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**2026 PRICES**





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PORT DUTIES

2026 PRICES





**HARBOUR DUES**

**IN THE COMMERCIAL PORT OF DUNKIRK**

**INSTITUTED PURSUANT TO BOOK III**

**OF THE FRENCH TRANSPORT CODE**

**FOR THE BENEFIT OF GRAND PORT MARITIME DE  
DUNKERQUE**

**TARIFF No. 52**

**THIS TARIFF COMES INTO FORCE 1 JANUARY 2026  
IT REMAINS VALID UNTIL PUBLICATION OF A NEW TARIFF**

## SECTION I

### SHIP'S DUES

#### ARTICLE 1 – APPLICATION OF DUES

**1.1** – Dues are payable on all merchant vessels unloading or transferring passengers or cargo in the Port of Dunkirk and on all merchant vessels loading or transferring passengers or cargo there, such dues being determined according to the geometric volume  $V = L \times b \times Te$  of the vessel calculated as shown in Article R. 5321-20 of the Transport Code by application of the rates indicated in the table below in Euros per cubic metre.

The ship's dues are calculated on the basis of the volume  $V$  defined according to its physical characteristics using the following formula:

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

where  $V$  is expressed in cubic metres and rounded to the closest cubic metre (0.5 being rounded to 1),  $L$ ,  $b$  and  $Te$  representing respectively the overall length of the vessel, its maximum breadth and its maximum summer draught, and being expressed in metres and decimetres and rounded to the nearest decimetre (0.5 being rounded to 1).

The value of the vessel's maximum draught taken into account for the application of the above formula cannot be less than a theoretical value equal to:

$$0.14 \times \sqrt{L \times b}$$

( $L$  and  $b$  being respectively the vessel's overall length and maximum breadth).

Dues are also payable by vessels which carry out loading and/or discharging of empty containers exclusively during their call.

When a vessel only carries out bunkering or provisioning operations, the ship's dues are not payable, to the benefit of the mooring dues.

The dues are charged to the shipowner.

**Rates of ship's dues in Euros per m<sup>3</sup>**

Code	Type of vessel	Direction of navigation	
		Inbound	Outbound
<b>1</b> 10	<b>Passenger liners</b> Passenger liners	0.0976	0.0976
<b>2</b> 29	<b>Ferry vessels</b> Ferries	0.0797	0.0797
<b>3</b> 30 31	<b>Vessels carrying liquid hydrocarbons</b> Crude oil carriers Refined oil carriers	0.8005	0.3127
<b>4</b> 40 41 42	<b>Vessels carrying liquid gas</b> Gas carrier Methane carrier CO2	0.4546 0.4546 0.1515	0.3030 0.3030 0.1010
<b>5</b> 50 56	<b>Vessels carrying mainly bulk liquids other than hydrocarbons</b> Carriers of bulk liquids other than hydrocarbons Cargo vessels carrying mainly bulk liquids	0.6612	0.3199
<b>6</b> 62 63	<b>Vessels carrying bulksolid cargoes</b> Ore carriers Colliers	0.4904 0.4952	0.4556 0.4601
<b>6</b> 61 64 65 66 67 68	<b>Vessels carrying bulksolid cargoes</b> Alumina carriers Sand and gravel carriers Other vessels full of bulk solids Cargo vessels carrying mainly bulk solids and classified as such Grain carriers Other vessels carrying slag and clinker	0.5027	0.4672
<b>7</b> 70	<b>Reefers or refrigerated vessels</b> Refrigerated or reefer vessels	0.3267	0.1745
<b>8.1</b> 81 82	<b>RoRo vessels</b> RoRo vessels carrying mainly general cargoes RoRo vessels carrying mainly cargoes in containers	0.2550	0.1083
<b>8.2</b> 83	<b>Specialist RoRo vessels for carrying new vehicles (car carriers)</b> RoRo vessels carrying cars exclusively	0.3371	0.1988
<b>9.1</b> 90 91	<b>Container vessels</b> Specialist container carriers known as "fullycellular" Vessels with cargo mainly in containers	0.2561	0.1088
<b>9.2</b> 90	<b>Container vessels volume ≥ to 400 000 m<sup>3</sup></b> Specialist container carriers known as "fully cellular"	0.2021	0.0860

10 23	<b>Barge carriers</b> Barge carriers	0.2550	0.1083
11 21 22	<b>Hydrofoils and Hovercrafts</b> Hydrofoils Hovercraft	0.2550	0.1083
12.1 86 80	<b>Vessels other than those designated above on tramp shipping</b> Conventional cargo vessels Barges and special craft (floating equipment or platforms) and other vessels	0.4176	0.1745
12.2 86	<b>Vessels other than those designated above operated on regular lines</b> Conventional cargo vessels	0.3267	0.1745

### 1.1 – Special ships

- **1.1/1 – On arrival**, Type 6 vessels with continuous unloading equipment (self-unloading) are granted a discount of 17%.
- **1.1/2 – On departure**, Type 68 vessels (other vessels carrying slag and clinker), are granted a reduction of 41%.
- **1.1/3 - On departure**, Type 65 vessels (other full vessels with solid bulk cargoes) loading sugar in bulk and provided with on-board bagging equipment (BIBO vessels) are granted a reduction of 45%.
- **1.1/4 – On departure**, Type 62 vessels (ore carriers) or Type 63 vessels (colliers) coming to reload at the Western Bulk Terminal (QPO) only complete cargoes, of ore or coal, previously discharged from ocean-going vessels at Dunkirk are granted a reduced rate of 0.0879 Euros per m<sup>3</sup>. In the case of reloading in the Eastern Port of cargoes previously discharged from ocean-going vessels, they are granted a reduction of 41%. The rate of 0.0879 Euros per m<sup>3</sup> does not apply.
- **1.1/5 – On arrival and exit**, Ro-Ro vessels (Type 8) and container carriers (Type 9) operated on regular lines are granted a reduction of 20% of the ship's dues.
- **1.1/6 – On arrival**, ships operated on regular lines, excluding those making daily calls and classified as Type 29 (ferries), pursuant to Article 1.1/8 below, are granted a reduction of 15% on the ship's dues if they unload or load goods and passengers during the same call.
- **1.1/7 – Due to their loads**, Type 1, 2 and 9 vessels cannot be classified in another category. The same rule applies to Type 8 vessels when they perform some of their handling operations by RoRo system.

- **1.1/8** - Type 1 and 8 vessels operated on regular lines, excluding specialist RoRo vessels for carrying new vehicles (car carriers, Type 8.3), making daily calls exclusively, are classified as Type 29 (ferries).
- **1.1/9** – On departure, Type 31 vessels (tankers carrying refined products) are granted a reduction of 50 %. This measure only concerns traffic that has been loaded on a different vessel from the one which discharged refined products at Dunkirk.
- **1.1/10** – On arrival and exit, container carriers (Type 9) that refuel with LNG from Dunkerque LNG Terminal, are granted a reduction of 20% of ship's due.

**NB:** These reductions under Articles 1.1/1, 1.1/2, 1.1/3, 1.1/4, 1.1/9 and 1.2 (below) cannot be combined with the adjustments for size of load as stipulated in Article 2.

**1.2 – On arrival**, oil tankers calling at the Western Port Wharves (APF) are granted a reduction of 17%.

**1.3** – When the same vessel has to unload or transfer passengers or cargo successively in different areas of the port, it incurs the ship's dues only once, in the area with the highest rate out of all those where it has docked. The type of vessel and the adjustments and discounts applied to it are determined according to all the unloading or transhipment operations carried out by this vessel in the port.

The same provisions apply when the same ship has to load or tranship passengers or cargo successively in different areas of the port.

**1.4** – The ship's dues are paid separately for operations on the vessel's arrival or departure.

However, when a vessel does not unload or tranship either passengers or cargo, the ship's dues are only paid once on departure. When a vessel does not load either passengers or cargo, the ship's dues are only paid once on arrival. Article R. 5321-23.

**1.5** – The tariff may allow a vessel to be classified according to its dominant use on arrival in or departure from the port when this is different from the use for which it was fitted out or designed. Article R. 5321-21.

**1.6** – In accordance with the provisions of Article R. 5321-22, ship's dues do not apply to the following vessels:

- vessels providing assistance to ships, and in particular pilotage, towage, boatage and rescue services;
- vessels carrying out waste collection and pollution control;
- vessels carrying out maintenance dredging, maritime signalling, firefighting and administrative services;
- laid-up vessels which are not carrying out any commercial operations;
- vessels that cannot access a harbour installation and have to carry out their unloading, loading or transhipment operations outside the harbour;
- vessels on cultural or humanitarian missions or which are of general interest for the maritime heritage.

**1.7** – In accordance with the provisions of Article R. 5321-51:

- the minimum port dues to be levied are 47.00 Euros;
- no harbour dues will be charged if the amount due is less than 23.50 Euros.

**ARTICLE 2 – ADJUSTMENT OF SHIP'S DUES FOR THE CARRIAGE OF PASSENGERS AND/OR CARGO.**  
**ARTICLE R. 5321-24 of the Transport Code.**

When the vessel is used for more than one purpose, the dues are adjusted according to its dominant purpose. Article R. 5321-24.

**2.1 – Adjustments for passengers. Article R. 5321-24.**

The adjustments for vessels carrying passengers are based on the ratio between the number of passengers disembarked, embarked or transferred and the vessel's passenger capacity as follows:

ratio of not more than	0.6666	reduction of 10%
ratio of not more than	0.5000	reduction of 30%
ratio of not more than	0.2500	reduction of 50%
ratio of not more than	0.1250	reduction of 60%
ratio of not more than	0.0500	reduction of 70%
ratio of not more than	0.0200	reduction of 80%
ratio of not more than	0.0100	reduction of 95%

**2.2 – Adjustments for cargo. Article R. 5321-24.**

**2.2/1** – The adjustments for vessels carrying cargo are based on the ratio between the tonnage of the cargo unloaded, loaded or transhipped and the volume V of the vessel calculated in accordance with Article R 5321-20 as follows:

ratio of not more than	0.1333	reduction of 10%
ratio of not more than	0.1000	reduction of 30%
ratio of not more than	0.0500	reduction of 50%
ratio of not more than	0.0250	reduction of 60%
ratio of not more than	0.0100	reduction of 70%
ratio of not more than	0.0040	reduction of 80%
ratio of not more than	0.0020	reduction of 95%

**2.2/2** – For vessels of regular lines on arrival, excluding those only making daily connections by ferry (Type 29), when the ratio "R" between the number of tonnes of cargo unloaded and the volume V, calculated according to Article R 5321-20, does not exceed the rates below, the dues on arrival are reduced in the following proportions:

ratio of not more than	0.1333	reduction of 10%
ratio of not more than	0.1000	reduction of 30%
ratio of not more than	0.0500	reduction of 50%
ratio of not more than	0.0250	reduction of 55%
ratio of not more than	0.0225	reduction of 60%
ratio of not more than	0.0200	reduction of 65%
ratio of not more than	0.0175	reduction of 70%
ratio of not more than	0.0150	reduction of 75%
ratio of not more than	0.0125	reduction of 80%
ratio of not more than	0.0100	reduction of 85%
ratio of not more than	0.0040	reduction of 90%
ratio of not more than	0.0020	reduction of 95%
ratio of not more than	0.0010	reduction of 97%

**2.2/3** - For Type 6 vessels carrying dry cargoes in bulk (Type 6) calling at the Western Port, whose volume as defined in R 5321-20 is greater than 200,000 m<sup>3</sup>, the ratio "R" between the number of tonnes unloaded and the product by 4 of the volume calculated according to Article R 5321-20 does not exceed the rate below, the dues on arrival are reduced in the following proportions:

ratio of not more than	0.106	reduction of 32%
ratio of not more than	0.088	reduction of 45%
ratio of not more than	0.067	reduction of 58%
ratio of not more than	0.050	reduction of 70%

**2.2/4** - For Type 6 vessels carrying dry cargoes in bulk (Type 6) and coming to load grain, the ratio "R" between the number of tonnes loaded and the product by 4 of the volume calculated according to Article R 5321-20 does not exceed the rate below, the dues on departure are reduced in the following proportions:

ratio of not more than	0.066	reduction of 15%
ratio of not more than	0.045	reduction of 20%
ratio of not more than	0.035	reduction of 30%
ratio of not more than	0.025	reduction of 50%

### **2.3 – Other special cases**

For vessels carrying passengers only, when the number of passengers disembarked, embarked or transferred is less than 20, the dues on arrival or departure cannot exceed the minimum indicated in Article 1.7.

For vessels carrying cargo only, when the number of tonnes unloaded, loaded or transhipped is less than 20, the dues on arrival or departure cannot exceed the minimum indicated in Article 1.7.

For vessels carrying passengers and cargo, if one of these thresholds (20 tonnes or 20 passengers) is exceeded, the normal rate (volume x rate x possible reduction) applies.

### **2.4 – Bunkering, provisioning and operational waste**

The adjustments stipulated in Nos. 2.1 and 2.2 above do not apply to vessels only carrying out bunkering or provisioning operations or discharging operational waste or cargo residues. Article R. 5321-24.

### **2.5 – Combined reductions**

The reductions stipulated in Article 2 cannot be combined; the most advantageous one alone applies to the vessel. Similarly, the reductions under Article 1 cannot be combined with those of Article 2, and the most advantageous one applies.

### **2.6 – Discounts**

The discounts stipulated in this Article 2 cannot be combined with those mentioned in Article 3. When the taxpayer also meets the conditions of Article 3, he is granted the most favourable rate.

## **ARTICLE 3 – ADJUSTMENT OF SHIP'S DUES ACCORDING TO FREQUENCY OF CALLS. ARTICLE R. 5321-24 of the Transport Code.**

### **3.1 – Adjustments for frequency of calls. Article R. 5321-24.**

For vessels of regular lines open to the public following a previously defined route and schedule, the rates of dues per type of vessel are reduced as follows, according to the number of departures of the line over the preceding period of 31 days (including the day of the ship's departure):

1 departure	reduction of 30%
2 departures	reduction of 40%
3 departures	reduction of 50%
4 departures	reduction of 60%
5 to 14 departures	reduction of 70%
15 to 90 departures	reduction of 84%
More than 90 departures	reduction of 91%

To benefit from the reductions stipulated in this article, the regular lines must provide evidence of at least six departures during the preceding 12 months and that they have filed a request for adjustment with the Customs Authority.

When the adjustment is approved, the reductions stipulated in this article apply retroactively to the first six calls.

If the calls on a line are stopped, a declaration of suspension must be made. Any information or change must be reported to the Customs Authority.

The "regular line" certification is automatically withdrawn if no movements have taken place for nine consecutive months.

To obtain renewed certification, a new request must be filed when the regular schedule is resumed.

### 3.2 – Discounts for transhipment

For vessels of regular lines container carriers (Type 9) unloading, loading or transhipping cargo, when the proportion of gross tonnage transhipped from ocean-going vessel to ocean-going vessel is at least 10% of the gross tonnage loaded or unloaded, an adjustment on the reference dues is granted in the following proportions:

proportion of transhipment lower than 10%	adjustment of 0%
proportion of transhipment lower than 20%	adjustment of 5%
proportion of transhipment lower than 30%	adjustment of 10%
proportion of transhipment lower than 40%	adjustment of 20%
proportion of transhipment lower than 50%	adjustment of 25%
proportion of transhipment 50% or more	adjustment of 30%

For each call, the ship's agent must present GPMD with the supporting documents making it possible to monitor the correct application of this new measure.

### 3.3 – Discounts

The discounts stipulated in this Article 3 cannot be combined with those mentioned in Article 2. When the taxpayer also meets the conditions of Article 2, he is granted the most favourable rate.

## ARTICLE 4 – ADDITIONAL DISCOUNT STIPULATED IN ARTICLE R. 5321-25 of the Transport Code.

**Not applicable**

## ARTICLE 5 – ADJUSTMENT POSSIBILITIES STIPULATED IN ARTICLE R. 5321-27 of the Transport Code.

**Not applicable**

## **ARTICLE 6 – CONTRIBUTION TO THE COUNCIL TO THE WELL-BEING OF THE SEAFARERS**

According to the article 29 of the law n° 2016-816 of the 20<sup>th</sup> of June 2016 for the “économie bleue”, the port due is also collected for the boat crew. It is hereby established an additional fee on the crew name per call linked to the ship length.

Vessels less than 110 meters:	€ 37
Vessels less than 140 meters:	€ 41
Vessels less than 190 meters:	€ 46
Vessels from 190 meters:	€ 51

Are excluded:

- Ferries
- Vessel not engaged in commercial operation.

These funds are collected by the custom on behalf of the GPMD. This latter will pay to the association manager of the designated service of the crew in application with the regulation.

## **SPECIAL RATE PROVISIONS**

An incentive for less polluting ships in terms of air quality has been applied by the Major Seaport of Dunkerque since January 1, 2019.

Another incentive measure in favor of the modal shift of containerized activity is proposed as of January 1, 2023.

It does not form part of the standard port dues.

## SECTION II

### CARGO DUES

#### ARTICLE 7 – APPLICATION OF THE CARGO DUES STIPULATED IN ARTICLES R. 5321-30 to R. 5321-33 of the Transport Code.

**7.1** – Dues are payable on goods unloaded, loaded or transhipped in the Port of Dunkirk, except accompanied vehicles and the goods which they contain, calculated pursuant to the NST (Statistical Nomenclature of goods in Transport) code as follows:

#### I – DUES BY GROSS WEIGHT IN EUROS PER TONNE

Div	Group	Cat. CPA2008	Sub-Cat CPA2008	Unload. & trans.	Load.	Description
1						Products of agriculture, hunting and fishery; fish and other fishery products
	01.1			0	0	Cereals
	01.2			0	0	Potatoes
	01.3			0	0	Sugar beet
	01.4			0	0	Other fresh fruit and vegetables
	01.5			0	0	Products of forestry and logging
	01.6			0	0	Living plants and flowers
	01.7			0	0	Other plant-based matter
	01.8			0	0	Live animals
	01.9			0	0	Raw cow's, sheep's and goat's milk
	01.A			0	0	Other animal-based raw materials
	01.B			0	0	Fishery and aquaculture products
2						Coal and lignite; crude oil and natural gas
	02.1			0	0	Coal and lignite
	02.2			0.06	0.06	Crude oil
except	06.10.2	06.10.20		0.23	0.08	Bituminous sand and shale
	02.3			0.23	0.08	Natural gas

3						Metal ores and other mining and quarrying products; peat; uranium and thorium ores
	<b>03.1</b>			<b>0</b>	<b>0</b>	<b>Iron ore</b>
	<b>03.2</b>			<b>0</b>	<b>0</b>	<b>Non-ferrous metal ores (excluding uranium and thorium)</b>
	<b>03.3</b>			<b>0</b>	<b>0</b>	<b>Minerals (crude) for the chemical industry and natural fertilisers</b>
except	<b>08.91.1</b>	<b>08.91.12</b>	<b>0.16</b>	<b>0</b>		<i>Non-roasted iron pyrites; raw or unrefined sulphur</i>
	<b>08.91.1</b>	<b>08.91.19</b>	<b>0.16</b>	<b>0</b>		<i>Other chemical minerals and mineral fertilisers</i>
	<b>03.4</b>			<b>0.16</b>	<b>0</b>	<b>Salt</b>
	<b>03.5</b>			<b>0.16</b>	<b>0</b>	<b>Stone, sand, gravel, clay, peat and other mining products n.e.c.</b>
except	<b>08.12.1</b>	<b>08.12.11</b>	<b>0.08</b>	<b>0</b>		<i>Natural sand</i>
	<b>08.12.1</b>	<b>08.12.12</b>	<b>0.08</b>	<b>0</b>		<i>Aggregates, crushed rock; pebbles and gravel; porphyry</i>
	<b>08.12.2</b>	<b>08.12.21</b>	<b>0</b>	<b>0</b>		<i>Kaolin and other kaolinite clays</i>
	<b>08.12.2</b>	<b>08.12.22</b>	<b>0.08</b>	<b>0</b>		<i>Other clays, andalusite, kyanite, sillimanite; mullite; chamotte and dinas earths</i>
	<b>08.92.1</b>	<b>08.92.10</b>	<b>0</b>	<b>0</b>		<i>Peat</i>
	<b>08.99.2</b>	<b>08.99.22</b>	<b>0.08</b>	<b>0</b>		<i>industrial diamonds, unworked or simply sawn, cleaved or bruted, pumice stone, emery, natural corundum, natural garnet and other natural abrasives</i>
	<b>03.6</b>			<b>0</b>	<b>0</b>	<b>Uranium and thorium ores</b>
4						Food products, beverages and tobacco
	<b>04.1</b>			<b>0</b>	<b>0</b>	<b>Meat, hides and meat-based products</b>
	<b>04.2</b>			<b>0</b>	<b>0</b>	<b>Fish and fishery products, prepared</b>
	<b>04.3</b>			<b>0</b>	<b>0</b>	<b>Fruit- and vegetable-based products</b>
except	<b>10.32.1</b>		<b>0.52</b>	<b>0.14</b>		<i>Fruit and vegetable juices</i>
	<b>04.4</b>		<b>0.25</b>	<b>0.08</b>		<b>Oils, oil-cakes and fatty substances</b>
	<b>04.5</b>		<b>0</b>	<b>0</b>		<b>Dairy products and ice-creams</b>
	<b>04.6</b>		<b>0</b>	<b>0</b>		<b>Flour, processed cereals, starch products and animal feed</b>
	<b>04.7</b>		<b>0</b>	<b>0</b>		<b>Beverages and other food products</b>
except	<b>11.06.1</b>	<b>11.06.10</b>	<b>0.52</b>	<b>0</b>		<i>Malt</i>
	<b>04.8</b>		<b>0</b>	<b>0</b>		<b>Other food products n.e.c. and processed tobacco (excluding food groupage and parcel service)</b>
5				<b>0</b>	<b>0</b>	Textiles and textile products; leather and leather articles
6						Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp; paper and paper products, printed matter and recorded media
	<b>06.1</b>			<b>0</b>	<b>0</b>	<b>Wood-working and cork-working products (except furniture)</b>
except	<b>16.10.3</b>	<b>16.10.32</b>	<b>1.02</b>	<b>0.28</b>		<i>Wooden railway sleepers, impregnated</i>
	<b>16.10.3</b>	<b>16.10.39</b>	<b>1.02</b>	<b>0.28</b>		<i>Other raw wood, including split stakes and posts</i>
	<b>16.21.1</b>	<b>16.21.11</b>	<b>0.3</b>	<b>0.28</b>		<i>Plywood, veneered wood and similar laminated wood, of bamboo</i>
	<b>16.21.1</b>	<b>16.21.12</b>	<b>0.3</b>	<b>0.28</b>		<i>Other plywood, veneered wood and similar laminated wood</i>
	<b>16.23.1</b>	<b>16.23.12</b>	<b>1.02</b>	<b>0.28</b>		<i>Formwork for concreting, shingles, of wood</i>
	<b>16.23.1</b>	<b>16.23.19</b>	<b>1.02</b>	<b>0.28</b>		<i>Joinery and framing components, of wood, n.e.c.</i>
	<b>06.2</b>			<b>1.02</b>	<b>0.28</b>	<b>Pulp, paper and cardboard</b>
except	<b>17.11.1</b>			<b>0.48</b>	<b>0.18</b>	<i>Pulp of wood and other cellulose fibre materials</i>
	<b>06.3</b>			<b>0</b>	<b>0</b>	<b>Published matter, printed or reproduced matter</b>

