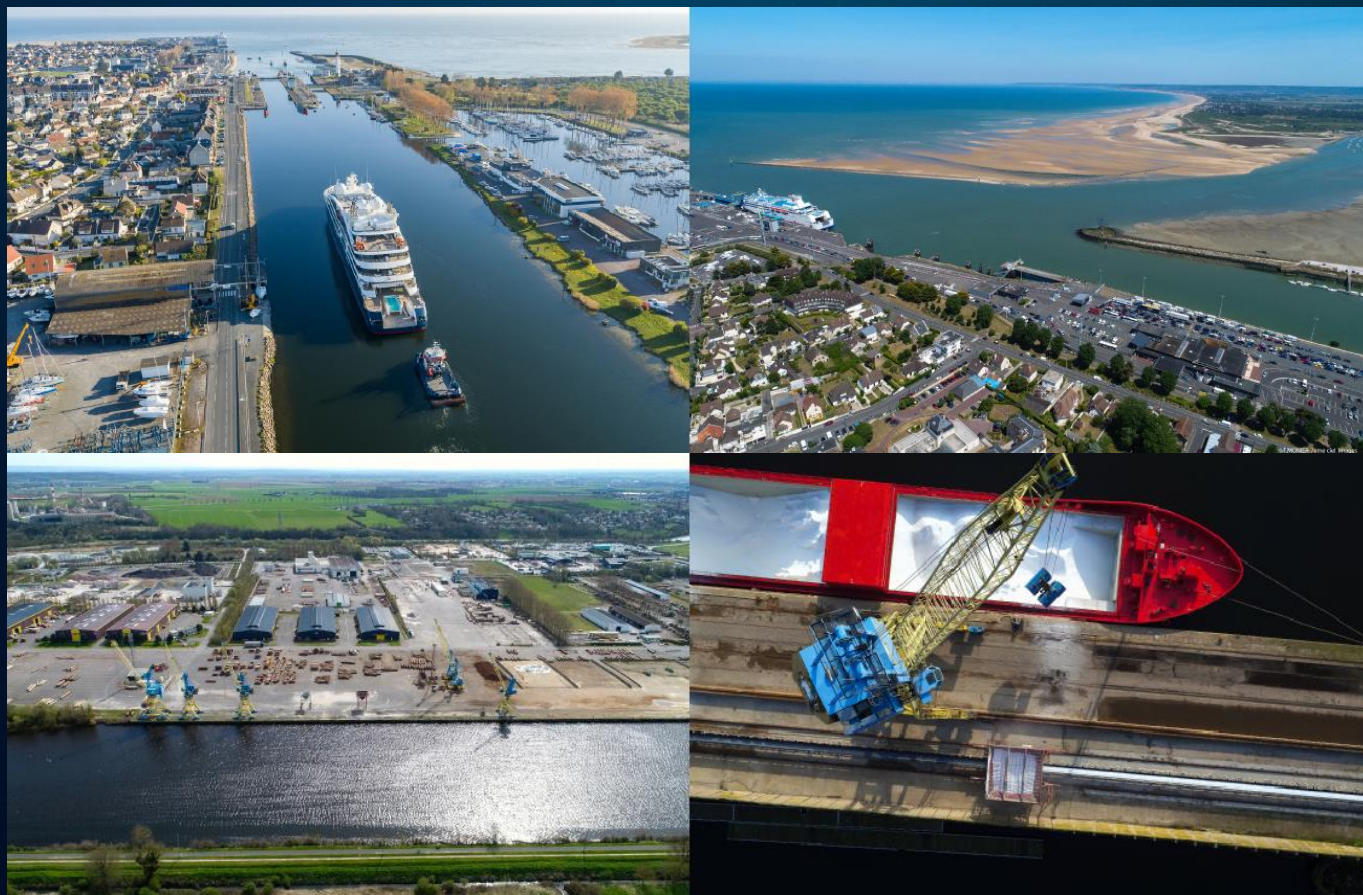


Port Dues Tariffs 2026

PORT OF CAEN-OUISTREHAM



PORT DUES

In the Commercial Port of CAEN-OUISTREHAM

Established in accordance with Volume III of the Code of Transport

TARIFF No. 53

Applicable on 1 January 2026

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Appropriation of port dues and charges

