



PORT OF BREST

PORT DUES FOR
2024

Port de Brest



Fee n° 48- Applicable from: 01.01.2024

Société portuaire Brest - Bretagne

1 avenue de Kiel • 29200 Brest • France

Tel + 33 (0)2 98 46 23 80 • Fax + 33 (0)2 98 43 24 56

Email: info@brest.port.bzh Web: <http://www.brest.port.bzh>



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Port dues in the commercial port of BREST established pursuant to Book III, Part Five 'Maritime Transport and Navigation' of the Transport Code

Legal or regulatory basis

- Article 285-4 of the Customs Code;
- Articles R 5321-1, R 3521-11 to -39 and R 3521-51 of the Transport Code;
- Order of 11 August 2022 amending the order of 15 October 2001 approving the standard frameworks for port dues and equipment charges.

Commercial vessels are subject to five fees:

- a **ship fee**, based on the volume of the vessel determined according to its physical specifications;
- a **goods fee**, determined either by weight or per unit, applicable to goods unloaded, loaded or transhipped;
- a **passenger fee** for each passenger disembarked, embarked or transhipped;
- a **parking fee** for ships staying in port for longer than a specified period;
- a **fee for ship-generated waste**, calculated either per the volume of the ship or on a flat-rate basis.

Beneficiary of port dues (fees)

Port dues are paid to the concession holder, Société Portuaire Brest - Bretagne, in accordance with Article 46 of the PUBLIC SERVICE DELEGATION AGREEMENT FOR THE PORT OF BREST dated 19 December 2008

granted by the Brittany Regional Authority, with the exception of the area known as the 'Malbert zone', for which port dues are collected for the benefit of the Brittany Regional Authority in accordance with the terms and conditions set out in the document drawn up by the latter, which both supplements and derogates from the tariff in reference.

Port dues are collected via the Customs department to which the shipowner or his designated representative is required to pay port dues in accordance with the amounts and procedures set out in this document.



SECTION I - Ship dues

I.1 Article 1 - Application conditions for fees.

A fee is due for ships involved in commercial operations which use the port accesses and quays of the Port of Brest. The fee is payable via customs declaration using the applicable form (available from the Customs department). The declaration must be made at the end of each month for calls lasting several days, and no later than the day the ship leaves the port.

Since 2016, these declarations may be made electronically, via the 'Cargo Community System' - AP+. The terms and conditions of use are defined in the public tariff document 'Concession activité commerce - Tarifs 2022 / Système d'information'.

I.1.1 Fees by vessel type

All commercial vessels embarking, disembarking or transshipping passengers or goods in the area of the Port of Brest defined in part 2 of this Article are charged a fee in euros/m³ or a multiple of m³ according to the provisions laid down by the operator, determined in application of the provisions of Article R.5321-20 of the Transport Code (based on the taxable volume of the vessel in m³). It is to be paid by the shipowner.

Vessel fees are calculated separately for entry and exit operations.



Fees are calculated for each category of vessel,

Vessel type and category	Dues (€ / m3)	
	Arrival	Departure
1. Cruise ships	€0.0858	€0.0858
2. Ferries and roll-on/roll-off vessels	€0.0564	€0.0564
3. Vessels carrying liquid fuel	€0.4812	€0.3582
4. Vessels transporting liquefied gases	€0.3481	€0.3481
5. Vessels carrying mainly liquid goods in bulk (other than fuel)	€0.1748	€0.1748
6. Vessels carrying solid bulk goods:		
- Ship volume > 20,000 m ³	€0.8010	€0.8010
- Vessel volume < 20,000 m ³ Sand carriers	€0.3970	€0.3070
	€0.1920	€0.1920
7. Refrigerated or polythermal ships.	€0.3456	€0.3456
8. Container ships and feeders	€0.1394	€0.1394
9. Barge carriers	€0.2210	€0.2210
10. Hovercrafts and Airboats	€0.2210	€0.2210
11. Ships, boats, floating devices and vessels other than those designated above.	€0.2506	€0.2506
A. Cable-laying vessels	€0.0501	€0.0501

Port dues levied in the area known as the 'Malbert zone' are paid to the Conseil Régional de Bretagne.