7						Coke and refined petroleum products
	<b>07.1</b>			<b>0</b>	<b>0</b>	<b>Cokes and tars; briquettes and similar solid fuels</b>
	except	19.10.2	19.10.20	0.38	0.14	<i>Tar of coal, lignite or peat; other mineral tars, pitch and liquid pitch coke</i>
		19.10.3	19.10.30	0.38	0.14	<i>Pitch and pitch coke</i>
	<b>07.2</b>			<b>0.39</b>	<b>0.07</b>	<b>Liquid refined petroleum products</b>
	except	19.20.2	19.20.27	0.22	0.07	<i>Medium petroleum oils; middle fractions n.e.c.; naphtha</i>
		19.20.2	19.20.29	0.21	0.07	<i>Lubricating petroleum oils; heavy fractions n.e.c.</i>
	<b>07.3</b>			<b>0.23</b>	<b>0.08</b>	<b>Gaseous, liquefied or compressed refined petroleum products</b>
	<b>07.4</b>			<b>0</b>	<b>0</b>	<b>Solid or pasty refined petroleum products ; petroleum coke</b>
	except	19.20.4	19.20.41	0.21	0.07	<i>Vaseline; paraffin; waxes of petroleum and other bitumens and asphalts ; petroleum bitumen</i>
8	<b>Group</b>					Chemicals and man-made fibres; rubber or plastic products; nuclear industry products
	<b>08.1</b>			<b>0.38</b>	<b>0.14</b>	<b>Basic mineral chemicals</b>
	except	20.11.1	20.11.12	0	0	<i>Carbon dioxide and other inorganic oxygen compounds of non-metallic elements</i>
		20.13.4	20.13.43	00.16	00.18	<i>Carbonates</i>
		20.13.6	20.13.67	0	0	<i>Roasted iron pyrites</i>
		35.21.1	35.21.10	0.23	0.08	<i>Coal gas, water gas, producer gas and similar gases, other than petroleum gas</i>
	<b>08.2</b>			<b>0.38</b>	<b>0.14</b>	<b>Basic organic chemicals</b>
	except	20.14.7	20.14.72	0	0	<i>Charcoal</i>
	<b>08.3</b>			<b>0</b>	<b>0</b>	<b>Nitrogen products and fertilisers (excluding natural fertilisers)</b>
	except	20.15.1	20.15.10	0.38	0.14	<i>Nitric acid; sulphonitric acids; ammonia</i>
	except	20.15.2	20.15.20	0.38	0.14	<i>Ammonium chloride; nitrites</i>
	<b>08.4</b>			<b>0.48</b>	<b>0.18</b>	<b>Basic plastics and primary synthetic rubber</b>
	except	20.17.1	20.17.10	0	0	<i>Synthetic rubber in primary forms</i>
	<b>08.5</b>			<b>0.48</b>	<b>0.18</b>	<b>Pharmaceutical and parchemical products, including pesticides and other agrochemical products</b>
	except	20.41.1	20.41.10	0.38	0.14	<i>Glycerine</i>
		20.59.4	20.59.41	0.21	0.07	<i>Special lubricants</i>
		21.10.1	21.10.10	0.38	0.14	<i>Salicylic acid and its derivatives, salts and esters</i>
		21.10.2	21.10.20	0.38	0.14	<i>Lysine, glutamic acid and their salts; quaternary ammonium salts and hydroxides; phosphoamino-lipids; amides and their derivatives and salts</i>
		21.10.3		0.38	0.14	<i>Lactones n.e.c., heterocyclic compounds with nitrogen heteroatom(s) exclusively, whose structure includes an uncondensed pyrazole cycle, a pyrimidine cycle, a piperazine cycle, an uncondensed triazine cycle or phenothiazine cycles without other condensations; hydantoin and its derivatives; sulphonamides</i>
		21.10.4	21.10.40	0.38	0.14	<i>Chemically pure sugars, n.e.c.; sugar ethers and sugar esters and their salts n.e.c.</i>
	<b>08.6</b>			<b>1.02</b>	<b>0.28</b>	<b>Rubber or plastic products</b>
	except	22.19.1	22.19.10	0	0	<i>Regenerated rubber in primary forms or in plates, sheets or strips</i>
		22.21.1	22.21.10	0.48	0.18	<i>Monofilaments larger than 1 mm, rods, bars and sections, in plastic</i>
		22.21.2		0.48	0.18	<i>Tubes, pipes and their accessories, in plastic</i>
		22.21.3	22.21.30	0.48	0.18	<i>Plastic plates, sheets, films, strips and blades, not fitted with a support or associated with other materials</i>
		22.21.4	22.21.41	0.48	0.18	<i>Other plastic plates, sheets, films, strips and blades</i>

		22.29.2		0.48	0.18	Other plastic products n.e.c.
	08.7			0.38	0.14	Nuclear industry products
9						Other non-metal mineral products
	09.1			1.02	0.21	Glass, glassware, ceramics and porcelain
	except	23.20.1	23.20.11	0.31	0.09	Bricks, floor tiles, wall tiles and other ceramic products made of siliceous fossil meal or siliceous earth
		23.20.1	23.20.12	0.31	0.09	Bricks, floor tiles, wall tiles and refractory ceramic building materials, other than those made of siliceous fossil meal or siliceous earth
		23.20.1	23.20.13	0	0	Cement, mortar, concrete and similar refractory compositions n.e.c.
		23.20.1	23.20.14	0.31	0.09	Unbaked refractory products and other refractory ceramic products
		23.31.1	23.31.10	0.31	0.09	Ceramic wall tiles and floor tiles
		23.32.1		0.31	0.09	Roof tiles, bricks and building materials made of terracotta
	09.2			0	0	Cement, lime and plaster
	09.3			0.31	0.09	Other building materials, manufactured
10						Basic metals; fabricated metal products, except machinery and equipment
	10.1			0	0	Steel products and steel processing products (excluding tubes and pipes)
	10.2			0	0	Non-ferrous metals and derivative products
	10.3			0	0	Tubes and pipes
	10.4			1.02	0.28	Metal components for construction
	10.5			1.02	0.28	Boilers, hardware, weapons and ammunition and other metal manufactured articles
11						Machinery and equipment, n.e.c.; office machinery and computers; electrical machinery and apparatus, n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments, watches and clocks
	11.1			0.31	0.28	Agricultural machines
	11.2			0	0	Domestic appliances (electrical white goods)
	11.3			0	0	Other domestic appliances
	11.4			1.02	0.28	Electrical machinery and apparatus n.e.c.
	11.5			0	0	Electronic components and broadcasting and transmission apparatus
	11.6			0	0	Appliances for receiving, recording or reproducing sound or images (brown goods)
	11.7			0	0	Medical, precision and optical instruments, watches and clocks
	11.8			1.02	0.28	Other machines, machine-tools, weapons and ammunition and parts
	except	28.92.2		0.31	0.28	Other machinery and apparatus for earthworks, levelling, stripping, compacting, excavation of earth, minerals or ore, self-propelled (including bulldozers, mechanical shovels and rollers)
		28.92.3	28.92.30	0.31	0.28	Other public works equipment
		28.92.4	28.92.40	0.31	0.28	Machines for sorting, crushing and mixing earth, stone, ore and other mineral substances
		28.92.5	28.92.50	0.31	0.28	Worksite tractors
		28.92.6		0.31	0.28	Parts of machines for excavation or construction

12						Transport equipment
12.1			0	0		<b>Automobile industry products</b>
12.2			1.02	0.28		<b>Other transport equipment</b>
except	30.11.4	30.11.40	0	2.33		<i>Offshore drilling platforms</i>
	30.20.3		0	0		<i>Other railway rolling stock (wagons)</i>
	30.20.4	30.20.40	0	0		<i>Parts of traction equipment and rolling stock; chassis and accessories and their parts; traffic control equipment</i>
13			0	0		Furniture; other manufactured goods n.e.c.
14						Secondary raw materials; municipal waste and other waste
14.1			1.02	0.28		<b>Household waste and municipal waste</b>
14.2			0	0		<b>Other waste and secondary raw materials</b>
except	25.50.2	25.50.20	1.02	0.28		<i>Powder metallurgy waste</i>
	37.00.2	37.00.20	1.02	0.28		<i>Sewage sludge</i>
	38.11.3	38.11.39	1.02	0.28		<i>Other non-hazardous non-recyclable waste</i>
	38.11.4	38.11.41	1.02	0.28		<i>Ships and other floating structures, to be demolished</i>
	38.11.4	38.11.49	1.02	0.28		<i>Wrecks, other than ships and floating structures, to be dismantled</i>
	38.12.2	38.12.21	0.48	0.18		<i>Irradiated nuclear fuels</i>
	38.12.22	38.12.22	0.48	0.18		<i>Pharmaceutical waste</i>
	38.12.2	38.12.23	0.48	0.18		<i>Other hazardous medical waste</i>
	38.12.2	38.12.24	0.48	0.18		<i>Hazardous chemical waste</i>
	38.12.2	38.12.25	0.48	0.18		<i>Used oils</i>
	38.12.2	38.12.26	0.48	0.18		<i>Hazardous metal waste</i>
	38.12.2	38.12.27	0.48	0.18		<i>Waste and debris of electric batteries and accumulators</i>
	38.12.2	38.21.29	0.48	0.18		<i>Other hazardous waste</i>
	38.21.3	38.21.30	0.48	0.18		<i>Organic solvent waste</i>
15			0	0		Mail, parcels
16			0	0		Equipment and machinery used in the transport of goods
17			1.02	0.28		Goods moved in the course of removals (household effects and office furniture); luggage and articles accompanying passengers; motor vehicles being moved for repair; other non-market goods, n.e.c.
18			0	0		Grouped goods: a mixture of types of goods which are transported together
19			1.02	0.28		Unidentifiable goods; goods which for any reason cannot be identified and therefore cannot be assigned to Groups 1 to 16
20			1.02	0.28		Other goods, n.e.c.

**DUES PER ITEM  
IN EUROS PER ITEM**

NST nomenclature No.	Description of goods	Unloading and transhipment	Loading
<b>00</b>	<b>Live animals</b>	0	0
9100	New private vehicles and new utility vehicles of less than 3 T	0	0
	Vehicles not for commercial transaction (1)		
9991	Tourist vehicles	0.00	0.00
9992	Empty trucks	0.00	0.00
9993	Loaded trucks	0.00	0.00
9994	Unaccompanied empty trailers	0.00	0.00
9995	Unaccompanied loaded trailers	0.00	0.00
9996	Coaches	0.00	0.00
9997	Loaded wagons	0.00	0.00
9998	Empty wagons	0	0
9917	Full containers	0	0

**(1)** This tax replaces the taxation on transported goods according to their category.

**7.2** – The cargo dues are charged to the shipper or the consignee.

Hydrocarbons intended for the provisioning of ocean-going vessels (bunkering) calling at the port of Dunkirk are not subject to cargo dues.

Goods in containers, accompanied and unaccompanied trailers are not subject to cargo dues.

## **ARTICLE 8**

**8.1** – For each declaration, the dues stipulated in Part 1 of the table in Article 7 of this tariff are payable on the total weight of cargo of the same category:

a) they are payable:

- per tonne, when the taxable weight is greater than 900 kg
- per hundredweight (CWT), when this weight is 900 kg or less.

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

The payment of the dues per hundredweight is equal to one-tenth of the payment of the dues.

b) Subject to the exemptions applicable to crates, containers and pallet boxes, packing materials are in principle subject to the same rate as the goods which they contain. However, when a declaration covers goods of multiple categories, all the packing materials are automatically classified in the dominant category by weight.

**8.2** – The declarations must mention the total gross weight and the taxable weight per category for goods taxed by gross weight and the number of items of merchandise, animals, vehicles or containers taxed per unit.

In support of each declaration for goods of multiple categories, the declarant must attach a summary form indicating the weight or number per item declared and per category. This form must be dated and signed by the declarant.

**8.3** – If all the goods are covered by the same declaration by weight, the taxpayer may request that they are all taxed at the highest rate. No summary form is then required; the declaration must simply mention the total weight of the goods declared.

The absence of a summary form implies the declarant's acceptance of simplified payment and no subsequent request for a review based on taxation per category will be accepted.

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

- the minimum charge is 1 Euro per declaration
- no dues are payable if the charge is less than 0.5 Euro per declaration.

**8.5** – Cargo dues are not payable in the cases listed in Article R 5321-33.

Table of correlation NST/R – NST 2007

NST/R	Description	Div	Grp	Cat. CPA2008	Sub-Cat CPA2008	Description
19	Other Animals	1	01.8	01.49.1	01.49.19	Other farm animals n.e.c., live
110	Wheat	1	01.1	01.11.1	01.11.11	Durum wheat
120	Barley	1	01.1	01.11.3	01.11.31	Barley
130	Rye	1	01.1	01.11.3	01.11.32	Rye
140	Oats	1	01.1	01.11.3	01.11.33	Oats
150	Maize	1	01.1	01.11.2	01.11.20	Maize
160	Rice	1	01.1	01.12.1	01.12.10	Rice, not husked
199	Other Cereals n.e.c.	1	01.1	01.11.4	01.11.49	Other cereals
200	Potatoes	1	01.2	01.13.5	01.13.51	Potatoes
310	Citrus Fruits	1	01.4	01.23.1	01.23.19	Other citrus fruits
350	Bananas	1	01.4	01.22.1	01.22.12	Bananas, plantains and the like
351	Apples	1	01.4	01.24.1	01.24.10	Apples
359	Other Fresh Fruits and Nuts	1	01.4	01.24.2	01.24.29	Other pip and stone fruits n.e.c.
399	Other Fresh Vegetables	1	01.4	01.13.1	01.13.19	Other leafy or stem vegetables
410	Wool and Other Animal Hair	5	05.1	13.10.2	13.10.22	Degreased or carbonised wool, not carded or combed
420	Cotton	5	05.1	13.10.2	13.10.25	Cotton, carded or combed
421	Sisal	5	05.1	13.10.9	13.10.92	Reclaimed cotton and other cotton waste
422	Jute	1	01.7	01.16.1	01.16.12	Jute, Kenaf and other bast fibres, crude or retted, excluding flax, common hemp and ramie
430	Artificial and Man-Made Textile Fibres	5	05.1	13.10.3	13.10.31	Discontinuous man-made fibres, carded, combed or otherwise prepared
450	Vegetable Textile Fibres	1	01.7	01.16.1	01.16.19	Flax, common hemp and crude plant fibres n.e.c.
490	Rags, Textile Waste	5	05.1	13.94.2	13.94.20	Rags, cordage waste and used textile articles
510	Pulpwood	1	01.5	02.20.1	02.20.13	Tropical wood logs
520	Mining Timber	1	01.5	02.20.1	02.20.13	Tropical wood logs
550	Other Tropical Wood Logs	6	06.1	16.10.3	16.10.31	Wood untreated, painted, dyed or treated with creosote or other preservatives
551	Other Non-Tropical Wood Logs	1	01.5	02.20.1	02.20.12	Hardwood logs, excluding tropical woods
560	Bearers, Squared or Sawn Wood	6	06.1	16.10.1	16.10.10	Wood, sawn or chipped lengthwise, sliced or peeled, more than 6 mm thick; wooden railway sleepers, untreated
570	Fuel Wood, Wood Charcoal, Wood Waste	1	01.5	02.20.1	02.20.14	Fuel wood
571	Raw Cork and Cork Waste	1	01.5	02.30.2	02.30.20	Cork, natural, raw or simply prepared
600	Sugar Beets	1	01.3	01.13.7	01.13.71	Sugar beets
910	Raw Hides	4	04.1	10.11.4	10.11.43	Other raw leathers and hides of bovines or equines
911	Raw Furskins	4	04.1	10.11.4	10.11.43	Other raw leathers and hides of bovines or equines
912	Waste of Leather and Other Hides	14	14.2	38.11.5	38.11.57	Leather waste
920	Natural Rubber	1	01.7	01.29.1	01.29.10	Raw natural rubber
929	Synthetic Rubber	8	08.4	20.17.1	20.17.10	Synthetic rubber in primary forms

990	Cut Fresh Flowers	1	01.6	01.19.2	01.19.21	Cut flowers and flower buds
991	Live and Other Plants	1	01.5	02.30.3	02.30.30	Parts of plants, grasses, mosses and lichens for ornamental uses
999	Animal or Plant based Raw Materials	1	01.7	01.29.3	01.29.30	Plant-based raw materials used mainly for basketry, upholstery, dyeing or tanning
1110	Raw Sugar	4	04.8	10.81.1	10.81.11	Cane or beet sugar, raw, solid
1120	Refined Sugar	4	04.8	10.81.1	10.81.12	Refined cane or beet sugar and chemically pure saccharose, solid, without flavouring or colouring
1130	Molasses	4	04.8	10.81.1	10.81.14	Molasses
1210	Wine, Grape Must	4	04.7	11.02.1	11.02.12	Wine of fresh grapes, excluding sparkling wines; grape must
1220	Beer	4	04.7	11.05.1	11.05.10	Beer, excluding brewer's residues
1250	Rum	4	04.7	11.01.1	11.01.10	Distilled alcoholic beverages
1259	Other Alcoholic Beverages	4	04.7	11.03.1	11.03.10	Other fermented beverages (cider, perry, mead); mixtures of alcoholic beverages
1280	Non-Alcoholic Beverages	4	04.7	11.07.1	11.07.11	Mineral and aerated water, unsweetened, unflavoured
1310	Coffee	4	04.8	10.83.1	10.83.11	Coffee, decaffeinated or roasted
1320	Cocoa and Chocolate	4	04.8	10.82.1	10.82.11	Cocoa paste, fat-reduced or not
1330	Tea, Mate, Spices	4	04.8	10.83.1	10.83.13	Green tea (unfermented), black tea (fermented) and partially fermented tea, in packs of no more than 3 kg
1340	Raw Tobacco and Tobacco Waste	4	04.8	12.00.2	12.00.20	Tobacco waste
1350	Processed Tobacco	4	04.8	12.00.1	12.00.11	Cigars, cigarillos and cigarettes containing tobacco or substitutes
1360	Glucose, Dextrose, Other Sugars, Confectionery, Honey	4	04.6	10.62.1	10.62.13	Glucose and glucose syrup; fructose and fructose syrup; invert sugar; sugars and sugar syrups n.e.c.
1390	Prepared Foods using Stimulants and Spices	4	04.8	10.85.1	10.85.19	Other prepared dishes (including frozen pizzas)
1410	Fresh, Refrigerated and Frozen Meat	4	04.1	10.11.3	10.11.39	Other meats and edible offal, fresh, refrigerated or frozen
1420	Fish & Shellfish, Fresh, Frozen	4	04.2	10.20.1	10.20.13	Fish, frozen
1421	Salted Dried Cod	4	04.2	10.20.2	10.20.21	Fish fillets dried and salted but not smoked
1429	Other Dried Salted Fish	4	04.2	10.20.2	10.20.23	Fish, dried, salted or unsalted, or in brine
1430	Fresh Milk and Fresh Cream	4	04.5	10.51.1	10.51.12	Milk and cream containing more than 6% fat, not evaporated or sweetened
1432	Bakery Products, Pastries and Cakes	4	04.8	10.72.1	10.72.19	Other biscuits or preserved pastry products
1433	Children's and Dietary Food Products	4	04.5	10.51.1	10.51.12	Milk and cream containing more than 6% fat, not evaporated or sweetened
1440	Butter, Cheese, Other Dairy Products	4	04.5	10.51.5	10.51.56	Dairy products n.e.c.
1450	Margarine, Lard, Edible Fats	4	04.1	10.11.5	10.11.50	Fat of slaughter animals
1460	Eggs	1	01.A	01.47.2	01.47.21	Hens' eggs, in shell, fresh
1470	Meat, Dried, Salted, Smoked, Preserved	4	04.1	10.13.1	10.13.15	Other preparations and preserves made of meat, offal and blood, excluding prepared dishes
1480	Preparations and Preserves of Fish and Shellfish	4	04.2	10.20.2	10.20.25	Other fish-based preparations and preserves, excluding prepared dishes
1610	Flours, Semolinas, Groats	4	04.6	10.61.2	10.61.21	Wheat flour
1620	Malt	4	04.7	11.06.1	11.06.10	Malt
1630	Other Cereal-Based Products	4	04.6	10.61.3	10.61.33	Breakfast cereals and other cereal-based products
1640	Dates and Figs, Dried	1	01.4	01.22.1	01.22.13	Dates
1649	Fruit Preparations and Preserves	4	04.3	10.39.2	10.39.24	Fruits treated for temporary preservation, unfit for immediate consumption
1650	Dried vegetables	1	01.4	01.11.7	01.11.79	Pulses, dried, n.e.c.
1660	Vegetable-Based Preserves	4	04.8	10.85.1	10.85.13	Vegetable-based prepared dishes

1670	Hops	1	01.7	01.28.2	01.28.20	Hop cones
1710	Straw, Hay, Chaff	1	01.7	01.11.5	01.11.50	Straw and chaff
1720	Oil-cakes	4	04.4	10.41.4	10.41.41	Oil-cakes and other solid residues of vegetable oils and fats
1790	Bran and Other Mill Residues for Animal Feed	4	04.6	10.61.4	10.61.40	Bran and other mill residues
1810	Peanuts	1	01.7	01.11.8	01.11.82	Peanuts, in shell
1811	Other Nuts, Almonds, Oilseed Grains n.e.c.	1	01.7	01.11.9	01.11.99	Other oil-seed plants n.e.c.
1820	Animal and Vegetable Oils and Fats	4	04.4	10.41.5	10.41.59	Other oils and their fractions, refined, but not chemically modified; other fixed vegetable oils and fats (excluding maize oil) and their fractions n.e.c., refined, but not chemically modified
1829	Other Animal Oils and Fats	8	08.5	20.59.2	20.59.20	Chemically modified animal or vegetable fats and oils; inedible mixtures of animal or vegetable fats and oils
2110	Coal, Solid Mineral Fuels	2	02.1	05.10.1	05.10.10	Coal
2130	Agglomerated Coal	7	07.1	19.20.1	19.20.11	Briquettes and similar solid fuels obtained from coal
2210	Lignite	2	02.1	05.20.1	05.20.10	Lignite
2230	Agglomerated Lignite	7	07.1	19.20.1	19.20.12	Briquettes and similar solid fuels obtained from lignite
2240	Peat	3	03.5	08.92.1	08.92.10	Peat
2310	Coke and Semi-coke of Coal n.e.c.	7	07.1	19.10.1	19.10.10	Cokes and semi-cokes of coal, lignite or peat; retort carbon
2330	Coke and Semi-coke of Lignite	7	07.1	19.10.1	19.10.10	Cokes and semi-cokes of coal, lignite or peat; retort carbon
3100	Crude Petroleum	2	02.2	06.10.1	06.10.10	Crude oils of petroleum or bituminous minerals
3210	Unleaded petrol	7	07.2	19.20.2	19.20.21	Engine fuels, including aviation fuels
3215	Bioethanol	7	07.2	19.20.2	19.20.23	Light petroleum oils, light fractions n.e.c.
3230	Lamp Oil, Kerosene, White Spirit	7	07.2	19.20.2	19.20.24	Kerosene
3231	Naphtha	7	07.2	19.20.2	19.20.27	Medium petroleum oils, middle fractions n.e.c.
3250	Diesel Oil, Light and Domestic Fuel Oils	7	07.2	19.20.2	19.20.26	Diesel Oils
3270	Heavy Fuel Oils, Black Oils	7	07.2	19.20.2	19.20.28	Heavy fuel oils n.e.c.
3281	Atmospheric Residues	7	07.2	19.20.2	19.20.29	Petroleum lubricating oils; heavy fractions n.e.c.
3300	Energy Hydrocarbons, Gaseous, Liquefied or Compressed	8	08.1	35.21.1	35.21.10	Coal gas, water gas, producer gas and similar gases, other than petroleum gas
3410	Lubricant Oils and Greases	7	07.2	19.20.2	19.20.29	Petroleum lubricant oils; heavy fractions n.e.c.
3430	Petroleum Bitumen, Bituminous Mixtures	7	07.4	19.20.4	19.20.41	Petroleum bitumen and other residues of petroleum oils
3490	Other Non-Energy Petroleum Derivatives	7	07.4	19.20.4	19.20.41	Vaseline; paraffin; waxes of petroleum and other bitumens and asphalts
3491	Petroleum Coke	7	07.4	19.20.4	19.20.42	Petroleum coke
4100	Iron Ore & Concentrates except Pyrite	3	03.1	07.10.1	07.10.10	Iron and olivine ores
4110	HBI Briquettes	3	03.2	07.29.1	07.29.19	Other metal ores n.e.c.
4510	Non-Ferrous Metal Waste	14	14.2	38.11.5	38.11.58	Non-hazardous metal waste
4520	Copper Ore and Concentrates	3	03.2	07.29.1	07.29.11	Copper ore
4530	Aluminium Ore Concentrates Bauxite	3	03.2	07.29.1	07.29.13	Aluminium ore
4550	Manganese Ore and Conc.	3	03.2	07.29.1	07.29.19	Other metallic ores n.e.c.
4551	Zinc Ore	3	03.2	07.29.1	07.29.15	Ores of lead, zinc and tin
4552	Chromium Ore	3	03.2	07.29.1	07.29.19	Other metallic ores n.e.c.
4553	Lead Ore	3	03.2	07.29.1	07.29.19	Other metallic ores n.e.c.