The different port zones will be defined as follows :

Zone A : T1, T2 Quai Charcot, K1, K2, F1, F2, F3, E1, E2, E 3, E4, E5, E6, D1, D2, D3, C1, C2, C3, C4, C5, C6, C7. Port dues applicable to ships and cargo in this zone are payable to Ports of Normandy. Port dues applicable to passengers, ship berthing dues and ship-generated waste dues are payable to the Chamber of Commerce, concessionaire of the commercial port.

Zone B : Outer harbour west landing stage, and landing stages P3 and P4. All port dues in this zone are payable to the Chamber of Commerce of Normandy, concessionaire of the commercial and fishing port.

Zone C : C5,B1,B2,B3,B4, comprises the docking points of Bassin Saint-Pierre. According this zone , ports dues applicable to ships and cargo are payable to Ports of Normandy. Port dues applicable to passengers , ship berthing dues and ship-generated waste dues are payable to SPL NCO, concessionaire of "Plaisance-nautisme"

SECTION I

SHIP DUES

For the benefit of Ports of Normandy

ARTICLE 1 – Levy conditions for dues

1.1 - Dues in **euro per cubic metre (m³)** are levied on merchant ship in areas A,B,C, Caen-Ouistreham harbour based on the geometric volume of the ship as calculated in accordance with Article R.5321-20 of the Code of Transport, according to the following provisions, as shown in the following table:

SHIP TYPES AND CATEGORIES	ENTRY **	EXIT **
1. OCEAN LINERS	0,0801	0,0801
2. FERRIES		
• <i>Monohull</i>	0,0376	0,0376
• <i>Multihull</i>	0,0305	0,0305
3. SHIPS CARRYING LIQUID HYDROCARBONS		
• <i>Bunker barges</i>	0.0000	0.0000
• <i>Other</i>	0.2769	0.2333
4. SHIPS CARRYING LIQUEFIED GASES	0.2769	0.2333
5. SHIPS CARRYING MAINLY BULK LIQUID CARGO OTHER THAN HYDROCARBONS	0.2021	0.1460
6. SHIPS CARRYING BULK SOLID CARGO	0.3594	0.3594
7. REFRIGERATED OR MULTIPURPOSE REFRIGERATED SHIPS	0.2607	0.1662
8. ROLL-ON/ROLL-OFF CARGO SHIPS		
• <i>Ships carrying mainly new or used vehicles, trailers (accompanied or unaccompanied), Mafis</i>	0.0879	0.0879
• <i>Other</i>	0.1775	0.1775
9. CONTAINER SHIPS	0.0989	0.0989
10. BARGE CARRIERS	0.2608	0.2608
11. HOVERCRAFTS AND AIRBOATS	0.0550	0.0550
12. SHIPS OTHER THAN THOSE LISTED ABOVE	0.3371	0.2608
Regular line ships*	0.2608	0.2608
Others	0.3371	0.2608

* See definition at end of document

** in accordance with the provisions laid down in paragraph 1 of Article R. 5321-23 of the Code of Transport

1.2 - From the letter that Ports of Normandy will send to the Regional Customs Directorate of Caen, the various port zones indicated in section 1 of this article, will be defined on page 1 "table of contents"

1.3 If the same ship disembarks or tranships passengers or cargo successively in different zones of the port, it shall be subject to ship dues only once, in whichever of these zones where the rate is the highest. The type of ship, as well as the adjustments and reductions to which it is entitled, are determined by considering all the landing or transshipment operations carried out by that ship in the port.
Identical provisions are applicable when the same ship land or tranship passengers or cargo succesively in different zones of the port.