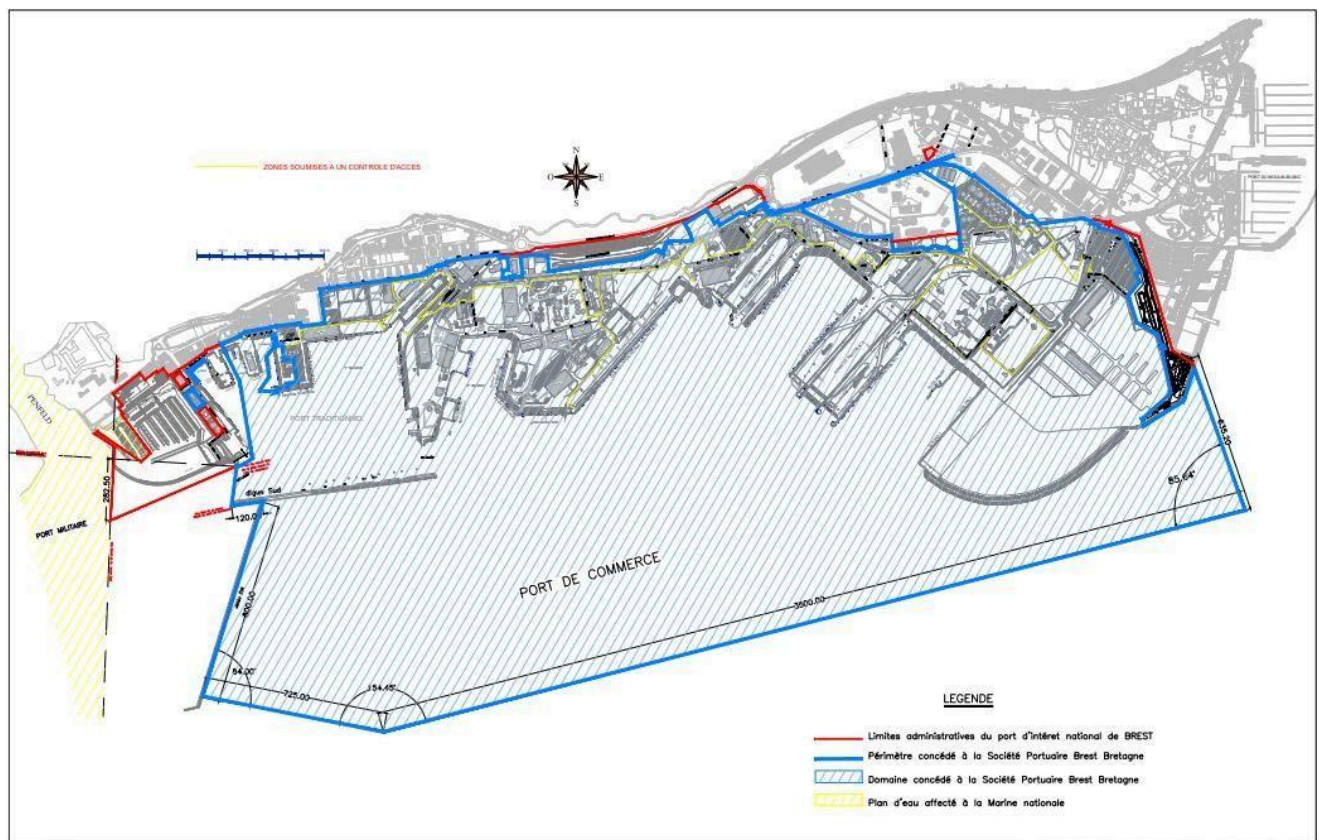


The following fee applies to ships on regular routes open to the public:

Vessel type and category	Fee	Unit
Ships on regular routes open to the public: mixed 'passenger-freight' ships or ships carrying goods	€1.0504	m3
Ships operating scheduled services open to the public: mixed passenger-freight ships or ships carrying goods.	€1.0504	Passenger

Operators' should note that the words "Port of Brest, Malbert zone" must appear on the fee declaration filed with customs when they carry out operations in this zone.

