

# Port Dues Tariffs 2026

## PORT OF DIEPPE



# PORT DUES

Port of Dieppe

Established in accordance with Volume III of the Code of Transport

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## TARIFF N° 53

Applicable from 1 January 2026

TARIFFS EN EUROS - EXCLUDING TAX

### CONTENT:

Section I	: Ship dues
Section II	: Cargo dues
Section III	: Passenger dues
Section IV	: Ship berthing dues
Section V	: Ship-generated waste dues

# SECTION I

## SHIP DUES

Payable to Dieppe Port Authority

### ARTICLE 1 – Levy conditions

**1.1** 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 <sup>(1)</sup> 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	0.1287	0.1287
2. FERRIES		
• Fast vessels carrying passengers and cars	0.0323	0.0323
• Other types of ferries	0.0375	0.0375
3. SHIPS CARRYING LIQUID HYDROCARBONS	0.0000	0.0000
4. SHIPS CARRYING LIQUEFIED GASES	0.3270	0.3270
5. VESSELS CARRYING MAINLY LIQUID BULK CARGO OTHER THAN HYDROCARBONS	0.2646	0.2646
6. SHIPS CARRYING BULK SOLID CARGO		
• Dredgers extracting marine gravel off Dieppe	0.0000	0.0000
• Other vessels	0.3594	0.3594
7. REFRIGERATED OR MULTIPURPOSE REFRIGERATED SHIPS		
• Vessels carrying bananas and tropical fruit .....	0.3625	0.3625
• Vessels carrying citrus fruit and early produce	0.2598	0.2598
• Other vessels	0.3625	0.3625
8. RO-RO SHIPS	0.1146	0.1146
9. CONTAINER SHIPS	0.1901	0.1901
10. BARGE CARRIERS	0.1665	0.1665
11. HOVERCRAFTS AND AIRBOATS	0.2008	0.2008
12. VESSELS OTHER THAN THOSE LISTED ABOVE	0.2598	0.2598

Zone A includes docks la cale and la Somme

<sup>(1)</sup> 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  $0.14 \times l_2 \times b$  (where L and b are respectively the overall length and the maximum beam of the vessel).

**1.2-** (Not applicable)

**1-3-** When a vessel neither lands nor transships passengers or cargo or when it does not embark passengers or load cargo, the dues will be collected only once.

**1-4-** 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 **€0.01000** per cubic meter.

**1.5** - As provided by Article R.5321-51 of the Transport Code, vessel due is not applicable to :

- 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.

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

- the minimum amount of port dues that will be collected is set at **€29.06**
- the threshold for collection of port dues is **€14.53**

## **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 transshipped 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%

**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.

For vessels without belonging to regular lines , usually go to the same port, the dues payable per type of vessel shall be subject to the following reductions according to the type of vessels and the number of departures on the line in one calendar year :

No reduction	Reduction of 25%
Reduction of 5%	Reduction of 30%
Reduction of 15%	

**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).**

Not applicable

**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).**

**6-1** - Vessels transporting passengers or shipping cargo in trailers ("RO/RO") or containers between European Union Member States or States party to the Agreement on the European Economic Area, as part of a new relationship, are subject to the following for a period not exceeding three years:

Either to flat-rate dues on the vessel established for all trade over a given period and collected pro rata temporis by instalments of no more than three months.

Or to flat-rate dues on the vessel set for each passenger, trailer, tonne or multiple of tonnes, or container applicable in accordance with the provisions of Articles R.5321-18 and R.5321-23 of the Transport Code.