1.4 When a ship does not land or tranship passengers or cargo, and boards neither passengers nor cargo, ship dues are paid only once.

1.5 Ship dues are paid only once, when the ship departs:

if the ship does not carry out any commercial operations;

if the ship only carried out bunkering, refuelling, or unloading operations for ship-generated waste and cargo residues.

In this case, the dues are set at **€0.0100 per m³**.

1.6 In accordance with Article R. 5321-22 of the Code of Transport, ship dues do not apply to the following:

- support ships, notably those assigned to piloting, towage, mooring and rescue operations in the port of Caen-Ouistreham;
- ships assigned to recover waste and combat pollution in the port of Caen-Ouistreham;
- vessels assigned to carry out maintenance dredging, maritime signalling, firefighting and administrative services ;
- ships making compulsory entry into port and not carrying out any commercial operations;
- ships, which, while unable to access a port facility are forced to carry out their landing, boarding or transshipment outside the port;
- vessels assigned to cultural or humanitarian missions or missions of general interest for maritime heritage.

1.7 - In accordance with the provisions of Article R. 5321-51 of the Code of Transport:

- The minimum charge for port dues is set at **€29.06**.
- The payment threshold for port dues is set at **€14.53**.

ARTICLE 2: Provisions on adjustments according to real load ratio, depending on the ship's capacity in carrying out its primary activity, by ship type and category, in accordance with the provisions of subparagraphs I, II, III of Article R.5321-24 of the Code of Transport.

- 2.1 - Adjustments applicable to all types of passenger ships shall be determined on the basis of the relationship between the number of passengers disembarked, embarked or transhipped and the ship's passenger-carrying capacity under the following conditions:

Ratio less than or equal to	2/3	Adjustment	-10%
Ratio less than or equal to	1/2	Adjustment	-30%
Ratio less than or equal to	1/4	Adjustment	-50%
Ratio less than or equal to	1/8	Adjustment	-60%
Ratio less than or equal to	1/20	Adjustment	-70%
Ratio less than or equal to	1/50	Adjustment	-80%
Ratio less than or equal to	1/100	Adjustment	-95%

- 2.2 – Adjustments applicable to ships carrying cargo are determined according to the ratio between the tonnage of the landed, loaded or transhipped cargo and the volume (V) of the ship, as calculated in accordance with Article R.5321-20 of the Code of Transport.

For type 2 ships - Ferries carrying cargo; if the number of tonnes of loaded, landed or transhipped cargo and the volume (V) of the ship as calculated in accordance with the aforementioned Article R.5321-20, is equal to or less than the following rate, dues for entry or exit are adjusted according to the following proportions:

Ratio less than or equal to:	1/40.....Adjustment	-60%	
2/15.....Adjustment	-10%	1/100.....Adjustment	-70%
1/10.....Adjustment	-30%	1/250.....Adjustment	-80%
1/20.....Adjustment	-50%	1/500.....Adjustment	-95%

For other types of ships that are carrying cargo; when the number of tonnes of cargo loaded, landed or transhipped and the volume (V) of the ship as calculated in accordance with the aforementioned Article R.5321-20, is equal to or less than the following rate, dues for entry or exit are adjusted by the following amounts:

Ratio less than or equal to:			
1/5.....	Adjustment - 10 %	1/20.....	Adjustment - 60 %
2/15.....	Adjustment - 20 %	1/40.....	Adjustment - 70 %
1/10.....	Adjustment - 40 %	1/100.....	Adjustment - 80 %

- 2.3 – On the basis of Article R.5321-24 of the Code of Transport, ships not carrying out bunkering or refuelling operations, or discharging ship-generated waste and cargo residues, are excluded from the adjustments.

ARTICLE 3: Provisions on adjustments according to call frequency in accordance with Section V of Article R.5321-24 of the Code of Transport.