I.1.2 Port zoning





I.1.3 Operations at different port sites during the same port call

When the same ship disembarks or tranships passengers or goods successively in different areas of the port, it is subject to the ship's fee only once, in the area used with the highest rate. The type of vessel and the adjustments and reductions to which it is subject are determined on the basis of all the landing or transshipment operations carried out by this vessel in the port.

I.1.4 Non-commercial calls

When a ship does not disembark or tranship passengers or goods, the charge on the ship is only settled once on the day of the call or when the ship leaves the port.
For berthing periods in the port, see section IV (Parking).

I.1.5 Settlement of the fee

Pursuant to the provisions of Article R5321-23 of the French Transport Code:

The fee for the vessel is only paid once when the vessel leaves the port:

- If the vessel does not undertake any commercial operations,
- If the ship is only carrying out bunkering or provisioning operations or unloading operational waste and residues or cargo residues. In this case, it is set at €80.30 + €0.0188 / taxable cubic metre, it being stipulated that bunkered ships are exempt from this tax if they have paid a lease for ship repair.

The ship fee is only paid once upon departure when a ship does not embark passengers or goods (see also section IV - Ship parking fee - which sets out the terms and conditions for the use of facilities for parking ships).

The fee for the ship shall be paid or guaranteed before the ship departs.

I.1.6 Exceptions

Ship fees do not apply to the following ships:

- Pursuant to the provisions of Article R.5321-22 of the French Transport Code:

- Vessels assigned to ship assistance, in particular piloting, towing, mooring and rescue missions based in the port;
- Vessels assigned to waste recovery and pollution control in the port;
- Vessels assigned to port maintenance dredging, maritime signalling, fire-fighting and administrative services for the port.
- Vessels on forced lay-up not involved in commercial operations;



- Any vessels unable to access a specific port facility and therefore obliged to disembark, embark or tranship outside the port.
- Vessels assigned to cultural or humanitarian missions or of general interest to maritime heritage only if a request is made and validated prior to the call.
- The fee is not due by ships exclusively engaged in loading or unloading empty containers intended to supply feeding services in Brest.

- Ship repair:

Vessels making commercial calls at the ship repair terminal (quay or dry-dock rental) are not subject to the ship fee.

I.1.7 Minimums and collection thresholds

Pursuant to the provisions of Article R.5321-51 of the French Transport Code:

The minimum collection threshold for port dues is set at: **36.54** euros.

The collection threshold for port dues is set at: **18.26** euros.

I.2 Article 2 - Adjustments relating to cargo tonnage comparative to ship tonnage

The purpose of this Article is to set out the provisions relating to adjustments based on the ratio between the actual carriage and the capacity of the vessel as regards its main activity, by type and category of vessel, in application of the provisions of paragraphs I, II and III of Article R.5321-24 of the Transport Code.

I.2.1 Passenger ships

The adjustments applicable to passenger ships by type and category are determined according to the ratio between the number of passengers disembarked, embarked or transhipped and the passenger capacity of the ship under the following conditions:

less than or equal to	2/3	(0.666):	10% discount.
less than or equal to	1/2	(0.500):	30% discount.
less than or equal to	1/4	(0.250):	50% discount.
less than or equal to	1/8	(0.125):	60% discount.
less than or equal to	1/20	(0.050):	70% discount.
less than or equal to	1/50	(0.020):	80% discount.
less than or equal to	1/100	(0.010):	95% discount.