**6-2** – The terms of this article are as follows: not applicable

## 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	0.5991	0.5991
01.2	Potatoes, early produce	0.4869	0.4869
01.3	Sugar beet	0.4869	0.4869
01.4	Other fresh vegetables	0.4869	0.4869
01.50	Wood and cork	0.6062	0.6062
01.60	Live plants and flowers	0.4869	0.4869
01.71	Materials of vegetable origin - Dried, raw chillies and peppers (Capsicum spp.)	0.4869	0.4869
01.72	Cotton, ginned or not carded nor combed	0.4869	0.4869
01.73	Flax, jute, raw or retted hemp and raw textile plants n.e.c.	0.4869	0.4869
01.74	Raw natural rubber	0.4869	0.4869
01.75	Coffee, cocoa, tea, mate, spices not crushed nor ground	0.4869	0.4869
01.76	Raw tobacco	0.4869	0.4869
01.77	Hops	0.4869	0.4869
01.78	Straw, hay, cereal bales - Forage plants	0.4869	0.4869
01.79	Oil seeds and oleaginous fruits	0.6963	0.6963
01.7A	Other vegetable substances n.e.c.	0.6860	0.6860
01.9	Cow milk, goat, sheep	0.4869	0.4869
01.A	Other raw materials of animal origin	0.4869	0.4869
01.B	Fish, crustaceans, shellfish - fresh, frozen or deep frozen	0.4869	0.4869
02.1	Carbo-chemical products (coal and lignite)	0.3490	0.3490
02.2	Crude oil	0.3567	0.3567
02.3	Natural gas	0.5476	0.5476

03.1	Iron ores	0.3490	0.1646
03.2	Non-ferrous metal ores	0.3490	0.1646
03.31	Unroasted iron pyrites; raw or unrefined sulfur	0.3490	0.1646
03.32	Raw natural phosphates	0.3490	0.1646
03.33	Sylvinite	0.3490	0.1646
03.34	Other minerals, raw materials – chemical industry and natural fertilizers	0.3490	0.1646
03.40	salt	0.3490	0.1646
03.51	Solid fuels and mineral including peat	0.3490	0.1646
03.521	Natural sands – Pumice, pebbles gravel, flint and pebbles	0.1922	0.1646
03.522	Marine gravel for all type 6.1 ships within the same company	0.0000	0.0000
	- from 0 to 150,000 T/calendar year	0.0000	0.0000
	- from 150,001 to 200,000 T/calendar year	0.0000	0.0000
	- from 200,001 to 250,000 T/calendar year	0.0000	0.0000
	- from 250,001 to 350,000 T/calendar year	0.0000	0.0000
	From 350,001 T/calendar year	0.0000	0.0000
03.53	Clay and clay soil	0.3490	0.1646
03.54	Slag, not for remelting, ash, dross - Other minerals	0.3490	0.1646
03.55	Dolomites, crushed limestone for concreting - Pellets, chipping, stone powder	0.3490	0.1646
03.56	Chalk	0.3490	0.1646
03.57	Other stone, earth and minerals	0.3490	0.1646
04.1	Meat and meat products	0.6963	0.2984
04.2	Fish and fishery products	0.6963	0.2984
04.3	Prepared fruit and vegetable products	0.6963	0.2984
04.4	Oils, oil cake and fats	0.6036	0.2984
04.5	Dairy products and ice cream	0.6963	0.2984
04.6	Flours, processed cereals, starch products and animal feed	0.6963	0.2984
04.7	Beverages	0.6963	0.2984
04.8	Other food products n.e.c. and manufactured tobacco	0.6963	0.2984
04.9	Miscellaneous food products	0.6963	0.2984