- 3.1 - For ships with regular routes open to the public according to a predetermined itinerary and schedule, dues for each ship type are subject to the following reductions, calculated on the basis of the number of departures for a route by the same company during the calendar year:

For a regular route making	1 to 5 port calls per year:	No reduction.
For a regular route making	6 to 10 port calls per year:	7.5% reduction on all movements.
For a regular route making	11 to 16 port calls per year:	15% reduction on all movements.
For a regular route making	17 to 140 port calls per year:	22.5% reduction on all movements.
For a regular route making	141 to 200 port calls per year:	40% reduction on all movements.
For a regular route making	more than 200 port calls per year:	68% reduction on all movements.

For routes meeting the reduction criteria in the previous year, the reductions are automatically renewed at the beginning of the current year.

3.2 - For ships which, although not on regular routes, usually frequent the same port, dues per ship type shall be subject to the following reductions, according to ship type and number of departures during the calendar year:

3.2.1 – For ocean liners and cruise ships (Type 1 ships) :

For the 1st departure	No reduction
From the 2nd to 3rd departure, incl.....	25% reduction
After the 4th departure.....	30% reduction

When the same shipowner or cruise operator has several of their ships call in the port of Caen-Ouistreham in the same year, reductions are calculated for all ships belonging to this shipowner or cruise operator.

3.2.2 – For all other ship types:

From the 1st to 24th departure, inclusive	no reduction
After the 25th departure	20% reduction

3.3 – The reductions as provided for in this article may not be combined with those mentioned in Article 2. Where the liable entity also meets the conditions of Article 2, it shall receive the most favourable treatment.

ARTICLE 4: Provisions on additional reduction as provided for in Article R.5321-25 of the Code of Transport

Provisions governing the additional rebate provided for under Article R.5321-25 of the Transport Code.

The rebates provided for under Articles 2 and 3 may be supplemented by an additional rebate granted in respect of new traffic or new intra-Community passenger services, RO-RO freight traffic (trailers), or container traffic, provided that such additional rebate shall not exceed either 50% of the applicable base or a duration of two (2) years.

The terms and conditions governing the application of this Article are as follows:

Any new regular commercial service established with a port located outside the European Union and the United Kingdom shall entitle the operator, for the year of its commencement, to an additional rebate of fifteen percent (15%). Such additional rebate may be extended to the year following commencement, subject to a decision of the Port Authority.

The rebates provided for under Articles 2 and 3 may be supplemented by an additional rebate granted in respect of new traffic or new intra-Community passenger services, RO-RO freight traffic (trailers), or container traffic, provided that such additional rebate shall not exceed either 50% of the applicable base or a duration of two (2) years.

The terms and conditions governing the application of this Article are as follows:

Any new regular commercial service established with a port located outside the European Union and the United Kingdom shall entitle the operator, for the year of its commencement, to an additional rebate of fifteen percent (15%). Such additional rebate may be extended to the year following commencement, subject to a decision of the Port Authority.

ARTICLE 5: Provisions on adjustment possibilities as provided for in Article R.5321-27 of the Code of Transport

Ship dues are adjusted up to 30% of the base rate, depending on the number of calls during the period or periods as set out by the port authority under the following conditions:

(Not applicable)

ARTICLE 6: Provisions on flat rates as provided for in Article R.5321-28 of the Code of Transport

6.1 - Ships which, under a new relationship, transport passengers, cargo on trailers (RORO) or containers between the Member States of the European Union or of the States Parties to the Agreement on the European Economic Area are subject to the following, for a period not exceeding 3 years:

- Either a flat rate for the ship, which is set for the entirety of their activity, for a specified period, and paid on a pro rata temporis basis by maturities of not more than 3 months;
- Or a flat rate for the ship, which is set per unit per passenger, trailer, tonne or multiple tonnes, or container and applicable in accordance with the provisions of Articles R.5321-18 and R.5321-23 of the Code of Transport.