I.2.2 Ships carrying goods, except type 2, 3, 4, 8 and 9 ships

The adjustments applicable to ships carrying goods are determined on the basis of the ratio between the tonnage of goods unloaded, loaded or transhipped and the volume (V) of the ship calculated in accordance with Article R.5321-20 of the Transport Code.



I.2.2-1 For goods-vessel types other than those specified below, when the ratio between tonnage of goods loaded, unloaded or transhipped and the volume V of the vessel calculated in accordance with the aforementioned Article R 5321-20 is less than or equal to the following rates, the entry tariff or the exit tariff is adjusted in the following proportions:

less than or equal to	1/3	(0.33)	25% discount
less than or equal to	1/4	(0.25)	27% discount
less than or equal to	1/5	(0.20)	30% discount
less than or equal to	1/10	(0.10)	50% discount
less than or equal to	1/15	(0.06)	60% discount
less than or equal to	1/20	(0.05)	65% discount

I.2.2-2 Type 3 vessels carrying liquid hydrocarbons

For vessels carrying petroleum products, when the ratio between the tonnage of goods landed, loaded or transhipped and the volume (V), calculated as indicated in Article R.5321-20 of the Transport Code, is less than or equal to the following rates, the entry or exit tariff is reduced in the following proportions:

less than or equal to	2/5	(0.400):	15% discount.
less than or equal to	1/4	(0.250):	30% discount.
less than or equal to	3/20	(0.150):	50% discount.

I.2.2-3 Type 2, 8 and 9 vessels

For ferries, Ro-Ro vessels and container ships, when the ratio between the tonnage of goods unloaded, loaded or transhipped and the volume (V), calculated as indicated in Article R.5321-20 of the Transport Code, is less than or equal to the following rates, the entry or exit tariff is reduced in the following proportions:

less than or equal to	2/15	(0.133):	10% discount
less than or equal to	1/10	(0.100):	30% discount
less than or equal to	1/15	(0.066):	50% discount
less than or equal to	1/20	(0.050):	65% discount
less than or equal to	1/40	(0.025):	75% discount
less than or equal to	1/100	(0.010):	80% discount
less than or equal to	1/250	(0.004):	90% discount
less than or equal to	1/500	(0.002):	95% discount

I.2.2-4 Type 4 vessels carrying liquified gas

For vessels carrying liquified gas products, when the ratio between the tonnage of goods landed, loaded or transhipped and the volume (V), calculated as indicated in Article R.5321-20 of the Transport Code, is less than or equal to the following rates, the entry or exit tariff is reduced in the following proportions:



less than or equal to	2/15 (0.133):	10% discount.
less than or equal to	1/10 (0.100):	30% discount.

I.2.3 The adjustments provided for in 2.1 and 2.2 above do not apply to vessels only carrying out bunkering or provisioning operations or unloading operational waste or cargo residues.

I.3 Article 3 - Frequency of calls

Provisions relating to adjustments according to the frequency of calls in application of V of Article 5321-24 of the Transport Code.

I.3.1 Regular lines open to the public

For ships on regular routes open to the public with a pre-established itinerary and schedule, the rates per type of ship are subject to the following reduction, depending on the number of departures of the line over the calendar year:

from the 1st to the 3rd departure (inclusive):	no discount.
from the 4th to 6th departure (inclusive):	10% discount.
from the 7th to 9th departure (inclusive):	15% discount.
from the 10th to the 15th departure (inclusive):	20% discount.
from the 16th to the 25th departure (inclusive):	25% discount.
from the 26th to 50th departure (inclusive):	30% discount.
from the 51st to 100th departure:	40% discount.
after the 100th departure:	60% discount.

