867	0.0000
11.8	Miscellaneous manufactured goods (wind turbines)	2.0867	0.0000
12.2	Vehicles and transport equipment	2.0867	0.0000
17.1	Furniture transported in the course of household removals and used personal belongings	0.0000	0.0000

The “heavy package” tariff below shall be levied on indivisible packages weighing 50 tonnes or more.

Type of goods - For packages greater than or equal to 50 tonnes		
NST Code from 01 to 20 – Packages between 50 and 149,999 tonnes	2.1840	2.1840
NST Code from 01 to 20 – Packages between 150 and 299,999 tonnes	2.5755	2.5755
NST Code from 01 to 20 – Packages heavier than or equal to 300,000 tonnes	5.151	5.151

E.g.: Cargo dues for a unit package heavier than or equal to 50 T are equal to its weight multiplied by the rate (in euros per tonne) of the type to which it belongs. Thus, cargo dues for a package weighing 75 tonnes will amount to $75 * 2.02 = €151.5$.

- DUES CHARGES PER UNIT (in euros per unit)

Type of goods	Discharging Transshipment	Loading
Live animals (classif. no. 1.8) :		
- weighing under 10 kg	0.0890	0.0000
- weighing > or = 10 kg & < 100 kg	0.2832	0.0000
- weighing > or = 100 kg	0.3957	0.0000
Vehicles not the subject of a commercial transaction:		0.0000
- 2-wheelers.....	0.0000	0.0000
- Private passenger vehicles.....	0.0000	0.0000
- Coaches	0.0000	0.0000
- Trucks and trailers or semi-trailers, loaded, with a total unladen weight of 5 tonnes or over	0.0000	0.0000
- Trucks and trailers or semi-trailers, loaded, with a total unladen weight of 5 tonnes or less	0.0000	0.0000
Full containers:		0.0000
- length equal to 3 m or over and up to 6 m	4.3134	0.0000
- length equal to 6 m or over and up to 8 m	7.1597	0.0000
- length equal to 8 m or over and up to 10 m	11,9332	0.0000

ARTICLE 8: Conditions of payment of dues re Table in Article 7

8.1 - For each declaration, the dues payable under Table 1 in Article 7 of this tariff are payable on the total weight of the cargo in each category.

a) They are paid:

- per tonne, when the weight is over 900 kg;
- per quintal, when the weight is 900 kg or less. Fractions are rounded up to the next tonne or quintal.

The dues payable per quintal are equal to one tenth of the dues per tonne.

b) Packaging is in principle subject to the same rate as the cargo it contains, although exemptions for crates, containers, pallets and pallet-boxes may be applicable. However, where a declaration concerns several categories of goods, all the packaging will automatically be classified in the category with the greatest weight of cargo.

8.2 - Declarations must detail the total gross weight and the weight on which dues are payable for each category of cargo payable by gross weight and the number of items for animals, vehicles or containers payable per unit.

In support of each declaration relating to cargo falling into several categories, the declarant must attach a summary statement detailing the weight or number per item and per category. This statement must be dated and signed by the declarant.

8.3 - If the entire cargo is covered by a single declaration by weight, the payer of the dues has the option of requesting that the rate applicable to the part at the highest rate be applied to the entire cargo. In this case, no summary statement will be required and the declaration must simply specify the total weight of the cargo declared.

If no summary statement is provided, this will be taken as indicating the declarant's acceptance of the simplified payment system, and no subsequent claim will be considered for revision based on the category rates.

8.4 - As provided by Article R.5321-51 of the Transport Code:

- 8.4.1 the minimum amount of these dues that will be collected is set at €5.35 per declaration.
- 8.4.2 the threshold for collection of these dues is €5.35 per declaration.

8.5 - Cargo dues are not payable in the cases listed in Article R.5321-3 of the Transport Code.

SECTION III PASSENGER DUES

Payable to Dieppe Port Authority

ARTICLE 9: Levy conditions for passenger dues as provided for in Articles R.5321-34 to R.5321-36 of the Code of Transport.

9.1- Passengers disembarked, embarked or transferred are subject to dues of €2.23 euros per passenger.
Above 250,000 passengers per year and per shipping company, a reduction of 20% is applied to the full passenger rate.