6.2 - The application conditions for this Article are as follows:

(Not applicable)

SECTION II

CARGO DUES

For the benefit of Ports of Normandy

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

Dues on cargo unloaded, loaded or transhipped in the port(s) of Caen-Ouistreham, areas A,B,C are levied either by weight or by unit, as determined in accordance with NST 2007 Code, as follows :

I – Dues by gross weight (€ per tonne)

Labelling	Unloading and transhipment (*)	Loading
<u>For packages less than 50 tonnes and bulk cargo</u>		
01.1 Cereals	0,5959	0,5959
01.2 Potatoes	0,4869	0.4869
01.3 Sugar beets	0.4869	0.4869
01.4 Other fresh fruits and vegetables	0.4869	0.4869
01.5 Forestry and logging products	0.6062	0.6062
01.6 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 Oleaginous seeds and fruits	0.6963	0.6963
01.7A Other vegetable substances n.e.c.	0.6963	0.6963
01.9 Raw cow's, sheep's and goat's milk	0.4869	0.4869
01.A Other raw materials of animal origin	0.4869	0.4869
01.B Fishery and aquaculture products	0.4869	0.4869
02.1 Coal and lignite	0.3490	0.3490
02.2 Crude oil	0.3567	0.3597
02.3 Natural gas	0.5475	0.2670
03.1 Iron ores	0.3490	0.1646
03.2 Non-ferrous metal ores (excluding uranium and thorium)	0.3490	0.1646
03.31 Non-roasted iron pyrites; raw or unrefined sulphur	0.3490	0.1646
03.32 Crude natural phosphates	0.3490	0.1646
03.33 Sylvinite	0.3490	0.1646
03.34 Other minerals, crude - Chemical industry and natural fertilisers	0.3490	0.1646
03.4 Salt	0.3490	0.1646
03.51 Peat	0.3490	0.1646
03.52 Natural sands - Pumice, stones, gravel, flint and pebbles	0.1922	0.1646
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 Soils and stones - Natural bitumen and asphalt - Rough gems and diamonds	0.3490	0.1646
04.1 Meat, hide and meat products	0.6963	0.2983
04.2 Fish and fish products, Fish and fish products, prepared	0.6963	0.2983
04.3 Prepared fruit and vegetable products	0.6860	0.2983
04.4 Oils, oil cake and fats	0.6036	0.2983
04.5 Dairy products and ice cream	0.6963	0.2983
04.6 Flours, processed cereals, starch products and animal feed	0.6963	0.2983
04.7 Beverages	0.6963	0.2983
04.8 Other food products n.e.c. and manufactured tobacco	0.6963	0.2983
04.9 Miscellaneous food products	0.6963	0.2975
05.1 Textile industry products	1.7428	0,8652
05.2 Clothing and furs	1.7428	0.8652
05.3 Leather, travel goods, footwear	1.7428	0.8652
06.1 Woodworking and cork products (excluding furniture)	0.6963	0.2983
06.2 Pulp, paper and paperboard	0.6963	0.2983
06.3 Publishing products, printed or reproduced products	1.7428	0.8652
07.1 Cokes and tars; agglomerates and similar solid fuels	0.4600	0.1646
07.2 Liquid refined petroleum products	0.4600	0.1646
07.3 Gaseous refined petroleum products, Gaseous refined petroleum products, liquefied	0.4600	0.1646
07.4 Refined petroleum products, solids or pastes	0.4600	0.1646
08.1 Basic mineral chemicals	0.4600	0.1646
08.2 Basic organic chemicals	0.4867	0.1646
08.3 Nitrogen compounds and fertilisers (excluding natural fertilisers)	0.4867	0.1646
08.4 Basic plastics and primary synthetic rubber	1.2423	0.6061
08.5 Pharmaceutical and parachechemical products, including pesticides	1.2423	0.6061
08.6 Rubber or plastic products	1.2423	0.6061
08.7 Nuclear fuel	1.7435	1.7435
09.1 Glass, glassware, ceramic products	1.7435	0.8655
09.2 Cements, lime and plaster	0.4600	0.1646
09.3 Other constructions materials, manufactured	0.4600	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	1.9426	1.9426
10.5 Boilers, hardware, weapons and ammunition, and other metal items	1.9717	1.9717
11.1 Agricultural machinery	0.0000	0.0000
11.2 Domestic appliances n.e.c. (white household appliances)	1.9717	1.9717
11.3 Office machinery and computing hardware	1.9717	1.9717
11.4 Electrical machinery and apparatus n.e.c.	1.9717	1.9717
11.5 Electronic components and emission and transmission apparatus	1.9717	1.9717
11.6 Sound and image receiving, recording or reproducing apparatus	1.9717	1.9717
11.7 Medical, precision, optical and horological instruments	1.9717	1.9717
11.8 Other machines, machine tools and parts	2.0654	2.0654
12.1 Automotive industry products	1.9717	1.9717