4590	Other Non-Ferrous Metal Ores, Concentrates	3	03.2	07.29.1	07.29.19	Other metallic ores n.e.c.
4620	Scrap Metal for Recasting	10	10.1	24.10.1	24.10.14	Shot and powder from pig iron, spiegel iron or steel
4630	Sinter	10	10.1	24.10.1	24.10.14	Shot and powder from pig iron, spiegel iron or steel
4650	Slag for Recasting	10	10.1	24.10.1	24.10.14	Shot and powder from pig iron, spiegel iron or steel
4660	Other Waste n.e.c., Blast Furnace Dust	10	10.1	24.10.1	24.10.14	Shot and powder from pig iron, spiegel iron or steel
4670	Roasted Iron Pyrites	8	08.1	20.13.6	20.13.67	Roasted iron pyrites
5120	Pig Iron, Spiegel Iron, Ferro-Manganese	10	10.1	24.10.1	24.10.11	Pig iron and spiegel iron in blocks, lumps or other primary forms
5130	Ferro-Alloys except Ferro-Manganese	10	10.1	24.10.1	24.10.12	Ferro-alloys
5150	Crude Steel	10	10.1	24.10.2	24.10.21	Unalloyed steel in ingots or other primary forms and semi-finished products in unalloyed steel
5220	Semi-finished Steel Products, Blooms, Billets	10	10.1	24.10.2	24.10.22	Stainless steel in ingots or other primary forms and semi-finished products in stainless steel
5221	Coils for Re-Rolling	10	10.1	24.10.2	24.10.23	Other alloyed steels in ingots or other primary forms and semi-finished products in other alloyed steels
5230	Semi-finished Steel Products Non-ECSC	10	10.1	24.10.2	24.10.23	Other alloyed steels in ingots or other primary forms and semi-finished products in other alloyed steels
5320	Hot-Rolled Steel Sections, ECSC	10	10.1	24.10.6	24.10.62	Steel bars and rods, not further worked than hot-rolled or extruded, including those having undergone torsion after rolling
5330	Cold-Roller Steel Sections	10	10.1	24.31.3	24.31.30	Cold-drawn bars and solid profiles in stainless steel
5350	Wire Rod	10	10.1	24.10.6	24.10.61	Wire rod wound in uneven reels, hot-rolled, in unalloyed steel
5360	Iron or Steel Wire	10	10.1	24.34.1	24.34.11	Cold-drawn wire, in unalloyed steel
5370	Steel Railway Rails and Components	10	10.1	24.10.7	24.10.75	Steel railway components
5371	Steel Sleepers	10	10.1	24.10.7	24.10.75	Steel railway components
5420	Rolled Steel Sheets, Cut or Coiled	10	10.1	24.32.1	24.32.10	Cold-rolled flat products, in steel, uncoated, less than 600 mm wide
5430	Other Steel Sheets, Non-ECSC	10	10.1	24.32.1	24.32.10	Cold-rolled flat products, in steel, uncoated, less than 600 mm wide
5450	Tinplate Strips, ECSC	10	10.1	24.32.1	24.32.10	Cold-rolled flat products, in steel, uncoated, less than 600 mm wide
5510	Tubes, Pipes and Accessories	10	10.3	24.20.1	24.20.13	Other tubes and pipes, circular section, in steel
5520	Castings, Forgings, Iron or Steel	10	10.5	25.99.2	25.99.29	Other articles in base metals n.e.c.
5610	Copper and its Alloys, Unwrought	10	10.2	24.44.1	24.44.13	Refined copper and unrefined copper alloys; copper master alloys
5620	Aluminium and its Alloys, Unwrought	10	10.2	24.42.1	24.42.11	Unwrought aluminium
5630	Lead and its Alloys, Unwrought	10	10.2	24.43.1	24.43.11	Unwrought lead
5640	Zinc and its Alloys, Unwrought	10	10.2	24.43.1	24.43.12	Unwrought zinc
5650	Other Non-Ferrous Metals & their Alloys, Unwrought	10	10.2	24.45.3	24.45.30	Other non-ferrous metals and structures of these metals; cermets; ash and residues containing metals or metal compounds
5680	Non-Ferrous Metal Finished and Semi-Finished Products	10	10.2	24.44.2	24.44.26	Tubes, pipes and pipework accessories in copper
6110	Sand for Industrial Use	3	03.5	08.12.1	08.12.11	Natural sand, gravel
6120	Common Sand and Gravel	3	03.5	08.12.1	08.12.12	Aggregates, crushed rock; pebbles and gravel; porphyry
6130	Pumice Stone and Emery	3	03.5	08.99.2	08.99.22	Industrial diamonds, rough or pre-round; pumice stone; emery; natural corundums and garnets and other natural abrasives
6140	Clay, Argillaceous Earths	3	03.5	08.12.2	08.12.22	Other clays, andalusite, kyanite, sillimanite; mullite; chamotte or dinas earths
6141	Kaolin	3	03.5	08.12.2	08.12.21	Kaolin and other kaolinite clays

6150	Slag Not for Recasting, Ash	14	14.2	38.21.4	38.21.40	Ash and residues from waste incineration
6210	Unrefined or refined salt	3	03.4	08.93.1	08.93.10	Salt and sodium chloride, pure; seawater
6220	Unroasted Iron Pyrites and Mas Epura	3	03.3	08.91.1	08.91.12	Non-roasted iron pyrites; raw or unrefined sulphur
6230	Sulphur	8	08.1	20.13.6	20.13.66	Sulphur, excluding sublimed, precipitated or colloidal sulphur
6310	Crushed Stones, Macadam, Pebbles	3	03.5	08.12.1	08.12.13	Mixtures of clinker and similar industrial waste, incl. or not incl. pebbles, gravel, shingle and flint for use in construction
6311	Olivine	3	03.1	07.10.1	07.10.10	Ores of iron & olivine
6320	Dimension or Building Stones, Unworked	3	03.5	08.11.1	08.11.12	Granite, sandstone and other ornamental or building stones
6330	Limestone for Industry n.e.c.	3	03.5	08.11.2	08.11.20	Industrial limestone and gypsum
6340	Chalk	3	03.5	08.11.3	08.11.30	Chalk and raw dolomite
6390	Other Crude Minerals	3	03.5	08.99.1	08.99.10	Natural bitumens and asphalts; asphaltites and asphaltic rock
6391	Asbestos	3	03.3	08.91.1	08.91.19	Other chemical minerals and mineral fertilisers
6392	Borax and Boracite and Borates	3	03.3	08.91.1	08.91.19	Other chemical minerals and mineral fertilisers
6393	Magnesium Silicate	3	03.3	08.91.1	08.91.19	Other chemical minerals and mineral fertilisers
6410	Cement	9	09.2	23.51.1	23.51.11	Cement clinker
6420	Lime	9	09.2	23.52.1	23.52.10	Quick lime, slaked lime and hydraulic lime
6500	Plaster	9	09.2	23.52.2	23.52.20	Plaster
6910	Articles of Cement, Cast Stone, Pumiceous	9	09.3	23.65.1	23.65.12	Articles of asbestos-cement, cellulose-cement and the like
6911	Granite Aggregate	9	09.3	23.70.1	23.70.12	Other worked dimension or building stones and articles of these stones; other aggregates and natural stone powder, artificially coloured; articles of slate aggregate
6920	Bricks, Roof Tiles, Other Refractory Building Materials	9	09.1	23.20.1	23.20.11	Bricks, floor tiles, wall tiles and other ceramic products of siliceous fossil meals or siliceous earths
7110	Natural Sodium Nitrate	8	08.3	20.15.6	20.15.60	Sodium nitrate
7120	Natural Rock Phosphate	3	03.3	08.91.1	08.91.11	Natural calcium phosphates or aluminium calcium phosphates
7130	Natural Kainit	8	08.3	20.15.5	20.15.51	Potassium chloride (muriate of potash)
7190	Other Natural Fertilisers n.e.c.	8	08.3	20.15.8	20.15.80	Animal-based or plant-based fertilisers n.e.c.
7210	Phosphatic Slag	8	08.3	20.15.4	20.15.49	Other phosphatic fertilisers
7220	Other Phosphatic Fertilisers n.e.c.	8	08.3	20.15.4	20.15.41	Superphosphates
7230	Potassium Fertilisers	8	08.3	20.15.5	20.15.59	Other potassium fertilisers
7240	Nitrate Fertilisers	8	08.3	20.15.3	20.15.33	Ammonium nitrate
7290	Composite Fertilisers and Other Processed Fertilisers	8	08.3	20.15.7	20.15.79	Mineral or chemical fertilisers containing at least two fertilising substances (nitrogen, phosphorous, potassium) n.e.c.
8110	Sulphuric Acid, Oleum	8	08.1	20.13.2	20.13.24	Hydrogen chloride; oleum; diphosphorus pentoxide; other inorganic acids; silicium and sulphur dioxides
8120	Caustic Soda and Lye	8	08.1	20.13.2	20.13.25	Oxides, hydroxides and peroxides; hydrazine and hydroxylamine and their inorganic salts
8130	Sodium Carbonate	8	08.1	20.13.4	20.13.43	Carbonates
8140	Calcium Carbide	8	08.1	20.13.6	20.13.64	Phosphides, carbides, hydrides, nitrides, azides, silicides and borides
8190	Industrial Ethyl Alcohol	8	08.2	20.14.1	20.14.11	Acyclic hydrocarbons
8193	Hydrogen, nitrogen and oxygen, metalloids, liquid air, carbon dioxide	8	08.1	20.11.1	20.11.12	Carbon dioxide and other inorganic oxygen compounds of non-metallic elements
8198	Other Gaseous Chemicals	8	08.2	20.14.7	20.14.75	Ethyl alcohol and other alcohols, denatured
8199	Other Basic Chemicals n.e.c.	8	08.1	20.11.1	20.11.11	Hydrogen, argon, rare gases, nitrogen and oxygen

8200	Alumina	10	10.2	24.42.1	24.42.12	Aluminium oxide, excluding artificial corundum
8310	Benzols	8	08.2	20.14.7	20.14.73	Oils and other products of distillation of tar and similar products
8390	Mineral Tar	7	07.1	19.10.2	19.10.20	Tar distilled from coal, lignite or peat; other mineral tars
8398	Pitch and Pitch Coke	7	07.1	19.10.3	19.10.30	Pitch and pitch coke
8399	Pitch and Other Coal Derivative Chemicals	7	07.1	19.10.2	19.10.20	Tar distilled from coal, lignite or peat; other mineral tars
8410	Papermaking Pulp, Cellulose	6	06.2	17.11.1	17.11.11	Chemical wood pulp, for dissolution
8420	Paper Waste, Old Paper	14	14.2	38.11.5	38.11.52	Paper and cardboard waste
8910	Raw Plastics	8	08.4	20.16.5	20.16.59	Other plastics, in primary forms, n.e.c.
8920	Products for Dyeing, Tanning and Colouring	8	08.5	20.30.1	20.30.11	Acrylic or vinyl polymer based paints and varnishes, in aqueous phase
8930	Medicinal & Pharmaceutical Products	8	08.5	21.20.1	21.20.11	Medicines containing penicillin or other antibiotics
8931	Perfumery	8	08.5	20.42.1	20.42.15	Beauty, cosmetic and skincare products (including sun-screening products) n.e.c.
8932	Cleaning Products	8	08.5	20.41.3	20.41.32	Detergents and cleaning products
8940	Explosives, Pyrotechnic Products, Hunting Firearms	8	08.5	20.51.1	20.51.11	Propellant powders and prepared explosives
8950	Starches and Gluten	4	04.6	10.62.1	10.62.11	Starches; inulin; wheat gluten; dextrin and other modified starches
8960	Miscellaneous Chemical Products and Substances	14	14.2	38.12.2	38.12.24	Hazardous chemical waste
9100	New Private Cars	12	12.1	29.10.2	29.10.22	Private internal combustion motor cars with engine capacity greater than 1500 cc, new
9101	Motor Vehicles for Public Transport	12	12.1	29.10.3	29.10.30	New buses and coaches
9102	Railway Rolling Stock	12	12.2	30.20.1	30.20.11	Electric traction units
9103	Parts & Accessories for Motor Vehicle Bodies	12	12.1	29.20.1	29.20.10	Bodies for motor vehicles
9106	Drilling Platforms	12	12.2	30.11.4	30.11.40	Offshore drilling platforms
9107	Aerostats and Aerodynes	12	12.2	30.30.3	30.30.33	Aeroplanes and other aircraft with an empty weight of between 2000 kg and 15000 kg
9108	Spare Parts for Aerostats and Air Conveyors	12	12.2	30.30.5	30.30.50	Other parts for aircraft and spacecraft
9109	Other Transport Equipment & Parts	12	12.1	29.32.3	29.32.30	Parts and accessories n.e.c. for motor vehicles
9110	New Caravans	12	12.1	29.10.2	29.10.24	Other private cars
9200	Tractors, Agricultural Machinery, Dismantled	11	11.1	28.30.5	28.30.59	Harvesting and threshing equipment n.e.c.
9310	Telephone, Radio, Television, Parts	11	11.6	26.40.4	26.40.44	Telephone or telegraph reception apparatus n.e.c.
9311	Lamps, Tubes, Valves, Electronic	11	11.4	27.40.3	27.40.39	Other electrical lighting apparatus n.e.c.
9312	Electro-Medical Equipment	11	11.7	26.51.6	26.51.66	Instruments and apparatus for measurement or monitoring n.e.c.
9313	Electrical or Electronic Instruments and Apparatus	11	11.5	26.11.3	26.11.30	Electronic integrated circuits
9319	Other Electrical Appliances, Electric Motors PCB	11	11.4	27.90.1	27.90.11	Electrical machines and appliances with specific functions
9390	Reaction Propeller, Pump and Motor-driven Pump	11	11.8	28.13.2	28.13.28	Other compressors
9391	Machine-Tools for Metalworking	11	11.8	28.41.3	28.41.34	Machine-tools n.e.c. for machining of metals, sintered metal carbides or cermets, operating without stock removal
9392	Textile Machines and their Parts	11	11.8	28.94.1	28.94.13	Weaving looms
9393	Typewriters, Calculators, Accounting Machines and Parts	11	11.3	28.23.2	28.23.23	Other office machinery

9394	Bearings	11	11.8	28.15.1	28.15.10	Ball bearings or roller bearings
9395	Drive Shafts, Cranks	11	11.8	28.15.2	28.15.22	Drive shafts (including camshafts and crankshafts) and cranks
9396	Machinery for Mining, Earthworks, Excavation	11	11.8	28.92.2	28.92.27	Other mechanical shovels, excavators and excavator-loaders, self-propelled; other self-propelled mining equipment
9397	Other Equipment for Building and Public Works	11	11.8	28.92.3	28.92.30	Other equipment for public works
9399	Other Non-Electrical Machines, Apparatus, Motors	11	11.8	28.29.8	28.29.84	Parts of machines without electrical connectors n.e.c.
9410	Metal Building Components	10	10.4	25.11.1	25.11.10	Prefabricated metal buildings
9490	Other Manufactured Metal Articles	10	10.5	25.73.6	25.73.60	Other tools
9510	Unworked Glass	14	14.2	38.32.3	38.32.31	Glass, in the form of secondary raw material
9520	Glassware, Pottery and Other Mineral Articles	9	09.1	23.19.2	23.19.26	Articles of technical glassware n.e.c.
9610	Prepared Hides	5	05.3	15.12.1	15.12.19	Other articles of natural or composition leather (including articles used in mechanical apparatus or for other technical purposes) n.e.c.
9611	Prepared Furskins	5	05.3	15.11.1	15.11.10	Tanned or finished hides
9612	Leathers and Manufactured Articles	5	05.3	15.12.1	15.12.11	Saddlery and harnesses for any animals, of any materials
9620	Silk Yarn and Fabric	5	05.1	13.10.4	13.10.40	Silk yarns or silk waste
9621	Woollen Yarn and Fabric	5	05.1	13.20.1	13.20.12	Carded or combed woollen fabrics, of fine or coarse animal hair or horsehair
9622	Cotton Yarn and Fabric	5	05.1	13.20.2	13.20.20	Cotton fabrics
9623	Tulle and Embroidery	5	05.1	13.99.1	13.99.12	Embroidery in the piece, in strips or in motifs
9628	Sisal Twine	5	05.1	13.94.1	13.94.11	Twine, cordage, ropes and cables, or jute or other bast fibres
9629	Other Textile Articles and Related Products	5	05.1	13.92.2	13.92.29	Other made-up textile articles (including floorcloths, dishcloths, dusters and similar cleaning articles, life belts and life jackets)
9630	Travel Goods and Clothing of Leather	5	05.3	15.20.2	15.20.29	Other sports footwear, excluding ski and snowboarding footwear
9631	Garments and Hosiery	5	05.3	15.20.1	15.20.13	Footwear with leather uppers, other than sports footwear, footwear with metal toe-cap and miscellaneous special footwear
9632	Shoes	5	05.2	14.20.1	14.20.10	Garments, accessories and other articles of fur, excluding headgear
9710	Semi-Finished Products and Manufactured Articles of Rubber	8	08.6	22.19.2	22.19.20	Unvulcanised rubber and articles of vulcanised rubber; unhardened vulcanised rubber in threads, cords, plates, sheets, strips, rods and extrusions
9720	Unfinished Cardboard and Paper	6	06.2	17.12.1	17.12.12	Handmade paper and cardboard
9730	Manufactured Articles of Paper and Cardboard	6	06.2	17.23.1	17.23.14	Other paper and cardboard used for writing, printing or other graphic uses, printed, embossed or perforated
9740	Newspapers and Periodicals	6	06.3	58.14.1	58.14.11	Printed magazines and periodicals of general interest
9741	Books	6	06.3	58.11.1	58.11.19	Other books, brochures, leaflets and similar articles, printed
9749	Other printed matter	6	06.3	58.14.1	58.14.19	Other printed magazines and periodicals
9750	Furniture and Furnishing Articles, New	13	13.1	31.09.1	31.09.13	Wooden furniture n.e.c.
9760	Manufactured Articles of Wood and Cork except Furniture	6	06.1	16.21.1	16.21.11	Plywood, veneered wood and similar laminated wood, of bamboo
9790	Printed and Developed Films	17	17.5	74.20.1	74.20.12	Photographic plates and films, exposed and developed, for offset reproduction
9791	Cinematographic and Photographic Goods	17	17.5	74.20.1	74.20.19	Other exposed and developed photographic plates and films
9792	Photographic, Cinematic and Optical Instruments	11	11.7	26.70.1	26.70.19	Parts and accessories of photographic equipment

9793	Surveying, Topographic and Metrological Instruments	11	11.7	26.51.1	26.51.11	Directional compasses; other navigational instruments and apparatus
9794	Musical Instruments & Discs	13	13.2	32.20.1	32.20.15	Other musical instruments
9795	Clocks and watches	11	11.7	26.52.2	26.52.25	Complete and incomplete clock and watch movements and blanks, non-assembled
9799	Other Manufactured Goods n.e.c.	13	13.2	32.99.5	32.99.51	Festive and entertainment articles, including conjuring tricks and novelty jokes
9910	Used Packing Materials	6	06.1	16.24.1	16.24.13	Other wooden packing materials and their parts
9920	Equipment for Construction of Circus Equipment and Vehicles	11	11.8	28.99.3	28.99.32	Roundabouts, swings, shooting ranges and other fairground attractions
9930	Furniture in the course of Removals	17.1				
9940	Gold, Coins, Medals	13	13.2	32.11.1	32.11.10	Coins
9990	Unclassified Goods	10	10.5	25.40.1	25.40.11	Military weapons, other than revolvers, pistols and similar weapons

## SECTION III

### PASSENGER DUES

#### ARTICLE 9 – APPLICATION OF THE PASSENGER DUES STIPULATED IN ARTICLES R. 5321-34 TO R. 5321-36 of the Transport Code.

**9.1** – Passengers disembarked, embarked or transferred are subject to dues of € 3.3199 per passenger.

**9.2** – The following are not subject to passenger dues:

- children under four years old;
- military personnel travelling in formation;
- ship's crew members;
- employees of the shipowner travelling on duty and holding a free travel pass;
- public officials performing their duties on board.

**9.3** – The following reductions apply up to a limit of 50%:

- 50% for passengers disembarking only temporarily during the call;
- 50% for excursionists holding a return ticket used within less than 72 hours;
- 0% for passengers transferred.