I.3.2 Ships belonging to the same shipping line or shared shipping services:

For vessels which do not run regular lines but which usually frequent the same port, the rates of the fee per type of vessel are subject to the following reductions depending on the type of vessel and the number of departures over the calendar year, up to a maximum of 30% of the rates indicated in point I.1.1 of Article 1.

from the 1st to the 3rd call (inclusive):	no discount.
from the 4th to the 6th (incl.) call:	10% discount.
from the 7th to the 9th call (incl.):	discount of 15%.
from the 10th to the 15th call (incl.):	discount of 20%.
from the 16th to the 25th call (incl.):	discount of 25%.
after the 25th call (incl.):	discount of 30%.

I.3.3 Combining these discounts:

The allowances provided for in this Article cannot be combined with those mentioned in Article 2 of this section. When the person liable also qualifies under the conditions set out in the aforementioned Article 2, they will benefit from the most favourable treatment.



I.4 Article 4 - Additional discount for new traffic or new lines

Provisions relating to the additional discount provided for in Article R 5321-25 of the Transport Code.

The spirit of this paragraph of the Transport Code is to encourage the development of new traffic by supporting it with a discount on ship dues and freight dues.

The discounts provided for in Articles 2 and 3 of this section may be accompanied by an additional discount:

- for ships generating new traffic (depending on category of goods),
- for new intra-Community regular lines for passengers, goods on trailers (known as Ro-Ro) or containers. (This concerns the creation of a new line generating significant new traffic).

However, this discount may not exceed 50% of the base to which it applies, nor may it be granted for a period of two years (renewable for one year).

This discount can only be granted after prior agreement and presentation to the Customs Authorities of a certificate issued by SPBB's Port Operations Department, which will determine the exact rate based on market analysis.

Vessels operating a new service generating new traffic, on a range not yet served by a regular line, may benefit from a six-month rate reduction during the start-up phase, totalling 50% of the ship dues, subject to the SPBB's agreement. This discount is not cumulative with the discounts provided for in Articles 3.1 and 3.2 above.

I.5 Article 5 - Other adjustments

The provisions relating to the adjustment possibilities set out in Article R.5321-27 of the Transport Code do not apply to the port of Brest.

I.6 Article 6 - Flat rate for new connections

Provisions relating to flat-rate fees for new connections as set out in Article R.5321-28 of the Transport Code.

I.6.1 Vessels providing maritime transport for passengers, goods on trailers (known as Ro-Ro) or containers between Member States of the European Union or States party to the Agreement on the European Economic Area, as part of a new service, are subject, for a period not exceeding three years:



- either a flat-rate ship fee determined for all their activities over a given period and paid pro rata temporis in instalments of no more than three months,
- or a flat-rate ship fee determined on a per unit basis per passenger, trailer, tonne or multiples of tonnes, or container, and applicable in accordance with the provisions of Articles R 5321-18 and R 5321-23 of the French Transport Code.

I.6.2 The application terms of this Article are as follows:

The ship fee will be limited, for a period determined in the above Article, to €18.71 per full or empty container and €19.27 per full or empty trailer.



SECTION II - Freight charge

Article 1 - Application of the freight charge

Application conditions of the cargo fee set out in Articles R.5321-30 to R.5321-33 of the Transport Code.

A fee is due for goods transiting and using the port facilities of the Port of Brest. The fee is payable via customs declaration using the applicable form (available from the Customs department).

A fee is levied on goods unloaded, loaded or transhipped in the port of Brest, in the single zone defined in 1.2 of Article 1 of this tariff, either by weight or volume or by unit determined in application of the NST code according to the terms below.

Transhipment: definition

Transhipment is understood to mean the operation of 'carrying goods' from one vessel to another. In practice, a transhipment is considered to be an operation that results in goods being placed on the quayside in a customs clearance area for a period not exceeding 15 days.