9.2 - The following categories are exempt from passenger dues:

- children aged under four years;
- military personnel travelling in groups;
- Ship's crew, employees or representatives of the shipowner travelling in their professional capacity on a free travel pass;
- employees of the public authorities performing their duties on board.

9.3 – A 50% reduction is applied to the following categories of passengers:

- passengers disembarking only temporarily during the call;
- passengers with a return excursion ticket used within seventy-two hours;
- transshipped passengers.

SECTION IV SHIP BERTHING DUES

Payable to Dieppe Port Authority

ARTICLE 10: Levy conditions for berthing dues as provided for in Article R.5321-29 of the Code of Transport.

10.1 – Ships or similar floating vessels, with the exception of fishing boats covered by Annex II, which, outside of their commercial operations or the time needed for those operations, stay longer than one day will be charged a berthing due determined according to the geometric volume of the vessel, calculated as set out in Article R.5321-29 of the Transport Code, by applying the rates set out below, in euros per cubic metre par day beyond the free period.

Volume fraction	Rate in euros
- The first 499 cubic metres	0.05556
- 500 to 5,000 cubic metres	0.0197
- Over 5,001 cubic metres	0.0164

Dues also apply to ships making compulsory entry into port.
The length of stay is calculated on the basis of calendar days. Any fraction of a day is counted as one day.

10.2 - The berthing due is payable by the vessel's owner:

- the minimum fee that will be collected is €8.52 € per vessel.
- the threshold for collection of the fee is €4.26 per vessel.

10.3 – The following are exempt from berthing dues:

- warships
- service vessels belonging to State administrations, Ports of Normandy and Dieppe Port Authority
- vessels based in Dieppe and used to assist other vessels, in particular pilotage, towage
- work boats and floating maintenance or works vessels required by Ports of Normandy and Dieppe Port Authority
- fishing vessels
- vessels used for cultural and humanitarian missions or of general interest to maritime heritage

10.4 - Beyond the free period, the berthing due is payable on the last day of each calendar month and on the vessel's departure

SECTION V SHIP-GENERATED WASTE DUES

Payable to Dieppe Port Authority

ARTICLE 11:

I. - In the port of Dieppe, dues are levied on all commercial vessels, fishing vessels and pleasure craft for ship-generated waste as defined in [Article L. 5334-7 of the French Transport Code](#). For pleasure and watersports craft, the ship-generated waste dues stipulated in [Article R. 5321-1 of the Transport Code](#) are only levied when the costs of receiving and disposing of the waste from these ships are not already covered by another charge or fee.

In marinas, waste disposal dues for ships other than those licensed for 12 passengers will be collected directly by the port authority, in accordance with [Article R. 5321-50-1 of the Transport Code](#).

These dues are payable by the shipowner or, in the case of pleasure craft, by its proprietor or skipper. They are calculated either on the volume V of the ship, expressed as indicated in [Article R. 5321-20 of the Transport Code](#), or on a flat-rate basis according to the following terms:

Rate based on volume: € 0.013 per m³

II. - When ship-generated waste is delivered in accordance with the provisions of the Port of Dieppe waste collection and processing plan, the service provider(s) performing the waste collection service mentioned in [Article R. 5334-5 of the Transport Code](#) issue a waste delivery receipt to the ship's captain or to the captain's representative. Before the ship leaves the port or as soon as the receipt is received electronically, the captain or the captain's representative transmits the information on the receipt to the authority responsible for port policing. Dues are payable on each port call irrespective of whether the ship delivers its waste or not. These so-called indirect dues cover the indirect administrative costs and all or part of the direct operating costs for at least 30% of the total annual direct costs corresponding to the actual delivery of waste in the previous year; taking into account the costs related to the predicted volume of traffic for the coming year is possible. The dues must be at least equal to the minimum charge stipulated in section VI hereof.