**9.4** – Passenger dues are charged to the shipowner and paid at the same time as the ship's dues.

## SECTION IV

### SHIP'S MOORING DUES

#### **ARTICLE 10 - APPLICATION OF THE MOORING DUES STIPULATED IN ARTICLE R. 5321-29 of the Transport Code.**

##### **10.1 – Calculation of dues**

Ships and similar floating craft, except for working fishing vessels covered in Appendix II and pleasure vessels covered in Appendix III, whose period of mooring either in the absence of commercial operations or to the exclusion of the time necessary for commercial operations in the port exceeds that defined in Article 10.3, are subject to mooring dues at a rate in Euros set as follows:

###### ***from the 1st to the 15th day:***

from	1 to	1,000 m <sup>3</sup>	2.3044 Euros per day
above		1,000 m <sup>3</sup>	0.0206 Euros per m <sup>3</sup> per day

###### ***after the 15th day:***

from	0 to	4,000 m <sup>3</sup>	0.0275 Euros per m <sup>3</sup> per day
from	4,001 to	20,000 m <sup>3</sup>	0.0465 Euros per m <sup>3</sup> per day
from	20,001 to	60,000 m <sup>3</sup>	0.0556 Euros per m <sup>3</sup> per day
above		60,001 m <sup>3</sup>	0.0691 Euros per m <sup>3</sup> per day

##### **10.2 – Special terms**

Mooring dues are charged to the shipowner. The minimum charge is 47.00 Euros per ship; no dues are charged if the amount payable is less than 23.50 Euros per ship.

The duration of mooring is calculated per calendar day. Any fraction of a day is counted as one day.

Mooring dues are payable on the last day of each calendar month and on the departure of the vessel.

### **10.3 – Free time**

Vessels unloading, loading or transhipping passengers or cargo in the port are granted free time of 15 days increased by the specified period, in accordance with local practice, for these operations.

Free time equal to the time spent in the repair yard, without exceeding a maximum of 10 days, is granted with the consent of the Harbour Master's Office depending on the berths available for vessels coming for repairs in the repair yard without unloading, loading or transhipping passengers or cargo.

The dues are not payable while the vessel is lying in the drydocks or drydocking structures or at the berths assigned as a priority to ship repair: the Quai de Panama and the Quai de Douvres. This exemption does not exclude the charging of dues for the use of public facilities including the repair yard.

Mooring dues are however payable for vessels carrying out repairs alongside (outside the repair yard) and vessels carrying out bunkering and provisioning operations exclusively.

Mooring dues are payable for vessels coming to be degassed only and not paying ship and cargo dues.

For vessels having the Port of Dunkirk as their usual port of mooring, the mooring dues are the same as for other vessels.

### **10.4 – Exemptions:**

- warships;
- service ships of the State administrations and Grand Port Maritime de Dunkerque;
- vessels assigned to pilotage and towage whose port of registry is Dunkirk;
- service boats and floating equipment used for handling or works and normally based at Dunkirk;
- inland navigation vessels;
- vessels designed for coastal shipping which are normally based at Dunkirk;
- ships, service boats and floating equipment for handling or works (of all nationalities) moored temporarily in the port to participate in works directly related to the port of Dunkirk.

Vessels belonging to a company (or chartered by a company) holding a temporary occupancy permit granted by GPMD to a stretch of water of the Port of Dunkirk, and which moor on this stretch of water, are exempt from the mooring dues.

### **10.5 – Payability**

After the free-time period, the mooring dues are payable on the last day of each calendar month and at the vessel's departure.

### **10.6 – Sale of vessel**

If a vessel is sold during its stay in the Port of Dunkirk, the new owner is granted free time of 15 days and then the prices of Article 10.1 and any free time under Article 10.3 from the date of the sale.

If this sale takes place during a free-time period, the second new period interrupts the first.

The free-time period of 15 days after the sale is only granted once for the same vessel.

## SECTION V

### OPERATIONAL WASTE FEES

#### ARTICLE 11

**11.1** – In accordance with article R. 5321-38, any vessel calling at a port is subject to the payment of a fee for the collection and treatment of waste from the ship other than cargo residues regardless of whether or not the waste is deposited in a port facility. This fee, known as the fee on waste from vessels, is collected for the benefit of organisations falling under article R. 5321-16 and constitutes a port fee which must be paid or guaranteed before the departure of the vessel.

This fee is the responsibility of the ship-owner. Its base is identical to that of the harbour dues on vessels (in euros per cubic meter). It has already been incorporated into the harbour dues on vessels and represents 2.2% of the overall amount of vessel port fees. It is therefore not the subject to further payment.

In accordance with article R.5321-39, vessels carrying out regular services which include frequent and regular port calls (ferries) and which have a contract for depositing their waste with a service provider, are exempt from this fee.

**11.2** – The fee on operationg waste from vessels, defined in point 1 above, is not applicable to the following vessels :

- vessels engaged in assistance to ships, in particular including pilotage, towage, mooring and sea rescue ;
- vessels engaged in waste recovery and pollution control ;
- vessels assigned to maintenance dredging, maritime signalling, firefighting and administrative services ;
- Vessels forced to put into port which do not carry out any commercial operations;
- Vessels that cannot find access to a port facility and are forced to make their loading, discharging or transhipment operations outside the port ;
- Warships and vessels operated by the State for non-commercial purposes ;
- Vessels undergoing ship repair ;

## APPENDIX I

### **FACILITIES CHARGE IN THE PORT OF DUNKIRK INSTITUTED PURSUANT TO BOOK III OF THE TRANSPORT CODE IN FAVOUR OF GRAND PORT MARITIME DE DUNKERQUE**

#### **TARIFF No. 11 EFFECTIVE FROM 1 JANUARY 2026**



#### **SECTION I**

##### **CHARGE ON VALUE OF FISHERY PRODUCTS UNLOADED**

###### **ARTICLE 1 – APPLICATION OF FACILITIES CHARGE**

The charge is 1% of the value of the fishery products discharged.

This charge is payable regardless of the usual port of mooring and the nationality of the vessel discharging the fishery products.

The threshold is 5 Euros per declaration or document in lieu of the declaration.

The minimum charge is 10 Euros per declaration or document in lieu of the declaration.

If the products are not imported, this charge is due:

- if there is a sale at discharge, at a rate of 1% of their value by the buyer;
- if there is no sale at discharge, by the person(s) receiving the fishery products or their representatives.

## **ARTICLE 2 – APPLICATION OF FACILITIES CHARGE WHEN THE DISCHARGE PORT IS DIFFERENT FROM THE USUAL PORT OF MOORING**

For vessels whose usual port of mooring is Dunkirk, but which discharge their products in another port where a fishing port facilities charge is also payable, the rate of the part of the charge paid by the seller is the higher of the two rates charged in the port of mooring and the port of discharge.

The sums collected in this way are divided in accordance with the provisions stipulated in Article R 5321-43.

## **ARTICLE 3 – CALCULATION OF CHARGE**

The value of the fishery products serving as the calculation base for the charge is determined:

1. For sales registered at auction, from the official registers kept by the auction house in the discharge port;
2. For sales other than those registered at auction, from the log books kept by the shipowners for determining the salaries of the crews or any other document recognised as valid by the Customs Authority;
3. For imported products, according to the recognised customs value increased by the duties and taxes collected by the Customs Authority.

## **ARTICLE 4 – COLLECTION OF CHARGE**

Collection of charges and, in general, supervision of the sales of fishery products discharged throughout the chargeable area is the responsibility of the customs officers. However, when required, these operations may be carried out by a duly sworn assistant presented by Grand Port Maritime de Dunkerque and time-commissioned by the Regional Director of Customs. These assistants, known as "supervision and collection officers", are under the orders of the Regional Director of Customs and may be dismissed by him.

Charges are paid to the Customs Authority in the following way:

- For auction sales, in official auction houses, by the manager who must keep back the amount of the fees on sales made in his auction house.
- The buyer and the seller are jointly responsible for payment of the entire charge.
- For non-auction sales, by factories and wholesalers included in a list drawn up by the commission mentioned in Article 8 of this tariff and kept up to date by the Customs Authority, who must keep back the fraction due by the sellers and are responsible for payment of the entire charge.
- Directly by sellers who operate in places other than auction houses, factories or wholesalers. These sellers must ensure they are paid the fraction of the charge due by the buyers and are responsible for payment of the entire charge.
- By canneries that are also fishing boat owners.

The charge must be paid immediately to the Customs Authority.

The Regional Director of Customs or his representative may have any check which he deems necessary carried out by his staff, and in particular in the entries made by taxpayers.

## SECTION II

### CHARGE ON PRODUCTS OF OYSTER-FARMING, MUSSEL-FARMING AND SHELLFISH-FARMING

#### ARTICLE 1 – APPLICATION OF CHARGE

The charge is 1% of the value of the oyster-farming, mussel-farming and shellfish-farming products unloaded.

This charge is payable regardless of the usual port of mooring and the nationality of the vessel unloading the products.

The threshold is 5 Euros per declaration or document in lieu of the declaration.

The minimum charge is 10 Euros per declaration or document of the declaration.

If the products are not imported, this charge is due:

- if there is a sale at discharge, at a rate of 1% of their value by the buyer;
- if there is no sale at discharge, by the person(s) receiving the fishery products or their representatives.

#### ARTICLE 2 – APPLICATION OF CHARGE WHEN THE DISCHARGE PORT IS DIFFERENT FROM THE USUAL PORT OF MOORING

For vessels whose usual port of mooring is Dunkirk, but which discharge their products in another port where a charge on products of oyster-farming, mussel-farming and shellfish-farming is also payable, the rate of the part of the charge due by the seller is the higher of the two rates charged in the usual port of mooring and the port of discharge.

The sums collected in this way are divided in accordance with the provisions stipulated in Article R 5321-43.

## ARTICLE 3 – CALCULATION OF CHARGE

The value of the products serving as the calculation base for the charge is determined:

1. For sales registered at auction, from the official registers kept by the auction house in the discharge port;
2. For sales other than those registered at auction, from the log books kept by the shipowners for determining the salaries of the crews or any other document recognised as valid by the Customs Authority;
3. For imported products, according to the recognised customs value increased by the duties and taxes collected by the Customs Authority.

## ARTICLE 4 – COLLECTION OF CHARGE

Collection of charges and, in general, supervision of the sales of the products of oyster-farming, mussel-farming and shellfish-farming throughout the chargeable area is the responsibility of the customs officers. However, when required, these operations may be carried out by a duly sworn assistant presented by Grand Port Maritime de Dunkerque and time-commissioned by the Regional Director of Customs. These assistants, known as "supervision and collection officers", are under the orders of the Regional Director of Customs and may be dismissed by him.

The charge is paid to the Customs Authority in the following way:

- For auction sales, in official auction houses, by the manager who must keep back the amount of the charge on sales made in his auction house;
- The buyer and the seller are jointly responsible for payment of the entire charge;
- For non-auction sales, by factories and wholesalers included in a list drawn up by the commission mentioned in Article 8 of this tariff and kept up to date by the Customs Authority, who must keep back the fraction due by the sellers and are responsible for payment of the entire charge;
- Directly by sellers who operate in places other than auction houses, factories or wholesalers. These sellers must ensure they are paid the fraction of the charge due by the buyers and are responsible for payment of the entire charge;
- By canneries that are also fishing boat owners.

The charge must be paid immediately to the Customs Authority.

The Regional Director of Customs or his representative may have any check which he deems necessary carried out by his staff, and in particular in the entries made by taxpayers.

## SECTION III

### ARTICLE 1

This tariff takes effect under the conditions laid down in Articles R. 5321-9 and R. 5321-14.

**B** – Cargo dues in the fishing port of Dunkirk instituted in replacement of the fishing port facilities charge pursuant to Paragraph 2 of Article R. 5321-44.

Not applicable

**C** – Dues for mooring in the fishing port of Dunkirk instituted in replacement of the fishing port facilities charge pursuant to Paragraph 2 of Article R. 5321-44.

Not applicable

## APPENDIX II

### **FACILITIES CHARGE IN THE PORT OF DUNKIRK INSTITUTED PURSUANT TO ARTICLES R. 5321-45 AND R. 5321-46.**

#### **SECTION I**

##### **CHARGES FOR PLEASURE OR SPORTS VESSELS**

Not applicable





**MARITIME FEES**

**FOR SHIPS AND OTHER VESSELS**

**PASSING THROUGH THE FACILITIES OF THE PORT OF  
DUNKIRK**

**ON THEIR WAY TO OR FROM AN INLAND HARBOUR**

**TARIFF No. 45**

**THIS TARIFF COMES INTO FORCE 1 JANUARY 2026**

**IT REMAINS VALID UNTIL PUBLICATION OF A NEW  
TARIFF**

## ARTICLE 1

**1.1** – Fees are payable on all merchant vessels or any other vessel passing through the facilities of the Port of Dunkirk, in either direction, in order to gain access to the waterway navigation network for the loading, unloading or transhipment of goods or passengers, such fee being determined according to the geometric volume of the vessel calculated in accordance as shown in Article R. 5321-20 of the French Transport Code, by application of the rates indicated in the table below, in Euros per cubic metre:

### **Rates of ship's dues in Euros per m<sup>3</sup>**

<b>Code</b>	<b>Type of vessel</b>	<b>Inbound</b>	<b>Outbound</b>
1	<b>Passenger liners</b>	0,1509	0,0756
2	<b>Ferry vessels</b>	0,1509	0,0756
3	<b>Ships carrying liquid hydrocarbons</b>	0,3079	0,0770
4	<b>Ships carrying liquefied gas</b>	0,1538	0,0770
5	<b>Ships carrying mainly bulk liquids other than hydrocarbons</b>	0,1538	0,0770
6	<b>Ships carrying dry bulk goods</b>	0,3019	0,1058
7	<b>Reefers or refrigerated ship</b>	0,1509	0,0756
8	<b>Ro-Ro ships</b>	0,1509	0,0756
9	<b>Container carriers</b>	0,1518	0,0759
10	<b>Barge carriers</b>	0,1509	0,0756
11	<b>Hydrofoils and Hovercrafts</b>	0,1509	0,0756
12	<b>Vessels other than those designated above</b>	0,1509	0,0756

**1.2** - The minimum charge is 16 Euros per vessel.

No fee will be charged if the amount due is less than 8 Euros per vessel.

## **ARTICLE 2 – DISCOUNTS ACCORDING TO CROSSING FREQUENCY**

No discounts are granted on fees for vessels of regular lines available to the public following a previously defined route and schedule.

## **ARTICLE 3**

This tariff takes effect under the conditions laid down in Article R. 5321-9 of the French Transport Code.





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ISPS PRICES

2026 PRICES



## ISPS DUES 2026

An ISPS due is applied on the ships calling at the following terminals or quays:

### A – On any vessel calling Dunkerque on no public zone (ZNLAP)

QUAI A PONDEREUX OUEST (QPO)  
ALUMINIUM DUNKERQUE (AD)  
SOCIETE DU TERMINAL DE L'ESCAUT (STE)  
QUAI DE GRANDE SYNTHE (QGS)  
NORD CEREALES  
MULTIVRACS (TMV)  
ARCELORMITTAL  
SILONOR DMT  
TERMINAL FREYCINET 13  
TERMINAL FREYCINET 12

This dues is based on the ship's length as follow:

Length	< 60	< 80	< 100	< 120	< 140	< 160	< 180	< 200	< 220	< 240	< 260	< 280	≥ 280
Due Euros	45	60	93	131	184	305	505	702	848	1 048	1 301	1 518	1 846

### B – On any vessel calling on the terminals in the ZAR (restricted access area) or on the quays no ZNLAP :

This dues is based on the ship's length as follow :

length	< 60	< 80	< 100	< 120	< 140	< 160	< 180	< 200	< 220	< 240	< 260	< 280	≥ 280
Due Euros	28	36	55	79	111	182	304	421	510	629	782	912	1 109

### C – For each tax disc for the heavy trucks of transport companies: **€ 30.00** ex-VAT per tax disc

### D – For each individual badge for the following persons:

- Service providers of resident companies: **€ 30.00** ex-VAT per badge
- Temporary staff: **€ 30.00** ex-VAT per badge
- Residents excluding port installations: **€ 30.00** ex-VAT per badge
- Port installations and port services: **€ 25.00** ex-VAT per badge
- The person carrying a smart ID badge for restricted access will pay a supplement charge of **€ 7** without VAT, giving a total cost of **€ 37** without VAT or **€ 32** without VAT depending of their residence place
- Visitor valid for 24 hours **€ 5**, (validation to be implemented)





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**DE DEMAIN**

PILOT SERVICES

2026 PRICES



## **ARTICLE 7 - HEAD OF THE PILOT SERVICE**

Management of the pilot service is entrusted to the pilots' trade union, which appoints a pilot to take care of the tasks involved. Relations between the station and the administration are ensured by the president of the union.

## **ARTICLE 8 - STATION EQUIPMENT**

Station equipment must include:

- A lookout station equipped with a radar;
- A helicopter parked at CALAIS-DUNKERQUE airport;
- A property complex comprising an office building, a maintenance workshop and a manoeuvring simulator, adjacent to a pilot boat base in DUNKERQUE-EST;
- A sufficient number of cars to ensure the operation of the service;
- A base of pilot boats in DUNKERQUE-EST;
- A base of pilot boats in CALAIS.

## **ARTICLE 9 - RATES**

The rates for the DUNKERQUE station are calculated on the basis of the volume of the ships, established in accordance with the currently applicable decree on charges for pilot services.

These rates are specified for entering and leaving port in appendix A, and are exclusive of taxes.

In the application of this Regulation, the term "ship" means any floating means of transport normally used for shipping and is therefore subject to shipping regulations, as well as any floating device whose length is equal to or greater than 50 metres.

The captain is required to feed the pilot during the time s/he is on board the ship.

## **ARTICLE 10 - WARSHIPS**

French or foreign warships pay the same piloting rates and the same dues as merchant ships.

## **ARTICLE 11 - TOWED VESSELS - BARGES**

a) Towed vessels pay the rates as provided for in article 9. Any vessel towing another ship or craft in order to enter or leave the limits of the port precinct of Dunkerque, whose total length of the towing train is greater than 150 m, or the total length of the towing train is equal to the total of the length of the tug and that of the towed ship is greater than 70 m, is required to take on a pilot. The ship pays, in addition to its own rates, one third of the pilot service fees for the towed vessel.

When several vessels from outside the port assist the towed vessel, the assistant with the highest volume pays, in addition to its own rates, one-third of the pilot service fees for the towed vessel. Each of the other tugs pays a pilot service fee calculated according to its volume.

Any river barge with propulsion is only subject to the outer zone (ZE) fees of article 9 in entrance in west port.

b) Barges – exceptional nautical operations

Barges of a width strictly greater than (>) 32m or barges carrying wind turbines will be charged:

- The rates provided for in this present article 11;
- Without engine or having no longer any propulsion: a fee of 50% of the rates for the inner zone (ZI) will be charged in addition to the rates provided for in the article 9;

- A minimum of one meeting for coordination must be organized before one operation or several similar operations: a fee of 50% of the rates for ZI will be charged in addition to the rates provided for in article 9;
- Air draft is more than 100m: a fee of 50% of the rates for ZI will be charged in addition to the rates provided for in article 9;
- Pilots will go on-board with their own portable positioning system. In addition to the fee provided for in the article 9, a fee of 15% of the rates applied in ZI will be charged;
- A second pilot is added to the on-duty pilot: this service gives rise to the collection of a tax corresponding to 50% of the rates for ZI.

## **ARTICLE 12 - CAPTAIN-PILOT LICENSE**

The conditions for obtaining a captain-pilot license for the captains of ships calling at the port of Dunkerque are defined by the local piloting committee, according to the provisions contained in appendix C of these regulations.

## **ARTICLE 13 - RATE REDUCTIONS AND INCREASES**

**1°) The vessels listed below benefit from reductions on the rates provided for in article 9, but the sum to be paid is never less than the minimum for the inner and outer zones:**

**a) 30% reduction on entering and leaving port for:**

- Vessels which do not enter the port but which are piloted to anchor in the roadstead or to cross the narrows;
- Vessels which, after leaving the port, return to it without having called at another port; if, when putting into port, they carry out commercial operations, the ordinary rate is applied.

**b) Vessels assigned to a new service, to destination ports or from ports of origin not yet served by another service from Dunkerque and making at least one port call per month, will benefit from the following reduction on entering and leaving port:**

- 10% the first year for container ships operating on a regular line confirmed by the Customs service. This reduction can be combined with the reductions defined in article 13.1.f.
- 20% the first year for other vessels. This reduction cannot be combined with any other discounts.

**c) 15% reduction on entering and leaving port for:**

- Vessels leaving port to carry out engine trials or compass compensation and then returning to port;
- For vessels exclusively assigned to domestic coastal trading traffic.

**d) Reduction of 10%, as of the first port call, on entering and leaving port for any vessel under 90m taking its pilot on board in the roadstead and undertaking to call at the port of Dunkerque at least 6 times a month. To benefit from this reduction, the ship-owner or its representative will provide the Pilot Station at the beginning of each month with a schedule of planned calls.**

**e) Any ship loading solid bulk cargo previously imported by sea for export benefits from a 28% reduction on the rates in Appendix 9.**

**e-i) Any vessel less than (<) 160m in length carrying out ore barrowing from QPO to QPE benefits from a reduction of 28% on the rate in article 9.**

**e-ii) Any vessel longer (>) than 220m unloading a cargo of coal at QPO for export benefits from a 10% reduction on the rate in article 9. This reduction may not be combined with the reduction in paragraph e) in the case of a cargo of coal previously imported by sea and reloaded for export.**

**f-i) When entering and leaving the West port, container ships on regular lines confirmed by the Customs service benefit from a reduction of:**

- 11% for vessels whose rate volume is less than or equal ( $\leq$ ) to 200,000m<sup>3</sup>

- 31% for vessels whose rate volume is greater than ( $>$ ) 200,000m<sup>3</sup> and less than or equal ( $\leq$ ) to 450,000m<sup>3</sup>
- 34% for vessels whose rate volume is greater than ( $>$ ) 450,000m<sup>3</sup>.

**f-ii)** Double port calls: during its tour of the North Range any container ship with a volume greater than ( $>$ ) 30,000m<sup>3</sup> and less than or equal ( $\leq$ ) to 200,000m<sup>3</sup> carrying out an import port call and an export port call in Dunkerque, will benefit from a discount of 5% on entering and leaving port during its 2nd port call. To benefit from this reduction, the ship-owner or its representative will provide the pilot station with a schedule of the double port calls of the vessels concerned.

**f-iii)** Any container ship with a rate volume greater than ( $>$ ) 200,000m<sup>3</sup> and benefiting from a reduction as defined in article 13-f-i benefits from an additional reduction:

- 10% on entering and leaving its second port of call when this ship on its European tour carries out an import and export port call in Dunkerque. To benefit from this reduction, the ship-owner or its representative will provide the pilot station with a schedule of the double port calls of the vessels concerned.
- 10% for a ship assigned to another regular line of the same TRADE and belonging to the same Alliance (group of ship-owners). A TRADE is defined as a regular link between Dunkerque and the same geographical area of the world (e.g. Asia - Europe or America - Europe).

The cumulative reductions of paragraph (f-iii) may not exceed 44%.