II.1.1 Fee by weight (in euros per tonne)

NST Code	DESCRIPTION OF GOODS	Unloading	Loading	Transhipment
0	<u>AGRICULTURAL PRODUCTS</u>			
04.6	Grain	€0.549	€0.549	€0.270
16.19	Grain flour	€0.702	€0.702	€0.351
01.2	Potatoes	€1.178	€1.178	€0.588
01.4	Other fresh or frozen vegetables and fresh fruit	€1.178	€1.178	€0.588



13.10.91- 13.10.24- 13.10.23- 13.10.22- 38.11.56- 13.10.92- 13.10.25- 13.10.32- 13.10.31- 20.60.21- 20.60.11	Textiles and waste	€0.823	€0.823	€0.378
04.3	Other frozen vegetables and frozen fruit	€1.178	€1.178	€0.588
06.1-06.2- 01.5	Wood for paper, pulp, mining, logs	€0.579	€0.579	€0.287
02.20.14	Firewood	€0.678	€0.678	€0.332
16/10/2032	Wooden sleepers	€0.678	€0.678	€0.332
16.21.21	Sawn timber	€0.678	€0.678	€0.332
16/10/2031	Cork	€0.684	€0.684	€0.332
01.13.71	Sugar beet	€1.195	€1.195	€0.598
01.A	Other animal or vegetable matter	€0.780	€0.780	€0.389
01.B	Maerl	€0.334	€0.334	€0.169
1	<u>FOODSTUFFS AND FODDER</u>			
10.81.11	Sugars	€0.780	€0.780	0.38€9
04.7	Beverages	€1.268	€1.268	€0.632
10.84.12	Stimulants and groceries	€1.672	€1.672	€0.836
01.4- 04.3- 04.8- 10.13.15- 10.13.12- 10.20.34- 10.20.25	Perishable or semi-perishable foodstuffs, preserves	€1.060	€1.060	€0.529
01.28.20 10.41.41.1	Non-perishable foodstuffs and hops Oilcakes	€1.223	€1.223	€0.614
04.6	Animal feed including manioc	€0.549	€0.549	€0.271
01.11.50	Straw, hay, fodder	€0.824 €0.287	€0.824 €0.287	€0.412 €0.142
01.11.50 1.07	Oilseeds Soya hulls	€0.549 €0.821	€0.549 €0.821	€0.271 €0.414
04.4	Animal or vegetable oils and fats			



	<u>SOLID MINERAL FUELS</u>	€0.752	€0.752	€0.376
3	<u>PETROLEUM PRODUCTS (excluding biofuels)</u>			
07.2	Energy derivatives	€0.762	€0.762	€0.378
07.3	Liquefied gaseous hydrocarbons for energy usage	€0.837	€0.837	€0.420
07.4	Non-energy derivatives	€0.837	€0.837	€0.420
03.8	<u>ORES FOR METALLURGY AND SCRAP FOR REMELTING</u>	€0.492	€0.492	€0.242
10.1	<u>BASIC METALLURGICAL PRODUCTS</u>	€0.781	€0.781	€0.389
	Pylons and masts (including wind turbine masts) made of iron or steel	€0.762	€0.762	€0.389