05.1	Textile and waste materials	1.7429	0.8652
05.2	Artificial and synthetic textile fibres	1.7429	0.8652
05.3	Leather, textiles, clothing	1.7429	0.8652
06.1	Wood and cork working products (except furniture)	0.6963	0.2984
06.2	Pulp, paper and cardboard	0.6963	0.2984
06.3	Publishing products, printed or reproduced products	1.7429	0.8652
07.1	Cokes and tars; pellets and similar solid fuels	0.4601	0.1646
07.2	Liquid refined petroleum products	0.4601	0.1646
07.3	Refined petroleum products, solids or pastes	0.4601	0.1646
07.4	Solid or pasty refined petroleum products	0.4601	0.1646
08.1	Basic mineral chemicals	0.4601	0.1646
08.2	Basic organic chemicals	0.4601	0.1646
08.3	Nitrogen compounds and fertilisers (excluding natural fertilisers)	0.4601	0.1646
08.4	Basic plastics and primary synthetic rubber	1.2424	0.6061
08.5	Pharmaceutical and paracheimical products, including pesticides	1.2424	0.6061
08.6	Rubber or plastic products	1.2424	0.6061
08.7	Nuclear fuel	1.7435	1.7435
09.1	Glass and glass products, ceramic products	1.7435	1.7435
09.2	Cement, lime	0.4601	0.1646
09.3	Other constructions materials, manufactured	0.4601	0.1646
10.1	Iron and steel products and steel processing products (excluding tubes and pipes)	0.3490	0.1646
10.2	Non-ferrous metals and by-products	0.6036	0.3490
10.3	Tubes and pipes	0.6036	0.3490
10.4	Structural metal products	0.6036	0.3490
10.5	Boilers, hardware, weapons and ammunition, and other metal items	2.1710	2.1710
11.1	Tractors, agricultural machinery and apparatus	0.0000	0.0000
11.2	Domestic appliances n.e.c. (white household appliances)	1.9718	1.9718
11.3	Office machinery and computing hardware	1.9718	1.9718
11.4	Electrical machines and appliances n c a	1.9718	1.9718
11.5	Electronic components and emission and transmission apparatus	1.9718	1.9718
11.6	Sound and image receiving, recording or reproducing apparatus	1.9718	1.9718
11.7	Medical, precision, optical and horological instruments	1.9718	1.9427
11.8	Other machines, machine tools and parts	2.2795	2.2795
12.1	Vehicles and transport equipment	2.1710	1.9718
12.2	Other transport equipment	2.1710	1.9718
13.1	Furniture	1.9718	1.9718
13.2	Other manufactured articles	1.9718	1.9718
14.1	Household waste and road waste	0.3490	0.1646
14.2	Other waste and secondary raw materials	0.3490	0.1646
16.2	Pallets and other packaging in service, empty	0.3490	0.1646
17.1	Removals furniture	1.9718	1.9718
17.4	Scaffolding	1.9718	1.9718
17.5	Other non-market goods, n.e.c.	1.9718	1.9718
19.1	Goods of an indeterminate nature in containers and swap bodies	0.0000	0.0000
19.2	Other goods of an indeterminate nature	1.9718	1.9718
20	Other goods	1.9718	1.9718



**Applies in particular to wind turbine components or foundations weighing less than 50 tonnes. The “heavy package” tariff below shall be levied on wind turbine components or foundations weighing 50 tonnes or more.**

**This tariff covers all transshipment operations for unprocessed goods, irrespective of whether the cargo is landed on the quay or not (ship-to-ship on the open water) or whether the lifting equipment used belongs to the port or not.**

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

<b>Type of goods - For packages greater than or equal to 50 tonnes</b>		
NST Code from 01 to 20 – Packages between 50 and 149,999 tonnes	2.3858	2.3858
NST Code from 01 to 20 – Packages between 150 and 299,999 tonnes	2.9823	2.9823
NST Code from 01 to 20 – Packages heavier than or equal to 300,000 tonnes	5.9645	5.9645

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  $75 * 2.3857 =$   
**€178.93**

**- DUES CHARGES PER UNIT (in euros per unit)**

Type of goods	Discharging Transshipment	Loading
<b>Live animals (classif. no. 1.8) :</b>		
- weighing under 10 kg .....	0.0000	0.0000
- weighing > or = 10 kg & < 100 kg .....	0.0000	0.0000
- weighing > or = 100 kg .....	0.0000	0.0000
<b>Vehicles not the subject of a commercial transaction:</b>		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
<b>Full containers:</b>		
- length equal to 3 m or over and up to 6 m	4.7119	4.7119
- length equal to 6 m or over and up to 8 m	8.1056	8.1056
- length equal to 8 m or over and up to 10 m	13.0357	13.0357
- Length equal to 10 m or over	14.1732	14.1732

This tariff covers all transshipment operations for unprocessed goods, irrespective of whether the cargo is landed on the quay or not (ship-to-ship on the open water) or whether the lifting equipment used belongs to the port or not.