**g)** Container ships or ro-ro-container ships, with a volume greater than 13,000m<sup>3</sup>, assigned to lines considered as regular by the Customs services, operated by the same operator-ship-owner and operated from a specialised container terminal will be able to benefit line by line according to the annual number of port calls N made per line of reductions, on entering and leaving port, on rates A of the local regulations, by applying the following table:

Number of port	$25 < N \leq 52$	$53 \leq N$
Reduction	5.00 %	10.00 %

A ship-owner operator is, within the meaning of this article, one which, without necessarily holding all or the majority of the ownership shares of a ship, or of a group of container ships or ro-ro container ships, can substantiate that it is in charge of its commercial management, automatically, by virtue of an express agreement, or, de facto, having in particular the power to define the services to which vessel(s) is/are assigned; whether this commercial management is carried out directly or through the intermediary of a company in which it is a shareholder of more than 50%.

To benefit from this reduction, the ship-owner operator concerned must make a request to the pilot service. The request must be accompanied by:

- The dates of port calls and the list of vessels concerned, with, if necessary, proof that the requesting party is their ship-owner operator;
- The name of the local Agent appointed by the ship-owner operator.

The number of port calls will be counted for the calendar year, zeroed on January 1 of each year.

**h)** Any liquid bulk oil tanker that comes to load at the East Port, in order to export bulk petroleum products previously imported by sea, will benefit from a 35% reduction on entering and leaving port. This measure only applies when the loading vessel is different from the one which unloaded the refined products at Dunkerque.

A ship-owner operator is, within the meaning of this article, one which, without necessarily holding all or the majority of the ownership shares of a tanker, or of a group of tankers, can substantiate that it is in charge of its/their commercial management, automatically, by virtue of an express agreement, or, de facto, having in particular the power to define the services to which vessel(s) is/are assigned; whether this commercial management is carried out directly or through the intermediary of a company in which it is a shareholder of more than 50%.

To benefit from this reduction, the ship-owner operator concerned must make a request to the pilot service. The request must include the name of the local agent appointed by the ship-owner operator.

i) Any ship transporting liquid gas which comes to load at the Gas Terminal of the West port, with a view to exporting liquid gas previously imported by sea, will benefit from a 10% reduction on entering and leaving port. This measure only applies when the loading vessel is separate from the one which unloaded the cargo and if its length is greater (>) than 250 m. This measure does not apply to bunkers.

j) Sailboats or vessels participating in a nautical event of a cultural nature (organised at least 12 months in advance) benefit from a reduction on entering and leaving port of 15% on the rates in article 9, except for those which falls within the scope of article 13 paragraph 2.

**2°) Vessels freed from the obligation of piloting because of their length are subject, in the event that they request a pilot, to a 20% rate increase.**

**3°) Ferries and ships whose captain holds a captain-pilot's license**

a) Ships assigned to regular traffic and registered in Lloyd's Register under the name Ferry or Bow Stern Door are considered as ferry vessels within the meaning of this article.

**a-i) Ferries piloted on a regular line situation pay 70% of the rate provided for in article 9.**

Piloted ferries will be able to benefit, depending on the annual number of port calls (N), from reductions on entering and leaving port on the rates applied above to the local regulations in accordance with the following table:

Number of port calls	200 ≤ N	300 ≤ N
Tariff reduction	10 %	15 %

To benefit from this reduction, the ship-owner operator concerned must make a request to the pilot service. The request must be accompanied by:

- the port call dates and the list of vessels operated, with, if necessary, proof that the requesting party is the ship-owner operator;
- the name of the local agent appointed by the ship-owner operator.

The number of port calls is to be indicated for the calendar year, zeroed on January 1 of each year.

**a-ii) Cross-Channel ferries (between England and France) whose captain holds a captain-pilot's license pay only 11% of this rate if they no longer use the pilot. In this case, the cross-Channel ferries operated by a ship-owner and operated from a specialised cross-Channel terminal and only on a cross-Channel line, may benefit, depending on the annual number of calls (N), from reductions on entering and leaving port on the non-piloted rates of the local regulations in accordance with the following table:**

Number of port calls	0 < N ≤ 750	751 < N ≤ 1050	1051 < N ≤ 4000	4000 < N
Tariff reduction	0 %	- 30 %	- 51 %	- 85 %

A ship-owner operator is, within the meaning of this article, one which, without necessarily holding all or the majority of the ownership shares of a ferry, or of a group of ferries, can substantiate that it is in charge of its/their commercial management, automatically, by virtue of an express agreement, or, de facto, having in particular the power to define the services to which vessel(s) is/are assigned; whether this commercial management is carried out directly or through the intermediary of a company in which it is a shareholder of more than 50%.

To benefit from this reduction, the ship-owner operator concerned must make a request to the pilot service. The request must be accompanied by:

- The dates of port calls and the list of vessels concerned, with, if necessary, proof that the requesting party is their ship-owner operator;
- The name of the local agent appointed by the ship-owner operator.

The number of port calls is to be indicated for the calendar year, zeroed on January 1 of each year.

**b)** Vessels other than cross-Channel ferries whose captain holds a captain-pilot license and which do not call on the pilot pay only 20% of the normal rate provided for in Article 9, and pay the normal rate when they request a pilot. Among these ships, ships operated by a ship-owner operator and operated on a cross-Channel line, will be able to benefit, depending on the annual number of calls (N), from reductions on entering and leaving port on the non-piloted rates of the local regulations. according to the following table:

Number of port calls	0 < N < 312	313 < N
Reduction	0 %	- 30 %

**4°)** The captain of any ship requiring the service of a pilot to enter port, must make known the probable time of arrival, indicate precisely the point where he wishes to take the pilot on board, as well as the port of origin of the ship.

The captain's message must reach the pilot service office at least twelve hours before the ship's arrival at the point indicated or be sent to this office at the latest when the ship leaves the previous port of call.

If this minimum period is not observed, the ship pays an increase in the port entry price equal to 15%.

The same deadlines are required and the same penalties applied when corrections are sent by the captain.

This message must be confirmed by the ship four hours before arriving at the DUNKERQUE lighthouse buoy or two hours before its arrival in the roadstead of the east and west ports, at buoy E 12, either by direct VHF contact by calling "Dunkerque pilot" on channels 16 and 72, or by a telephone call to +33 (0)3.21.35.69.93 or +33 (0)3.28.66.10.70.

- If the vessel has not presented itself within two hours of the scheduled time of its arrival at the indicated point, the information is considered invalid.
- If the captain of a ship or his/her agent requires the service of a pilot on arrival, without having sent a message to the pilot service office, in addition to the increase, the ship will bear the cost of the pilot's travel expenses as provided for in appendix "B".
- In cases where the pilot does not board at the previously planned point (Dyck, West Roadstead, East Roadstead or buoy E12), the ship must bear the pilot's travel expenses as provided for in appendix "B".

**5°)** The Captain of any ship, or his/her agent, requiring a pilot to leave port or for shifting, must inform the pilot service office at least 1 hour and thirty minutes before the departure time. This deadline is extended to two hours for the LNG wharf.

Any change in the registration time for the departure or shifting of a vessel that does not respect the above deadlines between 8:00 p.m. and 6:00 a.m. results in an increase in the departure or shifting rate equal to 15%.

For departures between 8:00 PM and 6:00 AM, a night option must be booked with the pilotage service before 8:00 PM. A departure without this option will require the approval of the Pilotage Officer and will incur a 15% surcharge. Similarly, any change to the scheduled departure or departure time for a vessel that does not comply with the 1.5-hour notice period between 8:00 PM and 6:00 AM will only be possible after consultation with the Pilotage Officer and will result in a 15% surcharge on the departure or departure fee.

#### **ARTICLE 14 - EXCEPTIONAL SERVICES:**

1. A second pilot is added to the on-duty pilot:

- On entering or leaving the East port for vessels whose deadweight is greater than or equal ( $\geq$ ) to 90,000 MT OR whose width is greater than or equal ( $\geq$ ) to 40m;
- Vessels of a width greater than or equal to ( $\geq$ ) 40m passing through the Brocquaire channel;
- On entering and leaving Dock 6 for vessels of a length greater than or equal ( $\geq$ ) to 240m;
- On "entering or leaving the West port for vessels whose deadweight is greater than or equal to ( $\geq$ ) 90,000 MT, with the exception of container ships and LNG tankers;
- On entering the West port for container ships whose deadweight is greater than or equal to ( $\geq$ ) 140,000 MT;
- On leaving the West port for container ships whose deadweight is greater than or equal to ( $\geq$ ) 140,000 MT if the manoeuvre requires swinging;
- On leaving the West port for container ships whose length is greater than or equal to ( $\geq$ ) 380m;
- On entering or leaving the West port for LNG tankers whose length is greater than or equal to ( $\geq$ ) 251m;

This service gives rise to the collection of a tax corresponding to 50% of the rate for the inner zone (ZI).

Except for:

- Container ships bound for the West Port for which a tax corresponding to 25% of the rate for the inner zone (ZI) will be charged;

2. On entering or leaving the East Port for vessels whose deadweight is greater than 90,000 MT:

- If the length is greater ( $>$ ) than 283m AND the width is between 44m and 45.06m ( $44m < \text{width} \leq 45.06m$ ), a fee of 50% of the inner zone will be charged in addition to the rates in articles 9 and 14- 1.
- If the length is greater ( $>$ ) than 283m OR the width is between 44m and 45.06m ( $44m < \text{width} \leq 45.06m$ ), a fee of 25% of the inner zone will be charged in addition to the rates in articles 9 and 14- 1.

3. If, in addition to the manoeuvres for entering or leaving port, a ship enters or leaves a dry dock or a floating dock, in addition to the rates provided for in article 9, a tax equivalent to shifting is due.

4. On entering the EAST port, from sunset to sunrise and on leaving, from 1h00 before sunset to 1h00 before sunrise for vessels of a length greater ( $>$ ) than 251m or a width greater ( $<$ ) than 39m, an "off-duty" pilot will be appointed. A fee of 50% of ZI will be charged in addition to the rates provided for in Articles 9 and 14-1.

5. For entering and leaving the EAST port as well as Dock 6 of an outsized vessel with regard to Notice to Mariners No. A 675 (GPMD), an "off-duty" pilot will be appointed by the pilot manager from among the oldest pilots of the station. A fee of 50% of ZI will be charged in addition to the rates provided for in article 9, 14-2 and 14-4.

6. If the services of an on-call pilot on board a vessel are requested, a fee will be charged corresponding to 15% of ZI per hour with a minimum of 2 hours. The pilot will proceed as quickly as possible, depending on the general conditions, to the ship and within a period not exceeding 1 hour 30 minutes.

7. When a vessel of a length greater ( $>$ ) than 251m enters or leaves the LNG dock, the pilots will go on-board with their own portable positioning system. In addition to the fee provided for in the previous articles, a fee of 15% of the rates applied in the Inner Zone (ZI) will be charged.

8. For all vessels entering or leaving port for which normal operating conditions as defined in Notice to Mariners No. A675 must be waived, pilots will go on-board with their own portable positioning system. In addition to the fee provided for in the previous articles, a fee of 15% of the rates applied in the Inner Zone (ZI) will be charged. This fee cannot be in addition to that provided for in paragraph 8 of this article.

9. For a vessel of a length equal to or greater than 250m ( $L \geq 250m$ ) or of a width equal to or greater than 40 m ( $l \geq 40m$ ) entering or leaving port using uncommon propulsion technology or bound for a new berth, the Ship Pilot committee reserves the right the right to apply a trial period renewable once. This period will be indicated during the Commercial meeting. An "off-duty" pilot will be appointed and a fee of 50% of ZI will be charged in addition to the rates provided for in articles 9, 14.2 and 14.4.

10. For a ship wishing to enter or leave port, or requiring shifting after undergoing major damage, or no longer having any propulsion, an off-duty pilot will be appointed by the Pilot Manager. A fee of 50% of ZI will be charged in addition to the rates provided for in article 9, 14.2 and 14.4.

11. Any ship calling at the port of Dunkerque and equipped with LNG propulsion technology and carrying out an LNG bunkering operation will benefit from a 10% reduction on entering and leaving port on the rates of article 9.

## **ARTICLE 15 - MISCELLANEOUS RATES**

### **1° Shifting:**

The water body of the Dunkirk Grand Maritime Port is divided into three zones:

Zone A: East Port to the east of the Brocquaire Channel;

Zone B: East Port to the west of the Brocquaire Channel;

Zone C West Port

#### **In zones A and B:**

The piloting of ships in the basins and in the outer harbours is compulsory for movements involving the passing of a sluice or a lock, entering or leaving a dry dock or a dock, a change of harbour basin, or of a wharf, of a heading along a quay to leave the dock, and the transition from one zone to another and for any movement involving the use of a tug.

The word "pertuis" (channel) refers to the pertuis de la citadelle, the pertuis d'amont, the channel to pier 2, the passage between the quai de Douvres and pier 4.

This rule may not apply, for a movement without a tug and within the same zone, to vessels of a length less than:

- Zone A: 70 m or 85 m if equipped with a propulsion unit in working order;
- Zone B: 80 m or 100 m if equipped with a propulsion unit in working order;

#### **In zone C:**

- Piloting is compulsory for any ship transporting dangerous goods in bulk or empty but not degassed.
- The piloting of ships is compulsory in the basins or in the outer harbour for a movement involving a change of berth, quay, and wharf or for any movement involving the use of a tug.
- This rule may not apply for a movement without a tug, to vessels with a length < 90, or < 110 m if they are equipped with a propulsion unit in working order, or ferries with of all their means of manoeuvring in good working order and whose Captains hold a captain-pilot's license, or to vessels of length < 250 m for shifting along the same quay over a maximum distance of 200 m.
- Reminder: for ships carrying dangerous goods, piloting is compulsory for any movement (except kedging along pier 5).

The rate charged for shifting is as follows:

- In zone A or B or C: 50% of the pilot service rate provided for in Article 9;
- Moving from zone A to zone B or vice versa: 75% of the inner zone pilot service rate provided for in Article 9.

Whatever the zone, the minimum charge for shifting is specified in appendix B.

Bulk carriers having partially offloaded at the West port and going to continue their unloading at the East port, benefit from a reduction of 28% on the rates in articles 9 and 14. This reduction is applied to the transfer movement from the West port to the East port.

## **2° Anchoring:**

### **a) Anchoring**

When, at the request of a captain or the administrative or port authorities, a pilot is sent to anchor a ship, s/he is paid the fee specified in appendix B.

### **b) Change of anchoring**

When, at the request of a captain or the port authorities, a pilot is sent to the roadstead to change the anchoring of a ship, s/he is paid the fee of a shifting operation.

## **3° Displacements:**

When a pilot is requested by the captain or by the ship owner's agent to board a vessel or to disembark, s/he is paid the fee specified in appendix "B" between the pilotage office and the vessel.

When a pilot requested by the captain or by the ship owner's agent has travelled to board a vessel with a view to making a movement and this movement has been cancelled, s/he is paid the fee specified in appendix "B".

If nautical or aerial means have been used, the vessel will bear the travel costs for nautical or aerial means provided for in appendix "B".

This fee is also paid to the pilot if waiting on board, with a view to carrying out the movement, exceeds 30 minutes.

If the Captain or his/her agent postpones the time of departure of his/her ship less than one hour and thirty minutes before the scheduled time of departure, for any berth, the ship will bear the travel expenses provided for in appendix "B" of this order in article 15.3.2.a.

## **4° Waiting:**

The captain of a vessel anchored in the roadstead or offshore may disembark the pilot. If s/he wishes to keep the pilot on board, the latter is paid a fee per period of twelve hours, this fee being specified in appendix B. In the case where the pilot has been disembarked, another pilot must be sent in good time to ensure the entry of the vessel to the port.

## **5° Compass calibration:**

If the calibration is performed outside the port, the Pilot is entitled to a fee, independent of the pilot service rates per se.

If the calibration is performed inside the port, a fee will be paid in addition to the shifting rate.

These fees are specified in appendix B.

## **6° Base trials:**

A pilot who assists the captain of a vessel during base trials, machine trials or experiments, is entitled to a fee specified in appendix B, independent of the pilot service charges per se.

## **7° Lookout assistance:**

Assistance provided by the pilot on duty at the lookout, using appropriate means, to captains of LNG carriers transporting liquid gas in bulk to or from the Dunkerque LNG terminal and for any ship expressly requesting assistance before the approach to the anchorage area where the pilot comes on board or disembarks gives rise to a fee calculated on the basis of a scale in appendix B of this order. This assistance also applies to any vessel not bound for Dunkerque greater than 60,000m<sup>3</sup> carrying out a crew change operation or requesting external technical assistance on its approach to or in the anchorage area and gives rise to a fee calculated on the basis of a scale in appendix B to this order.

#### **8° - Night duty allowance:**

Any piloting, movement or hold-up between 8:00 p.m. and 6:00 a.m. entitles a 15% increase in the rate for the service, excluding general cargo vessels declared and recognized as regular commercial lines by the Major Seaport of Dunkerque.

For a movement that begins before 8:00 p.m. and ends before 10:00 p.m., the pilot service is invoiced at the day rate.

#### **9° - Payment of pilot service invoices:**

The payment of pilot service fees must be made no later than 30 days after the date of the movement, in accordance with the invoice which will be issued within seven calendar days of the pilot service.

Any payment made beyond this period gives rise to:

- an increase in the amount of the invoice per indivisible month. This increase is calculated on the basis of twice the 1-month Euribor rate and will be notified by registered letter.

#### **10° - Out-of-area piloting:**

Any vessel embarking or disembarking the pilot outside the outer zone (ZE) is subject to the fee specified in appendix B.

### **ARTICLE 16 - TRAVEL EXPENSES**

1) When the pilot has not been disembarked by one of the nautical or aerial means of the station, s/he is due until his/her return a daily fee specified in appendix B. This fee begins to run as soon as the pilot ceases his/her functions and any day started is due after three hours.

S/he is also entitled:

- during the stay on board, to food and sleeping accommodation;
- to disembarking fees;
- after disembarking and until getting under way, to hotel and restaurant expenses;
- for journeys to be made by land, to the kilometre allowance provided for in article 26 of the general regulations, the distances being calculated by rail;
- for journeys to be made by sea and by air, to the 1<sup>st</sup> class fare;
- if the pilot is disembarked abroad, his/her actual travel expenses will be reimbursed.

2) The travel expenses of a pilot going to any port to pick up a ship in it are calculated according to the provisions of the 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup> dashes of the previous paragraph.

3) When a pilot goes to any port to pick up a ship, s/he is due, in addition to the travel expenses, the fee specified in appendix B.

4) If the waiting continues for more than 24 hours after the time of departure originally specified, an additional fee is due per period of twelve hours until the time when effective piloting of the ship begins or until the time of the pilot's return to the station, if s/he is discharged. Any period started is due. This fee is specified in appendix B.

### **ARTICLE 17**

A pension and assistance fund has been set up between all the Dunkerque pilots, the rules and regulations for which are specified in appendix "E".

To allow the amount of the reserve fund of the pension fund of the DUNKERQUE Pilot Station to be maintained at the minimum level provided for by article 3 of the regulations of the pension fund, a temporary additional fee of 0.6% has been introduced, applicable to the pilot service rates and the allowances provided for in the preceding articles, with the exception of the personal allowances of article 16 of these regulations.

The proceeds of this additional fee are paid into a special account in the budget of the DUNKERQUE pilot station, where they remain blocked until the end of the financial year. The departmental director may then, after examining the financial situation of the pension fund, authorize the pilot station to pay all or part of the proceeds of the additional fee into the reserve fund.

#### **ARTICLE 18**

Prefectural order no. 225/2024 of 16 December 2024 on the local regulations of the Dunkerque pilot station is repealed.

#### **ARTICLE 19**

The Hauts-de-France regional prefect, the interregional director for the East Channel-North Sea and the departmental director for the regions and the North Sea are responsible, each as far as s/he is concerned, for the application of this order which will be published in the collection of administrative deeds of the Hauts-de-France region.

For the Hauts-de-France regional prefect and by sub-delegation,

The head of the regulatory department  
maritime activities and employment  
Muriel ROUYER

**Appendix A according to the order in force**  
**Implementing the local regulation for the Dunkerque pilot station**

**Pilot station rates from 01/01/2026**

**1 - INTERIOR OR INNER ZONE (according to article 3 of the local regulation)**

from 0 to 1,499 m3 =	€357.99			
from 1,500 to 5,999 m3 =	€357.99 +	€4.621	per increment above	100 m3 1,500 m3
from 6,000 to 14,999 m3 =	€565.90 +	€4.108	per increment above	100 m3 6,000 m3
from 15,000 to 29,999 m3 =	€935.56 +	€3.246	per increment above	100 m3 15,000 m3
from 30,000 to 49,999 m3 =	€1,422.42 +	€2.973	per increment above	100 m3 30,000 m3
from 50,000 to 169,999 m3 =	€2,017.16 +	€2.625	per increment above	100 m3 50,000 m3
from 170,000 to 449,999 m3 =	€5,167.44 +	€1.431	per increment above	100 m3 170,000 m3
over 450,000 m3=	€9,173.54 +	€0.464	per increment above	100 m3 450,000 m3

**2 - EXTERIOR OR OUTER ZONE (according to article 3 of the local regulation)**

from 0 to 5,999 m3 =	€263.76			
from 6,000 to 49,999 m3 =	€263.76 +	€1.704	per increment above	100 m3 6,000 m3
from 50,000 to 169,999 m3 =	€1,014.05 +	€1.523	per increment above	100 m3 50,000 m3
from 170,000 to 449,999 m3 =	€2,842.64 +	€0.662	per increment above	100 m3 170,000 m3
over 450,000 m3=	€4,696.99 +	€0.122	per increment above	100 m3 450,000 m3

**EU RATES ACCESSORY SERVICES AND MISCELLANEOUS EXPENSES from 01/01/2025  
(PURSUANT TO articles 13-15 and 16 of the local regulations)**

**1- Miscellaneous fees**

**Article 13.4** pilot's travel expenses for boarding at a point other than expected €476.45

**Article 13.4** surcharge for requesting the pilot service without a prior message €476.45

**Article 15.1** Minimum charge for shifting €211.14

**Article 15.2** Fee for anchorage

DWT	DWT < 90,000 DWT	90,000 DWT < DWT < 150,000 DWT	150,000 DWT < DWT
Fee	€2,085.66	€2,719.04	€3,352.41

**Article 15.3**

1. Fee for displacement of pilot
  - a) for Calais port or Calais airport / DYCK €58.31
  - b) for west port of Dunkerque €38.57
  - c) for east port of Dunkerque €35.83
  - d) for LNG terminal €43.96
2. Fee for displacement and discharge of pilot
  - a) for all movements €210.21
  - b) for a port entry movement departing from the DYCK €476.45
3. Fee for moving a launch or helicopter €511.48

**Article 15.4** Waiting fee per 12-hour period €281.04

**Article 15.5** Fee for compass calibration

- - outside the port €211.14
- - inside the port €141.20

**Article 15.6** Fee for trials €352.37

**Article 15.10** Out-of-area pilot fee

(According to the article 15.10 of the local regulation, any vessel boarding or disembarking pilot outside the exterior zone (ZE) will be charged)

LENGTH	OUT OF ZE DYCK	OUT OF ZE LNG	OUT OF ZE E12
< 100 m	€56.80	€80.09	€113.60
100 to 130 m	€80.09	€103.44	€163.15
130 to 160 m	€103.44	€154.03	€212.65
160 to 190 m	€154.03	€278.19	€308.79
190 to 280 m	€278.19	€581.13	€410.73
>280 m	€581.13	€683.05	€544.52

**2- Lookout assistance:**

**Article 15.7** Lookout assistance fee

bulk liquid gas tankers			
from	0 to	6,000 m <sup>3</sup>	€37.07
from	6,001 to	50,000 m <sup>3</sup>	€74.13
from	50,001 to	120,000 m <sup>3</sup>	€271.82
from	120,001 to	220,000 m <sup>3</sup>	€506.59
from	220,001 to	320,000 m <sup>3</sup>	€775.32
	Above	320,000 m <sup>3</sup>	€893.65
ships other than bulk liquid gas tankers			
from	60,000 to	120,000 m <sup>3</sup>	€271.82
Above		120,000 m <sup>3</sup>	€506.59

### 3- Travel expenses

<b>Article 16-a</b> Daily fee for a pilot who does not disembark in the piloting area of the DYCK	€129.82
<b>Article 16-c</b> Fee due to the Pilot who goes to a port to board a ship there	€211.14
<b>Article 16-d</b> Fee for waiting more than 24 hours after the time for getting under way initially specified.	€563.48

## **OBTAINING THE CAPTAIN-PILOT LICENSE**

### **ARTICLE 1**

#### **General:**

**The captain-pilot's license is issued by the prefect of the Nord region, to a captain who has successfully undergone an examination before a local committee and meets the conditions specified in attachment 2 of this appendix;**

**The captain holding a captain-pilot's license agrees to be physically present on the bridge when the ship is in the compulsory piloting area.**

#### **West Port:**

A captain-pilot's license can be obtained by the captains of ro-ro ships, providing a VHF watch, less than 120 meters in length overall and equipped with appropriate manoeuvring means. This length is increased to 135 meters overall for ferries.