NST Code	DESCRIPTION OF GOODS	Unloading	Loading	Transshipment
	<u>RAW MINERALS, BUILDING MATERIALS</u>			
08/12/2011	Sand, slag	€0.334	€0.334	0
08.12.12	Gravel	€0.334	€0.334	0
08.99.29	Slag	€0.334	€0.334	
07.10.10 - 08.91.12	Salts, pyrites	€0.666	€0.666	€0.332
20.13.66-08.91.12	Sulphur	€0.708	€0.708	€0.357
03.5	Other stones, earth and minerals	€0.492	€0.492	- €
08/11/2020	Cement, lime	€0.571	€0.571	€0.287
23.51.11	Clinkers	€0.620	€0.620	€0.309
23.51.11	Plasters	€0.691	€0.691	€0.346
09.3	Other building materials	€0.666	€0.666	- €
7	<u>Fertilisers</u>			
20.15.80-20.15.73 20.15.72 20.15.49-20.15.49- 20.14.41- 20.15.71- 20.15.52-	Natural fertilisers	€0.595	€0.595	€0.332
20.15.39- 20.15.35- 20.15.34- 20.15.33- 20.15.32- 20.15.79- 20.15.75-20.15.74	Manufactured fertilisers	€0.842	€0.842	€0.422
08.2	<u>CHEMICALS</u> Basic organic chemicals including biofuels (EMHV, ETBE, ethanol, etc.)	€0.853	€0.853	€0.378
9	<u>MACHINERY, VEHICLES, MANUFACTURED ARTICLES AND SPECIAL TRANSACTIONS</u>			
12.2-12.1	Vehicles and transport equipment	€2.737	€2.737	€1.371
11.1	Tractors, agricultural machinery and equipment	€2.737	€2.737	€1.371
12.2	Other machines, engines and manufactured parts	€2.737	€2.737	€1.371
11.4	Mechanical Articles and structures	€1.118	€1.118	- €
09.1	Glass, glassware, ceramic products	€0.709	€0.709	€0.357
05.2 - 08.6 - 13.2	Leather, textiles, clothing	€0.709	€0.709	€0.357
12.13 - 17.2 - 22.11.14 - 32.30.16 - 32.99.22 - 38.11.22	Miscellaneous manufactured Articles (non-mechanical) Including wind turbine blades	€0.733	€0.733	€0.379
19.2	Special transactions Including wind turbines	€2.737	€2.737	€1.371



II.1.2 Fees in euros per unit

DESCRIPTION OF GOODS	Unloading	Loading	Transshipment
<u>LIVE ANIMALS</u> *(see 7.3) (unit: kg)			
- weighing less than 10 kg (unit: kg)	€0.173	€0.173	€0.088
- weighing 10 kg or more but less than 100 kg (unit: kg)	€0.571	€0.571	€0.282
- weighing 100 kg or more (unit: kg)	€1.147	€1.147	€0.574
<u>VEHICLES NOT SUBJECT TO COMMERCIAL TRANSACTIONS</u> (unit: tonne)	See 'Commercial rates'		
- two-wheeled vehicles - passenger vehicles - coaches - lorries with a total unladen weight of less than 5 t - lorries with a total unladen weight of more than 5 t			
<u>FULL TRUCKS, TRAILERS OR SEMI-TRAILERS</u> (2) (3) (unit: vehicle)	See 'Commercial rates'		
- less than 8 m long			
- greater than or equal to 8 metres and less than 13 metres long			
- greater than or equal to 13 metres and less than 16.50 m long			
- longer than 16.50 m			
<u>FULL CONTAINERS</u> (2) (unit: container)			
- 3 m or more but less than 6 m in length	€12.00	€12.00	€6.00
- 6 m or more but less than 8 m in length	€12.00	€12.00	€6.00
- 8 m or more but less than 10 m in length	€17.00	€17.00	€8.00
- 10 m or more in length	€17.00	€17.00	€8.00

(1) Goods transported are taxed according to their category.

(2) This flat-rate fee replaces the taxation of goods transported according to their category.

(3) The length considered is the total length of the road unit loaded or unloaded.
If there is any doubt about the category, the official European nomenclature referenced (NST).

Article 2 - Conditions for settling fees

II.2.1 For each declaration, the fees set out in the table in Article II.1.1 of this tariff are levied on the total weight of goods belonging to the same category.

a) They are calculated

By the tonne, for weights exceeding 900 kg,

Per hundredweight, for weights less than or equal to 900 kg.

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



The hundredweight fee is calculated on the basis of one tenth of the fee per tonne.

b) Subject to the exemptions applicable to frames, containers and pallet boxes set out in Article R* 5321-33 of the Transport Code, packaging is generally subject to the same rate as the goods it contains. However, when a declaration relates to goods in several categories, all the packaging is automatically classified in the dominant category by weight.

II.2.2 Declarations must state the total gross weight and the taxable weight per category for goods subject to a gross weight fee and the number for goods, vehicles or containers subject to a unit fee.