12.2 Other transport equipment	1.9717	1.9717
13.1 Furniture	1.9717	1.9717
13.2 Other manufactured articles	1.9717	1.9717
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	1.9717	1.9717
17.4 Scaffolding	1.9717	1.9717
17.5 Other non-market goods, n.e.c.	1.9717	1.9717
19.1 Goods of an indeterminate nature in containers and swap bodies	0.0000	0.0000
19.2 Other goods of an indeterminate nature	1.9717	1.9717
20. Other goods	1.9717	1.9717
<hr/>		
For packages greater than or equal to 50 tonnes¹		
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 greater than or equal to 300,000 tonnes	5.9645	5.9645

¹ Any indivisible object weighing 50 tons or more and which can only be handled as a whole, that is, in one go. Cargo dues for a unit package greater than or equal to 50 t is equal to its weight multiplied by the rate (in euros per tonne) of the category to which it belongs. Thus, cargo dues for a package weighing 75 tonnes will be worth 75* 2.3858 =**€178.93**

II – DUES PER UNIT **
(In euros per unit or multiple units)

LIVE ANIMALS	AMOUNT
- Weight less than 10 KG	0.0000
- Weight over or equal to 10 KG and less than 100 KG	0.0000
- Weight over or equal to 100 KG	0.0000

DESCRIPTION OF CARGO	UNLOADING	LOADING OR TRANSHIPMENT
VEHICLES NOT SUBJECT TO COMMERCIAL TRANSACTIONS		
- TWO-WHEELED VEHICLES	0,0000	0
- PASSENGER CARS	0,0000	0
- COACHES	0,0000	0
- LORRIES OF A TOTAL UNLADEN WEIGHT LESS THAN 5 TONNES (1)	0,0000	0
- LORRIES OF A TOTAL UNLADEN WEIGHT OVER OR EQUAL TO 5 TONNES (1)	0,0000	0
FULL LORRIES, TRAILERS OR SEMI-TRAILERS, CONTAINERS OR SWAP BODIES HANDLED BY RORO ON MAFIS OR ROAD CHASSIS (1)		
- LENGTH LESS THAN 8 METRES.....	0	0
- LENGTH OVER OR EQUAL TO 8 METRES AND LESS THAN 13 METRES.....	0	0
- LENGTH OVER OR EQUAL TO 13 METRES AND LESS THAN 16 METRES.....	0	0
- LENGTH OVER OR EQUAL TO 16 METRES.....	0	0
FULL CONTAINERS		
- LENGTH OVER OR EQUAL TO 3 METRES AND LESS THAN 6 METRES.....	6.9477	0
- LENGTH OVER OR EQUAL TO 6 METRES AND LESS THAN 8 METRES.....	8.1056	0
- LENGTH OVER OR EQUAL TO 8 METRES AND LESS THAN 10 METRES.....	13.8952	0
- LENGTH OVER 10 METRES.....	14.1732	0

(1) This flat rate replaces the taxation of cargo transported according to the category to which they belong.