For:

- a- Ferries over 135 meters overall in length;
- b- Feeder-type cargo container ships, with a length of less than 90 meters overall;
- c- Ro-ro cargo ships of a length equal to or greater than 120 meters without however exceeding a length of 150 meters overall which make at least three weekly calls to the West port.

The local piloting committee examines according to the manoeuvrability of these vessels if their captains can obtain a captain-pilot's license.

In the event of development of port traffic, the local committee reserves the right to re-examine at any time the criteria for awarding the captain-pilot's license for captains of ro-ro ships of an overall length equal to or greater than 120 meters.

The request for assistance from one or more tugs as well as the failure of one of the appropriate manoeuvring means: main propulsion, helm, one or more transverse thrusters suspends the license and results in the boarding of a pilot on entering as well as on leaving port, and shifting within the berthing area included in the license.

For ferries making a minimum of one daily port call, provided all appropriate manoeuvring means are in working order, the use of a single tug does not suspend the license or result in the boarding of a pilot on entering or leaving port, and for shifting. The failure of one of the appropriate manoeuvring means entails the boarding of a pilot after advice from the head of the pilot station or his/her representative.

### **ARTICLE 2**

However, the captains of the vessels indicated in article R5341-4 of the French Transport Code of Law are excluded from the scope of application of this decision.

The same applies to ferries carrying dangerous goods when, due to the nature and quality of the products transported, they are required by the harbour master's office to operate at a special safety berth under the terms of the local port regulations for the transport and handling of dangerous and polluting goods.

## **ARTICLE 3**

As a general rule, captains who have made at least forty (40) piloted movements, either inbound or outbound, within 6 months of applying for a license with a given vessel in the port they usually frequent can obtain a captain-pilot's license; the license will specify the permitted berthing areas.

If a license is requested for several vessels deemed identical by the local committee, the number of movements required may be distributed over the vessels concerned, and the license will be issued for vessels deemed to be identical.

For ferries, if a captain holds a captain-pilot's license in CALAIS or BOULOGNE as captain, the number of movements normally required at DUNKERQUE is reduced by half the movements for which actual piloting is requested, according to the provisions of the first paragraph of this Article 3, i.e. a minimum of 20 movements.

A license issued for one type of ship or part of the port may be extended to another ship of the same type described according to article 1 of this appendix, or to another part of the port after having carried out the number of piloted movements, fixed by the local committee, which cannot exceed half of the movements necessary to obtain the initial licence.

The practical terms and conditions for issuing the license are indicated in Attachment 2 to Appendix C.

Candidates' knowledge is assessed by the local committee, based on the detailed program and glossary in Attachment 3 of this appendix.

## **ARTICLE 4**

To keep their license valid for two years, except in the event of withdrawal and endorsed annually, captains must obtain a certificate from the harbour master's office certifying that they have carried out for one year, the number of movements provided for in article 3, in the part of the port where they are authorized to pilot without there having been any significant incident or accident with the piloted vessel, or involving third parties; otherwise the local committee meets to decide on the renewal. The total number of movements planned to renew the license at Dunkerque is assessed by adding the movements made at Dunkerque, Calais or Boulogne, without the annual number of movements at Dunkerque being less than 4. This certificate is submitted to the maritime affairs department, for annual approval of the licence, accompanied by the medical certificate of fitness.

The license ceases to be valid or can be withdrawn, in accordance with article R5341-9 of the French Transport Code of Law.

DRAFTING THE INDIVIDUAL APPLICATION FILE  
FOR A CAPTAIN-PILOT'S LICENSE FOR THE PORT OF DUNKERQUE

-O-O-O-

Candidates are required to submit a personal file through their ship-owner who ensures that it is properly constituted and sends it to:

Direction départementale des Territoires et de la Mer du Nord  
30 rue l'Hermitte - BP 6533  
59386 DUNKERQUE Cedex

The file must include the 4 following documents:

- 1- An initial application from the candidate  
on free paper and bearing the company's approval.
- 2- A copy of the required certificate of competency as master  
on the vessels for which the issue of the license is requested.
- 3- A medical certificate of physical fitness issued by a French seafarers' doctor

In order to obtain this medical certificate, each candidate provides a certificate of fitness issued by a doctor for seafarers or, if s/he is a foreigner, by a doctor approved by his/her administration, accompanied by a certified translation that s/he meets the French standards of physical aptitude for the seafaring profession.

For all practical purposes, the sensory standards required of the candidate for the captain-pilot's license are attached.

The certificate and a medical examination carried out in the three (3) months preceding the request must in particular highlight the standards of visual and auditory acuity of the candidate captain-pilot.

The documents are to be submitted in a sealed envelope bearing the indication "Monsieur le médecin des gens de mer de DUNKERQUE": the latter will confirm to the DUNKERQUE departmental director the candidate's aptitude and, in case of doubt, in particular on the indications provided by a foreign doctor, may personally carry out an additional medical examination.

- 4- A summary of the port calls

Certified by the harbour master's office of DUNKERQUE, within six (6) months following the initial request, which specifies the number of movements carried out and counted from the date of the request, by the candidate as captain, with their dates and the name of the ship on which they were made.

If there is a request to reduce the number of calls due to the holding of a captain-pilot's license in the ports of CALAIS and BOULOGNE; a navigation report and the necessary supporting documents will also be presented.

**CONDITION OF PHYSICAL FITNESS OF THE CANDIDATE FOR THE  
CAPTAIN-PILOT'S LICENSE**

**THE STANDARDS REQUIRED ARE THE FOLLOWING:**

**1) Sensory standards:**

- Visual acuity: 8/10 for one eye, 7/10 for the other or 9/10 for one eye, 6/10 for the other.
- Correction admitted subject to a minimum visual acuity without correction of 5/10 for one eye, 3/10 for the other or 4/10 for each eye.
- Strabismus and diplopia are eliminatory.
- Colour perception standard:

Errors in reading the Ichihara tables are tolerated; no error is accepted in reading the coloured lights during the chromoptometric lantern examination.

- Hearing acuity:  
Perception of the whispered voice at 0.50 meters for each ear  
Perception of the normal voice at 0.50 meters for each ear

**2) In addition, candidates must meet the general aptitude standards indicated by order 2015-1575 relating to health and medical aptitude for shipping.**

**PRACTICAL CONDITIONS FOR THE ISSUANCE OF THE CAPTAIN-PILOT'S  
LICENSE IN THE PORT OF DUNKERQUE**

The three authorities indicated in Article 2 of the amended Order of 18 April 1986, specifying the powers and composition of the local committee and the procedures for issuing captain-pilot's licenses, or representatives appointed by each of them, will go on board the vessel whose captain is applying for a captain-pilot's license in principle as soon as:

- 1) The file is considered complete and satisfactory by the Maritime Affairs department;
- 2) The pilots who have assisted the captain for the movements provided for in article 3 of this decision have reported to the head of the piloting station that they had no technical reservations to make concerning the issuance of the Licence.

During the interview with the captain, which may take place either during an actual piloting operation or at the quay, the various Authorities will ensure that s/he is fully aware of the traffic, police and safety regulations as well as port organisation, and manoeuvring specifics in the port. At least two of the three members of the committee will stay on board to watch a manoeuvre carried out by the captain. In addition, the practical level of understanding of the French language from the point of view of its technical use in shipping will be checked.

The candidate will be immediately informed of the decision in principle of the committee which will sign a report on their visit on board.

The license will be valid from the moment the head of the piloting station has confirmed to the Maritime Affairs department that all the movements provided for by the regulations were carried out, without there being anything new to report. The extension of the license will be granted in view of the document issued by the harbour master's office certifying that the captain has carried out the minimum number of movements required in the previous 12 months, and that s/he has not had any abnormal difficulty in manoeuvring.

In exceptional cases when the committee has not been able to meet before the end of the compulsory piloted movements, for example on a public holiday, the license, if granted, will be valid retroactively from the end of the movements assisted by a Pilot, if the practical test and the file are deemed satisfactory.

**TARIFS U.M.C. 2026**

Longueur	V.H.F.	V.H.F. DARSE LNG	H.Z. BOULOGNE ZEEBRUGGE	H.Z. DOUVRES FLESSINGUE GAND TERNEUZEN	H.Z. FELIXTOWE ROTTERDAM TAMISE	H.Z. ROUEN LE HAVRE ANVERS	H.Z. CHERBOURG AMSTERDAM CAEN SOUTHAMPTON
< 100 m	33,49	65,28	247,61	372,86	410,73	435,47	492,27
102 à 130 m	33,49	65,28	310,23	435,47	509,79	569,38	635,06
132 à 160 m	48,06	80,35	372,86	493,76	779,22	1 038,48	1 169,55
162 à 190 m	53,90	89,13	498,11	623,37	901,77	1 220,54	1 370,56
192 à 280 m	71,37	106,70	623,37	747,18	1 187,06	1 571,56	1 779,83
> 280 m	85,94	123,04	747,18	873,91	1 373,47	1 832,25	2 062,42

\* Majoration comprenant péréquation pour préparation "2è navire en alerte"

Divers : Déplacement vedette rade :

**182,08**

\*\* Le Hors Zone Dyck est doublé lorsqu'il a comporté un mouillage.

Les HZ Flessingue, Gand, Terneuzen, Zeebrugge ne concernent que les navires ayant emprunté la passe de Zuydcoote.

"Service Plus" hélico

Embarquement Débarquement

Gris Nez	1 147,69
Boulogne	1 405,51
Ruytingen	1 035,58
MPC	1 147,69
Oost Dyck	1 624,00
Wandelaar	2 107,57

**TARIFS AU 1er janvier 2026**

Corvée vedette Dyck navires à destination de Dunkerque	604,51
Corvée vedette Dyck navires non à destination de Dunkerque	1 067,02
Corvée Pilote Heure	262,18
Déplacement vedette rade	182,08
Vedette Hauturier	43,70
Débarquement Wandelaar (97 00)	59,70
Retour E12	193,71
Retour Calais	141,27
Retour Boulogne	250,54
Retour Douvres	348,13
Retour Gravelines	72,83
Retour Amsterdam	850,58
Retour Southampton	850,58
Retour Rotterdam	728,26
Retour Flessingue	348,13
Retour Terneuzen	404,88
Retour Anvers	608,81
Retour Zeebrugge	348,13
Retour Rouen	608,81
Retour Le Havre	729,75
Retour Cherbourg	1 178,32
Retour Caen	1 178,32
Retour Honfleur (+ HZ Le Havre)	809,82
Retour Felixstowe	700,57
Retour Ostende (+ HZ Flessingue)	279,65
<i>HZ Hambourg = Amsterdam X 2</i>	
<i>Gand + HZ Douvres</i>	

Emb. Gris Nez + H.Z. Boulogne	1 147,69 GNEZ	Gris Nez	+ HZ Boulogne
Emb. Boulogne + H.Z. Boulogne	1 405,51 BOUL	Boulogne	+ HZ Boulogne
Emb. Déb. Ruytingen + H.Z. Douvres	1 035,58 NRUY	Ruytingen	+ HZ Douvres
Emb. Déb. MPC + H.Z. Douvres	1 147,69 MPC	MPC	+ HZ Douvres
Emb. Déb. Oost Dyck + H.Z.	1 624,00 OOST	Oostdyck	+ HZ Zeebrugge
Emb. Déb. Wandelaar	2 107,57 WANH	Wandelaar	+ HZ Zeebrugge
(HZ x 2) retard + 12 H ports étrangers			
50 % HZ retard + 4 H ports étrangers			

I.J. Entrée	214,50
I.J Sortie	131,90
Attente ports extérieurs au-delà de 24 h par 12 h	572,50

**REGLEMENT LOCAL**

Ferries pilotés	70 % ZI + ZE
Ferries non pilotés	11 % ZI + réduction abonnement
Navires non pilotés	20 % ZI + réduction abonnement
Changement mouillage = 1 Déh =	50 % ZI
2e pilote	25 % ZI
DH = 50 % ZI ou 75 % ZI selon zone mais toujours	>/ <b>211,14</b>

Dépl. pilote Dyck	476,45	<b>Assistance vigie LNG</b>
Déplacement	210,21	
Attente par période de 12 h	281,04	de 0 à 6 000 m <sup>3</sup> 37,07
Essais	352,37	de 6 001 à 50 000 m <sup>3</sup> 74,13
Compensation mer	211,14	de 50 001 à 120 000 m <sup>3</sup> 271,82
Compensation port	141,20	de 120 001 à 220 000 m <sup>3</sup> 506,59
Attente + 30 minutes	210,21	de 220 001 à 320 000 m <sup>3</sup> 775,32
		au-delà de 320 000 m <sup>3</sup> 893,65

**Vigie navire non DK**

de 60 000 à 120 000 m <sup>3</sup>	271,82
au-delà de 120 000 m <sup>3</sup>	506,59



**ENSEMBLE**  
*célébrons*  
**LE PORT**  
**DE DEMAIN**

TOWING SERVICES

2026 PRICES





**TARIF DE REMORQUAGE – PORT DE DUNKERQUE**  
**PRINCIPES ET REGLES D'UTILISATION DES TARIFS**  
**Date d'application : 1<sup>er</sup> Janvier 2026**

**TOWAGE RATES – PORT OF DUNKIRK**  
**OPERATING TERMS AND SCHEDULE OF RATES**  
**Effective: January 1<sup>st</sup> 2026**

BOLUDA DUNKERQUE  
Port 2310, Chaussée des darses  
Freycinet 7 Sud  
59140 Dunkerque, France

Tel : +33 (0)3 28 65 81 00

[boluda-dunkerque@boluda.fr](mailto:boluda-dunkerque@boluda.fr)

[invoice@boluda.fr](mailto:invoice@boluda.fr)

[www.boludafrance.com](http://www.boludafrance.com)

**I. BAREME APPLICABLE / SCHEDULE OF RATES**

- Tarif standard par remorqueur • Entrée ou Sortie • Tarification basée sur la longueur hors tout du navire avec limitation par la largeur maximum et le tirant d'eau maximum d'été en mètre. • La longueur du navire est arrondie par défaut si elle comporte une partie décimale inférieure au  $\frac{1}{2}$  mètre, par excès dans les autres cas • Les dimensions de référence sont celles du LLOYD'S REGISTER OF SHIPS (publiées par IHS Markit Sea-web Ship) • Ce tarif ne s'applique pas aux situations et remorquage d'urgence ou sauvetage.

Standard rate per tug • Docking or undocking • Towage rates are based on vessel L.O.A. provided maximum breadth and maximum summer draft do not exceed the prescribed limits, in meter • Vessel L.O.A. is rounded down in case decimal part is lower than  $\frac{1}{2}$  meter, rounded up in other cases • Dimensions of reference are those of the LLOYD'S REGISTER OF SHIPS (published by IHS Markit Sea-web Ships) • This schedule of rates shall not apply to emergency assistance, rescue towing or salvage.

TRANCHE SECTION	LONGUEUR HORS TOUT LENGTH OVER ALL	LARGEUR MAXI. MAX. BREADTH	TIRANT D'EAU MAXI. MAX. DRAFT	TARIF STANDARD STANDARD RATE	TARIF PORTE CONTENEUR
					CONTAINER CARRIERS RATE
1	130	20	8,35	1 150,45 €	977,87 €
2	131	20	8,4	1 187,67 €	1 009,51 €
3	132	20	8,45	1 222,64 €	1 039,29 €
4	133	20	8,45	1 254,56 €	1 066,40 €
5	134	20	8,5	1 283,57 €	1 091,05 €
6	135	20	8,55	1 313,50 €	1 116,45 €
7	136	21	8,6	1 341,19 €	1 139,99 €
8	137	21	8,65	1 368,65 €	1 163,38 €
9	138	21	8,7	1 398,60 €	1 200,25 €
10	139	21	8,75	1 421,83 €	1 208,52 €
11	140	21	8,75	1 435,99 €	1 220,60 €
12	141	21	8,8	1 451,30 €	1 233,60 €
13	142	21	8,85	1 465,26 €	1 245,45 €
14	143	21	8,9	1 482,52 €	1 260,17 €
15	144	22	8,95	1 496,50 €	1 272,01 €
16	145	22	9	1 513,97 €	1 286,88 €
17	146	22	9,05	1 530,59 €	1 301,01 €
18	147	22	9,05	1 549,43 €	1 317,02 €
19	148	22	9,1	1 568,50 €	1 333,21 €
20	149	22	9,15	1 586,20 €	1 348,28 €
21	150 à 154	22 à 23	9,40	1 604,59 €	1 363,92 €
22	155	23	9,45	1 612,99 €	1 371,08 €
23	156	23	9,5	1 636,50 €	1 391,03 €
24	157	23	9,55	1 669,26 €	1 418,92 €
25	158	23	9,55	1 706,25 €	1 450,34 €
26	159	23	9,6	1 752,14 €	1 489,35 €
27	160	23	9,65	1 798,68 €	1 528,87 €
28	161	23	9,7	1 844,31 €	1 567,64 €
29	162	24	9,75	1 880,62 €	1 598,51 €
30	163	24	9,8	1 912,73 €	1 625,86 €
31	164 à 165	24	9,90	1 948,88 €	1 656,54 €
32	166	24	9,95	1 963,48 €	1 668,98 €
33	167	24	9,95	1 997,40 €	1 697,78 €
34	168	24	10	2 029,52 €	1 725,09 €
35	169	24	10,05	2 064,05 €	1 754,46 €
36	170	24	10,1	2 098,38 €	1 783,66 €
37	171	25	10,15	2 119,88 €	1 801,90 €
38	172	25	10,2	2 136,28 €	1 815,82 €
39	173	25	10,25	2 142,72 €	1 821,29 €
40	174	25	10,3	2 193,41 €	1 864,43 €
41	175	25	10,35	2 231,75 €	1 897,00 €
42	176	25	10,4	2 269,88 €	1 929,36 €
43	177	25	10,45	2 309,08 €	1 962,71 €
44	178	26	10,45	2 347,41 €	1 995,29 €
45	179	26	10,5	2 385,55 €	2 027,73 €
46	180 à 181	26	10,60	2 413,44 €	2 051,40 €
47	182	26	10,65	2 438,46 €	2 072,68 €
48	183	26	10,7	2 484,99 €	2 112,25 €

TRANCHE SECTION	LONGUEUR HORS TOUT LENGTH OVER ALL	LARGEUR MAXI. MAX. BREADTH	TIRANT D'EAU MAXI. MAX. DRAFT	TARIF STANDARD STANDARD RATE	TARIF PORTE CONTENEUR CONTAINER CARRIERS RATE
49	184	26	10,75	2 534,80 €	2 154,59 €
50	185	26	10,75	2 580,91 €	2 193,76 €
51	186 à 187	27	10,85	2 636,74 €	2 241,20 €
52	188	27	10,9	2 649,57 €	2 252,16 €
53	189	27	10,95	2 699,22 €	2 294,32 €
54	190	27	10,95	2 748,18 €	2 335,95 €
55	191	28	11	2 796,02 €	2 376,58 €
56	192	28	11,05	2 844,08 €	2 417,48 €
57	193	28	11,1	2 891,51 €	2 457,76 €
58	194	28	11,15	2 939,14 €	2 498,27 €
59	195	28	11,2	2 986,10 €	2 538,20 €
60	196	28	11,25	3 035,95 €	2 557,47 €
61	197	29	11,3	3 080,92 €	2 590,78 €
62	198	29	11,35	3 127,46 €	2 615,03 €
63	199 à 201	29 à 31	11,50	3 141,85 €	2 670,56 €
64	202	31	11,6	3 157,57 €	2 683,93 €
65	203	31	11,65	3 187,91 €	2 709,75 €
66	204	31	11,7	3 217,81 €	2 735,14 €
67	205	31	11,75	3 249,92 €	2 762,44 €
68	206	31	11,8	3 281,65 €	2 789,41 €
69	207	31	11,85	3 314,85 €	2 817,63 €
70	208	32	11,9	3 346,96 €	2 844,93 €
71	209 à 210	32	12,00	3 377,77 €	2 871,11 €
72	211	33	12,05	3 417,18 €	2 904,61 €
73	212	33	12,1	3 471,91 €	2 936,01 €
74	213	33	12,2	3 528,42 €	2 956,46 €
75	214	33	12,25	3 585,12 €	2 974,38 €
76	215	33	12,3	3 624,57 €	2 994,83 €
77	216	33	12,35	3 681,52 €	3 015,29 €
78	217	33	12,4	3 737,34 €	3 040,82 €
79	218	33	12,45	3 792,49 €	3 058,74 €
80	219	34	12,5	3 846,54 €	3 079,20 €
81	220 à 222	34	12,65	3 846,54 €	3 127,74 €
82	223	34	12,7	3 896,17 €	3 152,00 €
83	224	35	12,8	3 956,42 €	3 163,57 €
84	225	35	12,85	3 996,97 €	3 185,32 €
85	226	35	12,9	4 058,32 €	3 203,21 €
86	227	35	12,95	4 122,36 €	3 222,41 €
87	228	35	13	4 181,94 €	3 237,79 €
88	229	35	13,05	4 242,00 €	3 251,78 €
89	230	36	13,1	4 283,40 €	3 264,58 €
90	231	37	13,15	4 343,68 €	3 280,00 €
91	232	37	13,2	4 400,41 €	3 293,95 €
92	233	38	13,25	4 459,33 €	3 318,35 €
93	234	38	13,3	4 514,71 €	3 324,71 €
94	235	38	13,4	4 549,25 €	3 341,35 €
95	236	38	13,45	4 607,08 €	3 348,97 €
96	237	38	13,5	4 663,34 €	3 370,67 €
97	238	38	13,55	4 721,83 €	3 371,97 €
98	239	39	13,6	4 777,22 €	3 396,37 €
99	240	39	13,65	4 809,61 €	3 407,80 €
100	241	39	13,7	4 866,29 €	3 416,81 €
101	242	39	13,75	4 923,00 €	3 425,57 €
102	243	39	13,8	4 980,36 €	3 435,47 €
103	244 à 245	40	13,90	5 010,69 €	3 470,44 €
104	246	40	14	5 062,11 €	3 494,70 €
105	247	40	14,05	5 125,96 €	3 502,46 €
106	248	40	14,1	5 173,78 €	3 510,10 €