Pursuant to the provisions of Article R.5321-31 of the Transport Code.

These flat-rate dues replace the charges on transported goods according to the category to which they belong.

## 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 **€5.85** per declaration.
- 8.4.2 the threshold for collection of these dues is **€5.85**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 **€2.42** 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;
- transhipped 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, in the absence of a specific covered by chapter XX, of the scale of tool charges 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	<b>0.06070</b>
- 500 to 3,000 cubic metres	<b>0.01934</b>
- 3,000 to 15,000 cubic metres	<b>0.01748</b>
- Over 15,001 cubic metres	<b>0.01507</b>

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 **€9.30 €** per vessel.
- the threshold for collection of the fee is **€4.65** 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:

**11.1-** 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

**11.2-** 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.



### 11.3- 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.
- 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.

Not applicable

### 11.4- 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](#).

Not applicable

### 11.5- 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.

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

- the minimum charge is set at EUR: 10.92
- the threshold charge is set at EUR: 5.46

I. - 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.

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

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

**11.9.** - 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.

**Section 1: list of mandatory criteria mentioned in IX(1) of this article**

Criteria	Related items	Annex corresponding to MARPOL	Possible means of verification (1)
Separation on board according to Resolution MEPC.295 (71) and guarantee of delivery in adequate port reception facilities which comply with Article 4(2)(d) of Directive (EU) 2019/883.	Operation and management	Annex V	Green Award, ISO 21070, Ange Bleu, Alliance Verte, waste delivery receipt, ship's waste management certificate approved by the ship classification society, ISO 14001. Environmental management systems
Environment-focused sustainable purchasing policy (reduction of packaging materials e.g. by favouring bulk cargo and avoiding single-use plastics)	Management	Annex V	Green Award, ISO 21070, Ange Bleu, Alliance Verte, waste delivery receipt, ship's waste management certificate approved by the ship classification society, ISO 14001. Environmental management systems

(1) Other systems proving that ships meet the criteria may be accepted.

**Section 2: list of optional criteria mentioned in IX(2) of this article**

Criteria	Related items	Annex corresponding to MARPOL	Possible means of verification (2)
Use of alternative fuels (3) and other energy sources during the journey to the next port of call or anchor berth (e.g. shore-side electricity, wind power, solar power)	Design, technology and operation of the vessel	Annex I	Green Award, bunker delivery notes, hydrocarbons register, certificate of classification or regulatory certification, Ship Energy Efficiency Management Plan (SEEMP).
Use of a white box system < 5 ppm (to control and monitor the ship's bilge water)	Technology and Operation	Annex I	Certificate of classification, type approval documentation
Water-hydrocarbon separator < 5 ppm	Technology and Operation	Annex I	Certificate of classification, type approval documentation, Green Award, Clean Shipping classification (Clean Shipping Index - CSI), Ange Bleu, Alliance Verte
Water-hydrocarbon separator < 5ppm + alarm system and automatic stopping device on ships < 10,000 GT	Technology and Operation	Annex I	Certificate of classification, type approval documentation
The ship does not use a hydrocarbon filtration system for the discharges but separates the bilge water and sludge and then delivers them to port reception facilities	Operation	Annex I	Hydrocarbons register, waste delivery receipts
Wastewater treatment system compliant with International Maritime Organisation Resolution MEPC 227 (64) for all ships, with the exception of passenger ships operated in special areas covered by Annex IV of MARPOL	Technology, Operation and Management	Annex IV	Waste delivery receipts
Reuse and recycling on board	Operation and Management	Annex V	ISO 21070, Alliance Verte, ISO 14001 Environmental management system.

(2) Other systems proving that ships meet the criteria may be accepted.

(3) As defined in Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307 of 28.10.2014, p. 1).

(4) Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98/EC (OJ L 257 of 28.2.2014, p. 146).

**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%