For waste referred to in Annex V of the MARPOL convention (solid waste) and passively fished waste, 100% of the costs of using the port receiving facilities are covered by the indirect dues such that a right to deliver waste is guaranteed without additional charges based on the volume of waste except where the volume of waste exceeds the maximum dedicated storage capacity indicated in the preliminary waste delivery notice. Where the volume of waste exceeds the maximum dedicated storage capacity, the actual costs for the part exceeding the storage capacity will be invoiced. If applicable, an additional charge to cover the proportion of the direct operating costs not included in the dues may also be invoiced. This depends on the types and quantities of waste delivered by the ship. It also concerns the delivery of residues from exhaust gas cleaning systems, the costs for which are covered on the basis of the types and quantities of delivered waste. Where this service is not provided by the port, (an) outside service provider(s) may bill the ship directly for this service. In order to avoid the costs of collecting and disposing of passively fished waste being borne by port users only, the dues may take account of European Union, national or regional funding revenue, as specified in section VIII hereof. The breakdown of direct and indirect costs, as well as the net revenue from the public funding available in relation to waste management and fisheries, are specified in section VIII hereof. Depending on the delivery receipts transmitted, case a or b below applies to the ship. The port authority informs the customs service, as applicable:

a. If the ship has not transmitted a waste delivery receipt: where the shipowner or its representative has not provided a waste delivery receipt, waste dues are levied in accordance with [Article L. 5321-3 of the Transport Code](#).

b. If the ship has transmitted a waste delivery receipt: where the shipowner or its representative has provided a waste delivery receipt, and where the service has been provided by the port, waste dues are payable to the bodies mentioned in [Article R. 5321-16 of the Transport Code](#). These bodies reimburse the collector for the costs covered by the dues relating to the collection and disposal of the waste. Direct operating costs not included in the dues, and which would have been billed directly by the collector to the ship, are not concerned. Where the shipowner or its representative has provided a waste delivery receipt, and where the collection service has been performed by an outside service provider who has billed the ship directly for the service, dues may be paid back to the ship on leaving the port to avoid duplicate billing. In some cases, a sum corresponding to the port's administrative costs may be deducted. These terms may be specified in the waste collection and processing plan of the port concerned, and are determined by the port authority with the consent of the customs service.

III. - Reduced and differentiated dues

Dues are reduced in accordance with [Article R. 5321-39 of the Transport Code](#) depending on:

- the ship's type of activity, especially where short sea shipping is concerned: short sea shipping being that which carries out "the movement of goods and passengers by sea between ports located in geographical Europe or between these ports and ports located in non-European countries with a coastline on an enclosed sea bordering Europe. Short sea shipping covers both national and international shipping activities, including feeder services, along coasts and to and from islands, rivers and

lakes. It also includes maritime transport services between the Member States of the Union and Norway, Iceland and the States bordering the Baltic Sea, the Black Sea and the Mediterranean Sea” (extract from the European Commission’s Second Biennial Progress Report of June 1999). With regard to waste management, the port may, depending on its geographical location, decide to include the shipping services between European Union ports and the Group of Additional Selected Ports in its waste collection and processing plan for short sea shipping. The Group of Additional Selected Ports includes those ports that are to be considered as EU ports for the purpose of the application of the storage capacity thresholds set out in Table 1 of Commission Implementing Regulation (EU) 2022/89 of 21 January 2022 laying down rules for the application of Directive (EU) 2019/883 of the European Parliament and of the Council as regards the method to be used for the calculation of sufficient dedicated storage capacity. The ports included in this group are all the ports located in Iceland, Norway and United Kingdom (including Isle of Man, Channel Islands and Gibraltar) and the Russian ports located in the Baltic Sea. Or

- the ship’s design, equipment and operation demonstrating that the ship produces reduced quantities of waste managed in a sustainable and environmentally sound manner according to the criteria laid down in section IX hereof pursuant to Commission Implementing Regulation (EU) 2022/91 of 21 January 2022 defining the criteria for determining that a ship produces reduced quantities of waste and manages its waste in a sustainable and environmentally sound manner.

Dues may be differentiated in accordance with [Article R. 5321-38 of the Transport Code](#) depending on the category, type, size of ship, provision of service to ships outside of the port’s normal operating hours or the hazardous nature of the waste.

IV. - Increased dues

The schedule of port charges may provide for a 10% increase in waste dues where ships fail to comply with the waste delivery procedure according to the [provisions of Article L. 5336-1-4 of the Transport Code](#).