TRANCHE SECTION	LONGUEUR HORS TOUT LENGTH OVER ALL	LARGEUR MAXI. MAX. BREADTH	TIRANT D'EAU MAXI. MAX. DRAFT	TARIF STANDARD STANDARD RATE	TARIF PORTE CONTENEUR CONTAINER CARRIERS RATE
107	249	41	14,15	5 228,27 €	3 524,19 €
108	250	41	14,2	5 246,45 €	3 533,10 €
109	251	41	14,25	5 276,78 €	3 548,46 €
110	252	41	14,3	5 308,02 €	3 560,04 €
111	253	41	14,35	5 335,76 €	3 563,84 €
112	254	42	14,4	5 366,08 €	3 579,22 €
113	255	42	14,45	5 425,88 €	3 588,10 €
114	256	42	14,5	5 454,46 €	3 595,72 €
115	257	42	14,55	5 484,36 €	3 607,30 €
116	258	42	14,6	5 515,62 €	3 616,18 €
117	259	42	14,7	5 543,28 €	3 623,92 €
118	260 à 261	42	14,80	5 572,33 €	3 644,39 €
119	262	43	14,85	5 590,03 €	3 646,93 €
120	263	43	14,9	5 610,66 €	3 664,85 €
121	264	43	14,95	5 629,94 €	3 666,14 €
122	265	44	15	5 681,54 €	3 681,52 €
123	266	44	15,1	5 702,16 €	3 689,10 €
124	267	44	15,2	5 720,54 €	3 700,68 €
125	268	44	15,3	5 742,24 €	3 705,75 €
126	269	44	15,4	5 764,17 €	3 710,83 €
127	270	44	15,5	5 814,89 €	3 726,23 €
128	271	45	15,6	5 823,34 €	3 740,33 €
129	272	45	15,7	5 839,75 €	3 742,84 €
130	273	45	15,8	5 854,14 €	3 757,13 €
131	274	45	15,9	5 870,95 €	3 765,88 €
132	275	45	16	5 916,38 €	3 774,76 €
133	276	45	16,1	5 932,33 €	3 788,86 €
134	277	46	16,2	5 949,62 €	3 799,04 €
135	278	46	16,3	5 964,44 €	3 811,85 €
136	279	46	16,4	5 981,51 €	3 822,19 €
137	280	46	16,5	6 028,04 €	3 833,59 €
138	281	46	16,6	6 041,07 €	3 847,70 €
139	282	47	16,8	6 051,96 €	3 854,47 €
140	283	47	17	6 064,35 €	3 873,25 €
141	284	47	17,1	6 074,34 €	3 883,55 €
142	285	47	17,2	6 087,17 €	3 894,96 €
143	286	47	17,3	6 191,27 €	3 916,69 €
144	287	48	17,4	6 203,27 €	3 916,69 €
145	288	48	17,5	6 214,76 €	3 933,34 €
146	289	48	17,6	6 226,53 €	3 941,94 €
147	290	48	17,7	6 238,72 €	3 964,10 €
148	291	49	17,75	6 248,46 €	3 980,77 €
149	292	49	17,8	6 261,08 €	3 991,34 €
150	293	49	17,9	6 273,52 €	4 001,18 €
151	294	49	17,95	6 284,81 €	4 030,85 €
152	295	49	18	6 297,41 €	4 040,72 €
153	296	49	18,05	6 309,15 €	4 059,05 €
154	297	49	18,05	6 322,01 €	4 079,09 €
155	298 à 314	50 à 52	19,30	6 391,55 €	4 382,14 €
156	315	52	19,3	6 399,98 €	4 408,92 €
157	316	52	19,4	6 424,81 €	4 430,09 €
158	317	52	19,5	6 430,11 €	4 439,99 €
159	318	52	19,6	6 444,75 €	4 469,61 €
160	319	52	19,7	6 460,25 €	4 499,81 €
161	320	52	19,8	6 475,75 €	4 514,77 €
162	321	52	19,9	6 495,68 €	4 529,29 €
163	322	52	20	6 514,72 €	4 554,82 €
164	323	52	20,1	6 533,12 €	4 574,39 €

TRANCHE SECTION	LONGUEUR HORS TOUT LENGTH OVER ALL	LARGEUR MAXI. MAX. BREADTH	TIRANT D'EAU MAXI. MAX. DRAFT	TARIF STANDARD STANDARD RATE	TARIF PORTE CONTENEUR CONTAINER CARRIERS RATE
165	324	52	20,2	6 552,41 €	4 601,69 €
166	325	52	20,3	6 571,00 €	4 635,38 €
167	326	53	20,4	6 590,94 €	4 658,38 €
168	327	53	20,45	6 610,22 €	4 683,57 €
169	328	53	20,6	6 629,27 €	4 719,77 €
170	329	53	20,7	6 648,12 €	4 740,22 €
171	330	53	20,75	6 666,49 €	4 765,46 €
172	331	53	20,8	6 690,43 €	4 792,73 €
173	332	53	20,85	6 714,55 €	4 818,23 €
174	333	53	20,85	6 737,82 €	4 847,35 €
175	334	53	20,9	6 762,63 €	4 874,63 €
176	335	53	20,95	6 786,33 €	4 901,93 €
177	336	53	20,95	6 827,56 €	4 929,21 €
178	337	53	21	6 834,85 €	4 956,50 €
179	338	53	21,05	6 859,23 €	4 983,81 €
180	339	53	21,05	6 882,29 €	5 011,13 €
181	340	54	21,1	6 906,20 €	5 038,39 €
182	341	54	21,15	6 968,23 €	5 065,68 €
183	342	54	21,15	7 030,26 €	5 092,97 €
184	343	54	21,2	7 093,19 €	5 120,29 €
185	344	54	21,25	7 153,87 €	5 147,56 €
186	345	54	21,25	7 217,25 €	5 174,88 €
187	346	54	21,3	7 278,82 €	5 202,14 €
188	347	54	21,35	7 339,73 €	5 229,46 €
189	348	54	21,35	7 401,98 €	5 256,73 €
190	349	54	21,4	7 465,13 €	5 284,05 €
191	350	55	21,4	7 527,16 €	5 311,36 €
192	351	55	21,45	7 588,99 €	5 338,62 €
193	352	55	21,5	7 651,24 €	5 365,96 €
194	353	55	21,55	7 714,15 €	5 393,20 €
195	354	55	21,55	7 775,93 €	5 420,52 €
196	355	55	21,6	7 838,86 €	5 447,81 €
197	356	55	21,65	7 901,12 €	5 470,25 €
198	357	55	21,65	7 963,82 €	5 495,33 €
199	358	55	21,7	8 025,16 €	5 520,41 €
200	359	55	21,75	8 088,56 €	5 545,53 €
201	360	56	21,75	8 150,13 €	5 570,59 €
202	361	56	21,8	8 213,26 €	5 595,66 €
203	362	56	21,85	8 275,52 €	5 620,76 €
204	363	56	21,85	8 338,66 €	5 645,83 €
205	364	56	21,9	8 401,37 €	5 670,93 €
206	365	56	21,95	8 335,44 €	5 696,00 €
207	366	56	21,95	8 525,40 €	5 721,08 €
208	367	56	22	8 587,44 €	5 746,20 €
209	368	56	22,05	8 650,36 €	5 771,26 €
210	369	56	22,05	8 712,17 €	5 796,35 €
211	370	57	22,1	8 775,97 €	5 821,42 €
212	371	57	22,15	8 837,35 €	5 846,52 €
213	372	57	22,15	8 900,26 €	5 871,60 €
214	373	57	22,2	8 962,06 €	5 896,66 €
215	374	57	22,25	9 024,78 €	5 921,75 €
216	375	57	22,25	9 087,67 €	5 946,86 €
217	376	57	22,3	9 150,14 €	5 971,96 €
218	377	57	22,35	9 211,96 €	5 997,02 €
219	378	57	22,35	9 274,64 €	6 022,12 €
220	379	57	22,4	9 336,47 €	6 047,19 €
221	380	58	22,45	9 399,81 €	6 072,29 €
222	381	58	22,45	9 430,61 €	6 097,36 €
223	382	58	22,5	9 462,29 €	6 122,45 €

TRANCHE SECTION	LONGUEUR HORS TOUT LENGTH OVER ALL	LARGEUR MAXI. MAX. BREADTH	TIRANT D'EAU MAXI. MAX. DRAFT	TARIF STANDARD STANDARD RATE	TARIF PORTE CONTENEUR CONTAINER CARRIERS RATE
224	383	58	22,55	9 493,09 €	6 147,54 €
225	384	58	22,55	9 523,89 €	6 172,62 €
226	385	58	22,6	9 554,00 €	6 197,69 €
227	386	58	22,65	9 585,68 €	6 222,79 €
228	387	58	22,65	9 616,05 €	6 247,88 €
229	388	58	22,7	9 646,14 €	6 272,97 €
230	389	58	22,75	9 675,60 €	6 298,07 €
231	390	59	22,75	9 706,19 €	6 323,16 €
232	391	59	22,8	9 736,33 €	6 348,25 €
233	392	59	22,85	9 766,91 €	6 373,35 €
234	393	59	22,85	9 797,50 €	6 398,44 €
235	394	59	22,9	9 827,17 €	6 423,52 €
236	395	59	22,95	9 854,65 €	6 448,61 €
237	396	59	22,95	9 886,99 €	6 473,71 €
238	397	59	23	9 916,67 €	6 498,80 €
239	398	59	23,05	9 946,59 €	6 523,89 €
240	399	59	23,05	9 975,59 €	6 548,99 €
241	400	60	23,1	10 005,06 €	6 574,08 €

## II. COMMANDE DES REMORQUEURS / TUG ORDER

PREAVIS NOTICE	Les prévisions de commande seront transmises par l'intermédiaire de la Capitainerie et inscrite sur le logiciel SIRENE du Grand Port Maritime dans le respect du préavis minimum :  Expected services shall be reported beforehand to Port Control in compliance with minimum notice: <ul style="list-style-type: none"><li>24 heures 24 hours</li></ul>																
	<table border="1"> <thead> <tr> <th colspan="3">Pour les opérations / For services</th> </tr> </thead> <tbody> <tr> <td>Entre 8h30 et 14h00 From 8h30 to 14h00</td><td>Entre 14h00 et 20h30 From 14h00 to 20h30</td><td>Entre 20h30 et 08h30 From 20h30 to 08h30</td></tr> <tr> <td>Avant Before 08h00</td><td>Avant Before 12h00</td><td>Avant Before 18h00</td></tr> <tr> <td colspan="3">Possibilité de commander 5 heures auparavant, si contact avant 18h00 pour s'assurer de la faisabilité de l'opération / Possibility to order 5 hours before service, if contact before 18h00 to ensure the feasibility of service</td></tr> <tr> <td colspan="3">Avec un délai minimum de 3 heures pour toute commande, annulation ou report. Minimum 3 hours notice for any order, cancellation or modification</td></tr> </tbody> </table>			Pour les opérations / For services			Entre 8h30 et 14h00 From 8h30 to 14h00	Entre 14h00 et 20h30 From 14h00 to 20h30	Entre 20h30 et 08h30 From 20h30 to 08h30	Avant Before 08h00	Avant Before 12h00	Avant Before 18h00	Possibilité de commander 5 heures auparavant, si contact avant 18h00 pour s'assurer de la faisabilité de l'opération / Possibility to order 5 hours before service, if contact before 18h00 to ensure the feasibility of service			Avec un délai minimum de 3 heures pour toute commande, annulation ou report. Minimum 3 hours notice for any order, cancellation or modification	
Pour les opérations / For services																	
Entre 8h30 et 14h00 From 8h30 to 14h00	Entre 14h00 et 20h30 From 14h00 to 20h30	Entre 20h30 et 08h30 From 20h30 to 08h30															
Avant Before 08h00	Avant Before 12h00	Avant Before 18h00															
Possibilité de commander 5 heures auparavant, si contact avant 18h00 pour s'assurer de la faisabilité de l'opération / Possibility to order 5 hours before service, if contact before 18h00 to ensure the feasibility of service																	
Avec un délai minimum de 3 heures pour toute commande, annulation ou report. Minimum 3 hours notice for any order, cancellation or modification																	
CONFIRMATION DE COMMANDE FIRM ORDER	1. Standard Standard	Entre 8h30 et 14h00 From 8h30 to 14h00	Entre 14h00 et 20h30 From 14h00 to 20h30														
		Avant Before 08h00	Avant Before 12h00														
	2. Pétrolier / Gazier Oil tankers / LNG carriers	Avant Before 18h00															
Possibilité de commander 5 heures auparavant, si contact avant 18h00 pour s'assurer de la faisabilité de l'opération / Possibility to order 5 hours before service, if contact before 18h00 to ensure the feasibility of service		Avec un délai minimum de 3 heures pour toute commande, annulation ou report. Minimum 3 hours notice for any order, cancellation or modification															
		<p><b>Entrée (jour ou nuit)</b> : cf confirmation de commande standard <b>Docking (day or night)</b> : Cf standard firm order</p> <p><b>Sortie de jour</b> : minimum 2 heures. <b>Undocking during day hours</b>: minimum 2 hours.</p> <p><b>Sortie de nuit</b> : une option devra être faite pour 18h00 indiquant l'heure probable de sortie puis une confirmation de la commande 2 heures avant le départ. <b>Service during night hours</b>: an option must be sent by 18h00 and final confirmation of order 2 hours before departure.</p>															
		<p>Pour les navires escalant entre 20h00 et 08h30, il doit être commandé le nombre de remorqueurs nécessaires pour les opérations d'entrée et de sortie.</p> <p>For container carriers calling between 20h00 and 08h30, it is required to order tugs for both in and out operations.</p>															

**III. DEFINITION DES ZONES D'OPERATION / OPERATING ZONES**

ZONE A	Darse 1, 2, 3, 4, 5, 6 • Quai du départ • Quai de Suez • Quai de Douvres • Quai de réparations • Appontement pétrolier BP • Quai céréaliers Dock 1, 2, 3, 4, 5, 6 • Départ quay • Suez quay • Douvres Quay • Réparations quay • BP Oil Terminal • Cereal quay
ZONE B	Bassin Maritime, y compris quai céréalier (inclus dans zone A et B) Maritime Bassin, inclusive of Cereal quay (belonging to both Zone A and B)
ZONE C	Dock flottant • Cales Sèches • toutes darses Port Ouest Floating dock • Dry docks • Western harbor docks

**IV. MAJORATIONS ET RISTOURNES / EXTRA CHARGES AND REBATES**

		Les frais de déhalage s'appliquent en fonction des zones d'opérations. Dans tous autres cas le tarif Entrée ou Sortie s'applique.  Shifting costs are based upon operating zones. Docking or undocking rate apply to any other case.				
1. DEHALAGE SHIFTING		INTRA-ZONE A / B	ZONE A => B / B => A	ZONE C		
		50% du tarif applicable of applicable rate	75% du tarif applicable of applicable rate	80% du tarif applicable of applicable rate		
2. TARIF DE NUIT NIGHT RATES		Majoration de 15% du tarif applicable pour les opérations entre 20h00 et 06h00 le lendemain 15% surcharge will apply on assist rate for services during night hours (from 20h00 to 06h00)				
3. NAVIRE SANS MACHINE DEAD SHIP		Majoration de 30% du tarif applicable pour les opérations sur navires sans machine 30% surcharge will apply on assist rate for assisting vessel without propeller or steerage.				
4. MODIFICATION / ANNULATION MODIFICATION / CANCELLATION		1. Non respect de préavis Non-compliance notice	Majoration de 35% du tarif pour modification, annulation ou déplacement inutile d'un remorqueur). 35% surcharge will apply on assist rate for modification, cancellation or mobilization in vain. • Minimum 402,65 Euros • Maximum 813,43 Euros			
		2. Défaut d'utilisation Dismissing tug	Majoration de 70% du tarif applicable pour renvoi. 70% surcharge will apply on assist rate for dismissed tug. • Minimum 805,31 Euros			
5. ATTENTE WAITING TIME		Majoration de 25% du tarif applicable par heure d'attente après franchise de 30 minutes. 25% surcharge will apply on assist rate per hour. First 30 minutes are free of charge. • Minimum 402,65 Euros • Maximum 813,43 Euros				
6. COMMANDE TARDIVE LATE ORDER		Majoration de 50% du tarif applicable pour toute commande au cours de la période contractuelle. 50% surcharge will apply on assist rate for any order during contractual period.				
7. ESCORTE GAZIERS LNG CARRIERS ESCORT		Remise de 15% sur le tarif applicable pour utilisation d'un remorqueur en escorte de sécurité. 15% rebate will apply on assist rate for tug providing security escort.				
8. SURCHARGE DE SOUTE BUNKER SURCHARGE		Une surcharge forfaitaire "soutes" est appliquée par remorqueur et par mouvement. L'indice est calculé sur la base de l'indice SOCOMET moyen des trois derniers mois. L'indice est mis à jour mensuellement. A bunker surcharge is applied for each tug used and by operation. The index is based on the average SOCOMET index for the past three months. Surcharge to be updated every month.				

**V. AUTRES PRESTATIONS / MISCEALLENous**

	Intérieur des écluses Inside the locks	Extérieur des écluses Outside the locks	Veille sécurité Security Standby
	932,23 Euros	1019,06 Euros	599,29 Euros
1. TARIF HORAIRE HOURLY RATE	<p>Toute heure commencée est due • La prestation s'entend départ quai/retour quai du remorqueur • La majoration IV.2. tarif de nuit s'applique au tarif horaire • Ce tarif ne s'applique pas aux situations et remorquages d'urgence ou sauvetage.</p> <p>Charged per hour or part thereof • Time count from leaving until returning at the tugboat station • IV.2 Night surcharge will apply on hourly rate for night hours • This schedule of rates shall not apply to emergency assistance, rescue towing or salvage</p>		
2. TARIF HORAIRE ENGINS DU PORT HOURLY RATE PORT OF DUNKIRK FLEET	<p>Opérations commerciales sur navire, barge et réparations navales Commercial services on ships, barges and ship repairs</p> <p>307,51 Euros</p> <p>Toute heure commencée est due • Le décompte horaire commence à l'heure prévue de commande – ou en cas de retard du remorqueur lorsqu'il est à proximité de l'engin – et se termine lorsque le remorqueur est libéré • Valable uniquement pour le(s) ponton-bigue(s) appartenant au Grand Port Maritime de Dunkerque • <u>Limite de responsabilité</u> : Le(s) remorqueur(s) est loué au propriétaire des engins pour sa force motrice. BOLUDA DUNKERQUE ne sera en aucun cas responsable ni des engins lors du remorquage, qu'ils aient ou non un équipage, ni du matériel ou marchandises à bord.</p> <p>Charged per hour or part thereof • Time count from ordered time – and in case tug is delayed when approaching and ready to receive orders – until tug is released • Apply only to crane barge belonging to Dunkirk Port Authority • <u>Limitation of liability</u> : Tug(s) are hired by Owner to supply bollard pull. BOLUDA DUNKERQUE is in no circumstance whatsoever responsible neither for the crane barge during towage operation, whether manned or not, nor for equipment or cargo on board.</p>		
		Autres Opérations Other Services	932,23 Euros

**VI. TAXES / TAXES**

- L'ensemble des tarifs sont calculés hors taxes.

All above rates and tariffs are exclusive of taxes.

**CONDITIONS GÉNÉRALES DE REMORQUAGE PORTUAIRE DES  
ENTREPRISES FRANÇAISES**

Les Compagnies françaises de remorquage, adhérentes de l'Association Professionnelles des Entreprises de Remorquage Portuaire (A.P.E.R.M.A.), effectuent leurs opérations aux conditions générales suivantes, les termes « La Compagnie » et « Le Contractant » désignant respectivement l'entreprise de remorquage, d'une part, l'exploitant du navire ou autre bâtiment remorqué, d'autre part.

1. Les opérations de remorquage effectuées par la Compagnie à l'entrée, à l'intérieur ou à la sortie des ports, ainsi que dans les rades, fleuves et canaux, sont soumises de convention expresse aux conditions contractuelles ci-après, qu'un écrit ait été signé ou non avant l'opération.

2. Le contrat de remorquage est un contrat de louage de services, en exécution duquel la Compagnie met à la disposition du Contractant la traction, c'est-à-dire la force motrice de ses remorqueurs en état de navigabilité, et les services de ses équipages, que le remorqué ait ou non un équipage.

3. La période contractuelle commence dès l'instant où le ou les remorqueurs, s'approchant du remorqué pour passer ou saisir la remorque pour le pousser ou pour effectuer toute opération liée au remorquage, sont susceptibles d'en recevoir les ordres, qu'il leur en soit donné ou non, ou se trouvent suffisamment rapprochés du remorqué pour être soumis à son action ou pour être susceptibles de le heurter ou d'être heurtés par lui. Cette période se termine dès l'instant où l'opération achevée, le ou les remorqueurs se sont éloignés du remorqué suffisamment pour ne plus être soumis à son action et ne plus être susceptibles de le heurter ou d'être heurtés par lui.

4. Pendant le cours de la période contractuelle définie ci-dessus, le Capitaine et l'Équipage des remorqueurs sont, de convention expresse, mis à la disposition du Contractant et deviennent ses préposés exclusifs. Les remorqueurs sont placés sous sa garde. Resteront donc en conséquence à la charge exclusive du Contractant toutes avaries, dommages et autres, de quelque nature qu'ils soient, subis tant par le navire remorqué que par le ou les remorqueurs, au cours des opérations de remorquage. Le Contractant sera également responsable de toutes réclamations qui pourraient être faites par les tiers contre le navire remorqué et contre les remorqueurs, à l'occasion des faits survenus au cours de ces opérations. La Compagnie répondra toutefois de sa faute lourde et personnelle dans l'exécution de son obligation de fourniture de moyens, remorqueurs et équipages.

5. Les remorques appropriées nécessaires au remorquage, sont, sans que cela modifie en quoi que ce soit le principe de responsabilité énoncé à l'article 4, fournies par le remorqueur. Sauf stipulation contraire figurant au tarif, aucun supplément n'est dû pour l'utilisation de la remorque du remorqueur.