****** In accordance with the provisions laid down in Article R. 5321-31 of the Code of Transport.

ARTICLE 8: Conditions for payment of dues in the table of Article 7

8.1 - For each declaration, the dues set out in Table 1 of Article 7 of this tariff shall be levied on the total weight of the cargo belonging to the same category.

a) They are paid:

- By the tonne, when the weight is greater than 900 kg;
- By the quintal, when this weight is equal to or less than 900 kg.

Any fraction of a tonne or quintal is counted as one unit.

The payment of dues by the quintal is equal to one tenth of the payment of dues per tonne.

b) Subject to exemptions applicable to frames, containers and pallet boxes, packaging shall, in principle, be charged at the same rate as the merchandise contained therein. However, where a declaration relates to merchandise belonging to more than one category, all packaging is automatically classified in the dominant category by weight.

8.2 - Declarations must indicate the total gross weight and taxable weight per category for cargo subject to dues by gross weight, and must indicate a number for goods, vehicles or containers subject to dues by unit.

In support of each declaration for goods belonging to more than one category, the declaring party must attach a summary slip showing the weight or number per declared item and per category. This slip must be dated and signed by the declaring party.

8.3 – If all goods are subject to the same declaration by weight, the declaring party may request that they be subject as a whole to the rate applicable to the highest part. In that case, no summary slip is required; the declaration must simply mention the overall weight of all declared goods.

The absence of a summary slip is tantamount to the declaring party's acceptance of the simplified payment; no subsequent request for revision on the basis of the charge by category will be accepted.

8.4 - In accordance with the provisions of Article R. 5321-51 of the Code of Transport:

- The minimum charge is set at **€5.84 €** per declaration.
- The threshold charge is set at **€5.84 €** per declaration.

8.5 - Cargo dues are not payable in the cases listed in Article R.5321-33 of the Code of Transport. This includes products delivered for refuelling, rigging or fitting-out of ships as well as miscellaneous items belonging to the crews.

SECTION III

PASSENGER DUES

For the benefit of the Chamber of Commerce of Caen-Normandy, or SPL NCO, depending on the port areas defined before

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 - Disembarked, embarked and transhipped passengers are subject to dues of **€2.41** per passenger

9.2 - The following are exempt from passenger dues:

- children under four years of age
- military personnel travelling as a unit
- shipowner's agents travelling for operational reasons and provided with a free travel pass
- public officials carrying out on-board duties.

- 50% for passengers disembarking only temporarily during the call
- 50% for trippers with a return ticket used within 72 hours
- 50% for transhipped passengers.

9.3 – Provisions on reductions up to 50% are as follows:

SECTION IV

SHIP BERTHING DUES

To the benefit of the Chamber of Commerce of Caen-Normandy, or SPL NCO, depending on the port areas defined before

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, including active fishing vessels, lacking specific dues as provided for in Chapter 8 of the equipment dues schedule, shall be subject to berthing dues, the euro rates of which shall be set under the following conditions:

Merchant ships staying in the port of Caen-Ouistreham are subject to berthing dues set on the basis of the geometric volume of the ship, calculated as indicated in Article R.5321-20-3 of the Code of Transport, by applying the rates indicated in the table below, in euros, per cubic metre and per day beyond the grace period.

Volume fraction	Rate in euros
- The first 3,000 cubic metres	0.01928
- Between 3,001 and 15,000 cubic metres	0.01743
- Between 15,001 and 45,000 cubic metres	0.01503
- Above 45,001 cubic metres	0.01097

Dues are not collected during landing, loading and transshipment operations. Ships benefit from a two-day grace period before or after commercial operations in A area. The length of stay is calculated on the basis of calendar days. Ships do not benefit from any grace period in Zones B and C.