V. - The ship-generated waste dues, defined in section I above, do not apply to the following:

- ships engaged in assistance to ships, especially for pilotage, towing, mooring and rescue work;
- ships engaged in waste recovery and pollution control;
- ships engaged in maintenance dredging, maritime signalling, fire-fighting operations and administrative services;
- ships making a forced call not engaging in any commercial operations;
- ships with no access to port facilities, forced to perform their unloading, loading or transshipment operations outside the port;
- warships and ships operated by the State for non-commercial purposes;
- ships undergoing repair.

VI. - Pursuant to the [provisions of Article R. 5321-51 of the Transport Code](#):

- the minimum charge is set at EUR: 10.00
- the threshold charge is set at EUR: 10.00

VII. - Exemption from dues laid down in [Article R. 5321-39 of the Transport Code](#) (optional provision). The beneficiary of port dues shall provide a list of exempt ships to the customs administration.

VIII. - Categories of costs and net revenue linked to the operation and management of port reception facilities:

<p style="text-align: center;">Direct costs</p> <p style="text-align: center;">Direct operating costs arising from the effective delivery of ship-generated waste, including the cost items listed below.</p>	<p style="text-align: center;">Indirect costs</p> <p style="text-align: center;">Indirect administrative costs arising from waste system management in the port, including the cost items listed below.</p>	<p style="text-align: center;">Net revenue</p> <p style="text-align: center;">Net income from waste management systems and available national/regional funding, including the revenue items listed below.</p>
<ul style="list-style-type: none"> - Supply of port reception facility infrastructure, including containers, tanks, processing equipment, barges, lorries, waste receiving facilities and processing facilities. - Concessions for the lease of the site, if applicable, or the hire of the necessary equipment for operation of the port reception facilities. - Actual operation of the port reception facilities: collection of ship-generated waste, transport of waste from the port reception facilities for final processing, upkeep and cleaning of the port reception facilities, staff costs including overtime, electricity supply, waste analysis and insurance. - Preparation for reuse, recycling or elimination of ship-generated waste, including selective waste collection. - Administration: invoicing, issuing of waste delivery receipts to ships, declarations. 	<ul style="list-style-type: none"> - Preparation and approval of the waste collection and processing plan, including any audits of the plan and its implementation. - Updating of the waste collection and processing plan, including labour costs and the cost of consultancy services, if applicable. - Organisation of consultation procedures for the assessment (or reassessment) of the waste collection and processing plan. - Management of cost notification and collection systems, including reduced levy applications for “green vessels”, supply of computer systems to ports, statistical analysis and related labour costs. - Organisation of public contract award procedures for the supply of port reception facilities and the issuing of the necessary permits for the supply of port reception facilities in the ports. - Management of waste management systems: extended producer responsibility schemes, recycling, application to use and implementation of national/regional funds. - Other administrative costs: cost of tracking and electronic communication of the exemptions required in Article 9. 	<ul style="list-style-type: none"> - Net financial profit from extended producer responsibility schemes. - Other net revenues from waste management, especially recycling systems. - Funding under the European Maritime and Fisheries Fund (EMFF). - Other funding or subsidies available to ports related to waste management and fisheries.

IX. - To apply the reduction in the dues levied in accordance with Article R. 5321-39 of the Transport Code, the authorities of the port's reception facility or the port authorities shall take account of the criteria indicated in the tables in sections 1 and 2 below, demonstrating that a ship generates reduced quantities of waste.

1. The rate stipulated in Article R. 5321-39 of the Transport Code takes account of the criteria set out in section 1 for calculating a reduction in the dues levied.

2. It may also take account of the criteria set out in section 2 for calculating a reduction in the dues levied.

ARTICLE 12: This fee schedule shall come into force as stipulated in Article R.5321-14 of the Transport Code.

SECTION VI FISHING DOCK DUES

Payable to Dieppe Port Authority

Dues for the use of the facilities at Dieppe fishing port are set as provided for in Book III of the Transport Code:

- | | | |
|--|--------------|-----|
| • Sale on landing | | |
| - seller | on the value | 0 % |
| - buyer | on the value | 0 % |
| • Catch landed without auction
by the receivers or their representative | on the value | 0% |