Le remorqué peut, à sa demande, utiliser sa propre remorque. Une telle utilisation n'ouvre droit à aucune réduction du tarif du remorquage.

6. La Compagnie se réserve le droit de remplacer, même en cours de manœuvre, un ou plusieurs remorqueurs par d'autres lui appartenant ou appartenant à d'autres propriétaires.

7. En aucun cas, il ne peut être fait de réclamation à la Compagnie, pour cause de retard, ni pour les conséquences occasionnées par ce retard.

8. Les frais de port, de pilotage et de lamanage, concernant le ou les remorqueurs ou le remorqué sont à la charge de ce dernier, ainsi que tous frais pour ouverture de ponts ou d'écluses, soit pendant le remorquage, soit avant ou après, pour laisser les remorqueurs passer.

9. Toute opération commencée est due dans son intégralité, même en cas de perte du remorqué survenant pour toute autre cause que la faute lourde et personnelle de la Compagnie ; celle-ci a droit au paiement du prix de toute opération commandée.

10. La Compagnie pourra prétendre à une rémunération dans le cas où des circonstances exceptionnelles modifieraient la nature des services prévus au contrat.

11. Le montant des opérations de remorquage est payable au comptant en Euros, au port du remorquage suivant le tarif en vigueur au jour de l'opération. Des pénalités de retard de paiement calculées sur la base du taux d'intérêt appliqué par la Banque Centrale Européenne à son opération de refinancement la plus récente majorée de 10 points de % seront appliquées si le montant des sommes dues n'est pas acquitté à la date de paiement mentionnée sur la facture de ces opérations. Le montant de l'indemnité forfaitaire minimum pour frais de recouvrement est de 40 (quarante) Euros. (Art L441-6 du code de commerce).

12. Il est fait expressément attribution de compétence au Tribunal de Commerce du Port où s'effectue le remorquage, à l'exclusion de tout autre, et toute contestation judiciaire quelconque devra lui être soumise, même en cas de recours en garantie, de pluralité de défendeurs ou de connexité, cette clause étant entendue comme dérogeant expressément à toute disposition contraire, notamment à celles du Code de Procédure Civile.

**Clauses déposées auprès des Chambres de Commerce et d'Industrie des  
Ports Maritimes Français.**

**TARIF DE REMORQUAGE PORT DE DUNKERQUE  
TOWAGE RATES PORT OF DUNKIRK****GENERAL CONDITIONS OF PORT TOWAGE BY FRENCH FIRMS**

French towage companies which are members of the Association Professionnelle des Entreprises de Remorquage Maritime (APERMA) undertake their operations on the following standard terms and conditions, in which the words "the Company" and "the Contracting Party" refer respectively to the towage company and to the operator of the ship or other vessel towed.

1. It is expressly agreed that towage operations undertaken by the Company in side or on entering or leaving harbours, and in roads, rivers and canals, shall be subject to the following contractual conditions, whether or not any document is signed prior to the operation.

2. The towage contract is a hire-of-service contract, in the performance of which the Company puts traction at the disposal of the Contracting Party, in other words the moving power of its tugboats in seaworthy condition and the services of its crews, whether or not the towed vessel has a crew of its own.

3. The contractual period begins as of the moment when the tug(s), approaching the contracting vessel to cast or receive the towline, to push the vessel or to undertake any operation in connection with towage, is/are liable to receive orders from it, whether or not these be given, or is/are sufficiently close to the vessel to be subjected to its action or liable to collide with it or be hit by it. This period ends, once the operation is completed, as soon as the tug(s) have moved sufficiently away from the vessel so as to be no longer subjected to its action or liable to collide with it or be hit by it.

4. Throughout the course of the contractual period as defined above, it is expressly agreed that the captain and crew of the tugs are at the disposal of the Contracting Party and are thereby the latter's agents, exclusively under his control and direction, employed to perform a task. The tugs are thus in the care of the Contracting Party. This being so, any average, damage or other such costs of any nature whatsoever, incurred either by the vessel towed or by the tug(s) in the course of the towage operations, shall be borne exclusively by the Contracting Party. The latter shall also be liable for any claims brought by any third parties against the vessel towed or against the tugs arising from any incident during these operations. The Company shall remain liable, however, for gross personal negligence in the performance of its commitment to supply means, tugs and crews.

5. Towlines appropriate for the towage operations shall be supplied by the tugboat without this in any way affecting the principle of responsibility laid down in clause 4 above. Unless otherwise stipulated in the tariff, no additional charge will be made for this use of the tugboat's towline. The vessel towed may, at its own request, use its own towline, but this preference shall in no way entitle it to any corresponding reduction in the towage price.

6. The Company reserves the right to replace, even in the course of manoeuvres, one or more tugs with others belonging to it or to other owners.

7. Under no circumstances may any claim be made against the Company for delay or for the consequences thereof.

8. Port charges, pilotage dues and boatage charges concerning the tug(s) or the vessel towed shall be borne by the Contracting Party, together with all costs for opening of bridges or locks, whether during the towage or for the tugs' outward or inward passage before and afterwards.

9. Any operation begun is considered owing in full, even in the event of loss of the vessel towed for any reason other than the Company's gross personal negligence. The Company is entitled to payment of the price of any operation ordered.

10. The Company is entitled to payment in those cases where exceptional circumstances modify the nature of the services stipulated in the contract.

11. Towage operations are payable in ready money, in Euros, at the port of towage according to the scale of charges applicable on the date of the operation. Late payment charges will be applied to sums unpaid on the invoice due date. These charges will be calculated on the basis of the most recent European Central Bank refinancing rate, increased by 10 (ten) percentage points. Collection charges of a minimum of 40 (forty) Euros will also be applied. (Article L441-6 of the French Commercial Code).

12. Exclusive jurisdiction is expressly attributed to the commercial court of the port where the towage takes place, to which all disputes must be submitted, even action to enforce a warranty, cases where a relationship with another case may justify their being tried together or those with more than one defendant, it being agreed that this clause shall stand as an express exception to any provision to the contrary, notably those of the French Code of Civil Procedure.

**Clauses registered with the Chambers of Commerce of the French  
Maritime Port**





**ENSEMBLE**  
*célébrons*  
**LE PORT**  
**DE DEMAIN**

BOATMEN SERVICES

2026 PRICES



# RATES FOR BOATMEN SERVICES IN THE PORT OF DUNKIRK

**APPLICABLE FROM 1 JANUARY 2026**



## SERVICE LAMANAGE DE DUNKERQUE

*(Boatmen Service Port of Dunkirk)*

ENTREPRISE MARITIME – 2291, route du Môle 4

B.P. 2122 – 59376 DUNKERQUE CEDEX 1

Tél. 03.28.63.37.50 – [www.lamanage-dunkerque.com](http://www.lamanage-dunkerque.com)

R.C. Dunkerque 70 B 25



Boatmen service is carried out in the Port of Dunkirk (East and West) by the « Société Coopérative des Lamaneurs du Port de Dunkerque ».

## 1 – BASIC RATES

### 1-1) Basic rules:

**The basic rates for services are set out according to the length overall, maximum breadth and maximum summer draught of the vessel.**

The physical characteristics of the vessel used for the application of this scale correspond to the definitions and values published by **Lloyd's Register of Shipping, London**.

**Length « L »** : maximum length overall of the vessel including the bulbeous bow if any.

**Breadth « b »** : maximum breadth overall of the vessel.

**Summer draught « Sd »** : maximum summer draught allowed for the vessel by Regulations.

The applicable numerical value for dimensions is the value in metres and decimetres of each of the physical characteristics defined above, rounded up to the next decimetre if the dimension includes centimetres.

If the dimensions given by **Lloyd's Register of Shipping** are contested, the rules applicable to port dues apply.

### 1-2) Rules for the use of the Basic rates table

The basic rates for boatmen services are established according to a scale based on the size of the vessels served.

To find out which range applies to a vessel, look for the range corresponding to each of the three dimensions of the vessel.

The applicable rate will then be that of the highest range found.

Example: **L:** 214,20 -> range: 13  
**b:** 34,50 -> range: 15  
**Sd:** 8,20 -> range: 2

) -> range retained: 15

### 1-3) Rules of the call port

All our services are subject to the condition that the mooring and unmooring services are used by the vessel during her call. Our basic rates will be increased by 18% if the vessel performs only one operation.



**1-4) Basic rates:**

a) Conventional vessels

Rate range	Maximum Length in metre	Maximum Breadth in metre	Maximum Draught in metre	Rate per operation
1	L≤134,99	20,5	8	336,00 €
2	144,99	21,4	8,2	361,00 €
3	154,99	22	9	434,00 €
4	164,99	23,1	9,4	480,00 €
5	174,99	24	9,9	534,00 €
6	179,99	26,2	10,1	547,00 €
7	184,99	26,7	10,3	575,00 €
8	189,99	27,8	10,8	592,00 €
9	194,99	28,6	11	635,00 €
10	199,99	29,9	11,2	664,00 €
11	204,99	31,5	11,5	702,00 €
12	209,99	32,3	11,8	745,00 €
13	214,99	33	12,1	783,00 €
14	224,99	34,3	12,3	878,00 €
15	234,99	35,9	12,7	1 141,00 €
16	244,99	39,2	12,9	1 294,00 €
17	254,99	41,2	13,5	1 420,00 €
18	264,99	42,4	14	1 495,00 €
19	274,99	43,7	14,4	1 690,00 €
20	284,99	45	15,3	1 924,00 €
21	294,99	47,8	15,9	2 338,00 €
22	304,99	49,8	16,9	2 587,00 €
23	314,99	52	17,9	2 860,00 €
24	324,99	52,5	19,9	3 156,00 €
25	334,99	53	20,6	3 255,00 €
26	344,99	53,5	20,8	3 368,00 €
27	354,99	54,5	21,1	3 400,00 €
28	364,99	55,5	21,4	3 751,00 €
29	374,99	56,5	21,8	4 175,00 €
30	384,99	57,5	22,2	4 651,00 €
31	394,99	58,5	22,6	5 183,00 €
32	404,99	60,5	23	5 777,00 €
33	409,99	61,5	23,4	6 438,00 €
34	414,99 and >	62,5	23,8	7 172,00 €

b) Gas vessels in the West Port

Rate range	Maximum Length in metre	Maximum Breadth in metre	Maximum Draught in metre	Lumpsum rate per operation
1	<134,99	20,5	8	1 943 €
2	<179,99	26,2	10,1	3 641 €
3	<279,99	45	15,3	4 707 €
4	<314,99	52	17,9	5 804 €
5	>315	>52	>17,9	6 513 €



## 1-5) Duration of the operations

a) The maximum working hours covered by the basic rates are fixed as follows:

<b>Nature of the operations</b>	<b>East Port</b>	<b>West Port</b>
<b>In</b>		
Vessel of less than 250 m in length	2h00	2h00
Vessel longer than 250 m	2h30	2h30
<b>Out</b>		
Vessel of less than 200 m in length	30 min	30 min
Vessel longer than 200 m	45 min	45 min
<b>Shiftings</b>		
All vessel lengths	2h00	2h00

b) Method of calculating the duration of operations

- **Upon arrival of a vessel:**

In the East Port: from the time the vessel enters the lock until she berths plus 30 minutes.

In the West Port: 30 minutes before passing the breakwater until berthing plus 30 minutes.

- **On departure of a vessel:**

In both East and West Ports: from the time specified in the order until the vessel sails.

- **During shifting or swinging:**

In both East and West Ports: from the time specified in the order until the vessel berths at the new berth plus 30 minutes.

c) Overtime allowances

For each hour or fraction of an hour in excess of the time limits set out in the previous paragraph, an overtime allowance of 30% of the basic rate will be applied (unless the Dunkirk Port Authorities decide to maintain the vessel in the lock when entering the East Port).

This overtime allowance is increased to 60% of the basic rate for any ship movement requiring more than 4 men.

The minimum overtime allowance will be 125 Euros.

## **2 – ORDERS FULFILMENT AND CANCELLATION CONDITIONS**

### 2-1) Notice for orders or postponements

a) For a vessel's entry:

- No order at the East Port (subject to notice of a pre-arrival time at the Roads).
- One hour before passing the breakwater at the West Port.

b) For a vessel's departure, shifting or swinging:

- A minimum of 2 hours before the time of the operation, day or night.

Any order placed outside of the deadline will be subject to a surcharge of 100% of the basic rate.



## 2-2) Notice for orders cancellation

The minimum notice period for cancelling an order, day or night, is 1 hour.

	<b>Vessels up to 250 metres</b>	<b>Vessels over 250 metres</b>
<b>Cancellation of an order when the minimum notice period is not respected</b>	Application of a surcharge of 50% of the basic rate.	Application of a surcharge of 30% of the basic rate.
<b>Cancellation of an order on the spot</b>	Application of a surcharge of 65% of the basic rate.	Application of a surcharge of 45% of the basic rate.

*The rules on overtime and flat-rate zone supplements will also be applied to surcharges for order cancellations.*

## 3 – LUMPSUM SURCHARGE FOR CERTAIN PORT AREAS

3-1) For the Versalis pier, TOTAL pier, Multivrac pier, Silonor pier, BP pier and Travoccean:

<b>Length of the vessel:</b>	<b>Lupsum:</b>
Less than 115 m	175 € / move
From 115 to 150 m excluded	263 € / move
From 150 m to 180 m excluded	402 € / move
180 m and more	630 € / move

3-2) For the West « Pondéreux berth » and the « Péchiney berth »:

<b>Length of the vessel:</b>	<b>Lumpsum:</b>
Less than 150 m	147 € / move
From 150 to 250 m excluded	402 € / move
250 m and more	724 € / move

3-3) For the other piers:

<b>Pier</b>	<b>Lumpsum:</b>
Alsace berth	135 € / move
APF berth	559 € / move

## 4 – SHIFTING - SWINGING

Any shifting between 0 and 100 m alongside the berth will be subject to a 40% surcharge of the basic rate.

Any shifting from one berth to another (or swinging at the same place) will be subject to a 100% surcharge of the basic rate.

Any shifting of more than 100 m alongside the berth will be subject to a 100% surcharge of the basic rate.

Any shifting alongside the berth without equipment and/or without a pilot will be subject to a surcharge of 140% of the basic rate.

Any shifting of more than 100 m alongside the berth for a vessel of 255 m long or more, with tugboats and pilot, will be subject to a surcharge of 45% of the basic rate.



## 5 – RE-MOORING OR EXTRA MOORING LINES

The provision of 1 to 5 mooring lines will be charged at 50% of the basic rate and 100% from the sixth mooring line onwards

## 6 – MOORING, UNMOORING, SHIFTING ON A DOCK OR DRY DOCK

Any mooring or unmooring on a dock or dry dock will be subject to a 50% surcharge of the basic rate.

Any shifting to or from a dock or dry dock will be subject to a surcharge of 140% of the basic rate.

## 7 – MOORING, UNMOORING, SHIFTING OF RORO VESSELS

All operations on RORO vessels requiring port and starboard mooring lines will be subject to a surcharge of 30% of the basic rate.

## 8 – RATE FOR THE PROVISION OF ADDITIONAL NAUTICAL MEANS

Surcharge for a boat and a boatman: Lumpsum 339 €

## 9 – NIGHT SHIFT ALLOWANCE

Any operation carried out between 20:00 and 06:00, including operations started before 06:00, and those completed after 20:00 (French legal time) will give rise to a 20% increase in rates (basic rate, overtime, increase for cancellation of order, flat-rate supplements for zone, etc.). Any operation ordered at 06:00 or 20:00 will incur a 20% surcharge on the same rates.

## 10 – COMMERCIAL DISCOUNTS

In order to benefit from commercial discounts, the shipowner will have to specify the list of vessels, the name of the trade line and the dates of the vessels' calls, prior to their invoicing.

Commercial discounts will not be granted if invoices are not paid on time.

### 10-1) Commercial discount for any regular line of container ships calling at the terminal des Flandres

3% discount for all commercial operations.



## 11 – RATES FOR ADDITIONAL SERVICES

### 11-1 Rental of launch boat

Provision of nautical means including STCW certified Boatmen Pilot and Qualified Crew Member.  
Any hour started is due in full.

Minimum charges: 2 hours

Day rates (excluding taxes):

- Small unit : 339 € / hour
- Large unit (« Ved 5 », « Ved 7 »): 405 € / hour
- Small tugboat (« Ved 2 »): 475 € / hour

In case of mobilisation of the boats for any exercise or anti-pollution intervention, outside the contract, a coefficient of 2.25 will be applied to the hourly rates. The cost of cleaning the equipment and decontaminating the launch boats will be charged to the client.

### 11-2 Personnel leasing

Assistance on board vessels for berthing and unberthing manoeuvres, additional crew for barges, floating equipment and vessels.

For vessels or craft without manoeuvring equipment, the number of crew members required for manoeuvring will be determined by the Boatmen.

The provision of experienced STCW certified crew will be invoiced at the following rates, including travel:

- Day rate (excluding taxes): 468 € / per gang per 4-hour session

Any session started is due in full.

Beyond 4 hours, any hour started will be due and invoiced at the rate of 120 € / hour (excluding taxes).

### 11-3 Rental of fenders

- 4 Yokohama fenders are available in the following measurements: Length 2,5m / Diameter 1,60m
- 4 Yokohama fenders are available in the following measurements: Length 2,8m / Diameter 1,85m
- 2 Yokohama fenders are available in the following measurements: Length 4,4m / Diameter 2,40m
- 4 Yokohama fenders are available in the following measurements: Length 4,5m / Diameter 2,90m

- Installation on a vessel or at the quay in the East Port:
  - Lumpsum for fenders installation/removal: 1 599 €
- Installation on a vessel or at the quay in the West Port:
  - Lumpsum for fenders installation/removal: 1 999 €

- Hire rate per fender and per day:

Yokohama Length 2,50m / Diameter 1,60m	119 €
Yokohama Length 2,80m / Diameter 1,85m	169 €
Yokohama Length 4,4m / Diameter 2,40m without tires	249 €
Yokohama Length 4,5m / Diameter 2,90m with tires	269 €
Polyform ball fenders	69 €

## 11-4 Rental and supply of hawsers

The supply and installation of hawsers or steel cables will be subject to prior quotation. The provision of a 100 metre hawser will be invoiced at 59 € (excluding taxes) per day. Installation and removal will be invoiced at a flat rate of 219 € (excluding taxes).

## 11-5 Technical expertise

Specific studies and technical preparations will be invoiced at 159 € / hour (excluding taxes)

## 11-6 Special conditions of the additional services

- **Night hours:** from 20:00 to 06:00.

Any service or shift completed after 20:00 or started before 06:00 is subject to a 50% surcharge.

- **Weekend hours:** from 00:00 on Saturday to 00h00 on Monday

Any service or shift completed after 00:00 on Saturday or started before 00:00 on Monday is subject to a 50% surcharge

- **Public holiday hours:** from 00:00 to 24:00

Any service or shift completed after 00:00 or started before 24:00 of the public holiday is subject to a 50% surcharge.

- **Notice for orders:**

The order must be placed at least 2 hours before the time of the operation, day or night. Any order placed outside of this time frame will be subject to a surcharge of 100% of the basic rate.

- **Service cancelled or postponed:**

Any order cancelled or postponed, day or night, must be made one hour before the scheduled time of the operation. If this is not the case, a surcharge of 50% of the price of the service will be due.

## 11-7 Supply of specific services

The supply of skippers who are STCW certified Master 200 and experienced, for navigation on board launch boats which do not belong to the boatmen fleet, will be invoiced at the following rates per 4 hour shift, including travel:

- Day rate:	530 €
- Day rate Travelling expenses (round trip):	126 €
- Night, weekend and public holiday rate:	821 €
- Night, weekend and public holiday Travelling expenses (round trip):	196 €



## 12 – GENERAL TERMS AND CONDITIONS

The « Société Coopérative des Lamaneurs du Port de Dunkerque », hereinafter referred to as « Société du Service de Lamanage » (Boatmen Service Company), carries out its operations under the following conditions:

### 12-1 Services ordering

All boatmen provided services are subject to an unequivocal order from the contractor prior to execution. The contractor is formally identified when the order is placed.

The service operations ordered are subject by express agreement to the contractual conditions of the present document, whether or not a written document has been signed prior to performance of the service.

Any cancellation of an order by the service contractor will be invoiced in accordance with articles 2 and 11-6 of this document.

### 12-2 Performance of services

The « Société du Service de Lamanage » (Boatmen Service Company) provides only the equipment and personnel for the boatmen service operation.

The human and material resources are placed under the custody of the Captain of the vessel or of the contractor of the additional service, who assumes control and direction of all operations, that are made available to him under a service contract.

Subject to the powers specific to the port authority and provided for by the Maritime Ports Code, the human and material resources are therefore under his direction, and the boatmen become his exclusive agents during the entire boatmen operation or additional service.

Consequently, all damages, losses and others, of any nature whatsoever, suffered by the vessel and material served as well as by the personnel and material of the boatmen during the operations will be the exclusive responsibility of the Captain of the vessel or the shipowners or the contractor of the additional service.

The Captain of the vessel or the shipowners or the contractor of the additional service shall also be responsible for all claims which may be made by third parties against the vessel and material served or against the « Société du Service de Lamanage » (Boatmen Service Company) on the occasion of events occurring during the operations.

The « Société du Service de Lamanage » (Boatmen Service Company) may only be held liable in the event of gross and personal negligence in the performance of its obligation to provide human and material resources.

In all cases, the liability of the « Société du Service de Lamanage » (Boatmen Service Company) is limited to the cost of the service.

Under no circumstances can any claim be made against the « Société du Service de Lamanage » (Boatmen Service Company) for any delay, nor for the consequences of such delay.

Any service operation begun is payable in full by the contractor.

The « Société du Service de Lamanage » (Boatmen Service Company) shall be entitled to additional remuneration in the event of exceptional circumstances altering the nature of the services provided for in the order.

### 12-3 Services invoicing

An invoice will be issued for the service transaction, specifying the amount to be paid in Euros according to the tariff in force on the day of the transaction, the payment deadline and any penalties for late payment.



Pursuant to Article 262 II of the French General Tax Code, the « Société du Service de Lamanage » (Boatmen Service Company) will apply the exemption from value added tax to the services it provides for the direct needs of ships that meet the conditions for exemption under this article.

Shipowners and agents are obliged to provide a VAT exemption certificate for the vessel, drawn up under their own responsibility, certifying that the vessel meets all the conditions for VAT exemption, on which they undertake to pay the tax if the conditions for exemption are not met. This certificate will be provided when the service is ordered to the « Société du Service de Lamanage » (Boatmen Service Company).

In the event of a dispute, the Commercial Court of Dunkirk will have exclusive jurisdiction, without the cases of recourse in warrantee, connexity or plurality of defendants being able to be opposed.

Intra-community VAT number: FR 53 077 050 250







**ENSEMBLE**  
*célébrons*  
**LE PORT**  
**DE DEMAIN**

**GRAND PORT MARITIME DE DUNKERQUE**

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Scannez,  
Explorez,  
Suivez !