Dues do not apply to decommissioned, overwintering and/or inactive ships; these are subject to berthing dues as laid out by the equipment tariff of the port of Caen-Ouistreham.

10.2 - Berthing dues shall be borne by the shipowner.

The minimum charge is set at **€ 9.27€** per ship, and the threshold charge is set at **€4.63** per ship.

10.3 - The following are exempt from berthing dues:

- warships
- service vessels belonging to State administrations.
- vessels assigned to piloting and towage with Caen-Ouistreham as their home port.

10.4 - After the grace period, berthing dues are payable on the last day of each calendar month and upon the ship's departure.

SECTION V

SHIP-GENERATED WASTE DUES

To the benefit of the Chamber of Commerce of Caen-Normandy, or SPL NCO, depending on the port areas defined before

ARTICLE 11:

11.1 In the port of Caen-Ouistreham, 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.

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: **€0.0166** per m³.

11.2 When ship-generated waste is delivered in accordance with the provisions of the Port of Caen-Ouistreham 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.

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

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.

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

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

- The minimum charge is set at **€10.89**
- The threshold charge is set at **€ 5.44**

11.7 Exemption from dues as provided for in Article R.5321-39-II of the Code of Transport (optional provision): Ships making regular and frequent calls, according to a prearranged itinerary and schedule, not delivering their operational waste in the port, are exempt from dues, if the ship's captain can demonstrate that they hold either a delivery certificate or a contract for the delivery of the ship's operational waste and provide proof of payment of relevant dues, such certificate or contract having been drawn up in a port of a Member State of the European Union located along the ship's effective route. This certificate must be validated by the port authorities of that port.

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:

Direct costs Direct operating costs arising from the effective delivery of ship-generated waste, including the cost items listed below.	Indirect costs Indirect administrative costs arising from the management of the system in the port, including the cost items listed below	Net income Net income from waste management systems and available national/regional funding, including the revenue items listed below
<ul style="list-style-type: none"> - Supply of port reception facility infrastructure, including containers, tanks, processing equipment, barges, lorries, waste reception facilities and processing facilities; - Concessions for the lease of the site, if applicable, or the hire of the necessary equipment for the 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 reception and handling plan, including any audits of the plan and its implementation; - Updating of the waste reception and handling plan, including labour costs and the cost of consultancy services, if applicable; - Organisation of consultation procedures for the assessment (or reassessment) of the waste reception and handling plan; - Management of cost notification and collection systems, including reduced fee 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 issuance 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 implement 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.

11.9 To apply the reduction in the fees charged in accordance with Article R. 5321-39 of the Transport Code, the port reception facility authorities 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 detailed in section 1 when calculating a reduction in the fees charged.
2. It may also take account of the criteria detailed in section 2 when calculating a reduction in the fees charged.

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 tariff enters into force under the conditions set out in Article R.5321-14 of the Code of Transport.

Definition of a regular service:

A shipping service is considered to be "regular" when it consists of a maritime service making at least 4 calls open to the public per half-year and operating on a regular route and a fixed schedule.

Setting and adhering to a route

A regular service implies adhering to a specific route, which may be either:

- a "circular" route including only one call at each port on each journey;
- or a "return" route, with two calls at each port not at either end of the route;
- or a "return" route with a significant part of the total route represented by a common section, plus one or more additional sections.

A regular service must call at all the ports on the established route. However, if ships do not call at one or more of the ports due a lack of cargo to load or unload or if they make extra calls for the opposite reason, they will nevertheless benefit from the reduction in the ports on the route if they have called at most of the scheduled ports.

Open to the public

A regular line can only be considered as "open to the public" if it is actually used by at least three shippers on each call. The shipowner must provide Ports of Normandy with the ship's manifest as proof for each call.

Communication of the schedule

The dates of arrival and departure of the ships in the different ports on the route, and the names of the ships, must be announced in good time, to facilitate the organisation of the traffic.