In support of each declaration relating to goods in several categories, the declarant must attach a summary slip showing the weight or number per declaration item and per category. This slip must be dated and signed by the declarant.

II.2.3 If all the goods are covered by the same declaration by weight, the taxpayer has the option of requesting that all the goods be subject to the rate applicable to the highest proportion. In this case, no summary slip is required; the declaration must simply state the total weight of the goods declared.

The absence of a summary slip is tantamount to acceptance by the declarant of the simplified liquidation and no subsequent request for revision on the basis of collection by category will be entertained.

II.2.4 Pursuant to the provisions of Article R.5321-51 of the French Transport Code:

The minimum charge is set at **6.10** euros per declaration.

The charge threshold is set at **6.10** euros per declaration.

II.2.5 The fee on goods is not due in cases listed in Article R.5321-33 of the Transport Code.



SECTION III - Passenger charge

Article 1 - Application conditions of the passenger charge

Application conditions of the passenger charge set out in Articles R.5321-34 to R.5321-36 of the Transport

III.1.1 Charge per passenger

Disembarked passengers	Embarked passengers	Transhipped passengers
€0.833	€0.833	€0.833

III.1.2 The following are not subject to the passenger charge:

- children under the age of four,
- military personnel travelling in military formations,
- on-board personnel,
- employees of the shipowner travelling on official business and in possession of a free ticket,
- public officials carrying out their duties on board.

III.1.3 The provisions relating to discounts of up to 50% are as follows:

- 50% for passengers using touring boats departing from and returning to the Port of Brest without calling at other ports, as well as those using '*trans-rade*' ships (Brest bay crossings) and ships operating connections with the Port of Camaret.



SECTION IV -Vessel parking charge Article 1 - Application

conditions for the parking charge

The principle of the parking fee is set out in Articles R.5321-19 and R.5321-29 of the Transport Code. For the Port of Brest, it is applied as follows:

The notion of parking in this Article applies to any vessel or floating craft occupying a berth in the port for any reason whatsoever. This may involve commercial operations or temporary or occasional parking, subject to availability. The terms and conditions of quayside services are defined in the public tariffs for trade or ship repair, depending on the berth.

IV.1.1 - Calculating the parking fee

Vessels or similar floating equipment are subject to a parking fee, the rates (in euros) are set as follows:

Vessels other than pontoons and barges:

- a) Up to 60 days:
 - < and the first 5,000 cubic metres **0.0183** €/m³ per day
 - from 5,001 to 25,000 cubic metres **0.0147** €/m³ per day
 - from 25,001 to 75,000 cubic metres **0.0110** €/m³ per day
 - 75,001 cubic metres and over **0.0077** €/m³ per day
- b) From the 61st to the 90th day:
Basic rates are increased by 30%.
- c) From the 91st day
Basic rates are increased by 50%.

Beyond the deductible, if any, charges are calculated by volume bracket, then by number of days, with a total per bracket. The grand total is rounded off at the time of reporting on the ship's declaration (DN). Any fraction of a day is counted as one day.

Unberthing vessels pay the parking fees applicable to the quay they are leaving on the day of movement. For long parking periods, fees are payable at the end of the previous month and then on the day of movement. The parking fee must be included by the agent in the ship's declaration.

Parking for Quai 5^{ème} Ouest
available on quotation



Parking for pontoons and barges:

Fixed fee	€649.06 per day
Variable portion	€320.29 per 1,000 m ² per day

IV.1.2 - Minimum charge - advance notice and declaration

The parking fee is to be paid by the shipowner:

The minimum fee is **€56.02** per professional vessel and **€11.99** per pleasure craft,

The minimum fee is **€27.99** per professional vessel and **€5.99** per pleasure craft.

Advance notice and declaration: In accordance with Article R.5333-3 of the French Transport Code, in addition to notifying the harbour master's office 48 hours in advance of arrival, all vessels entering the seaport must declare themselves before docking or anchoring, and specify the expected duration of their stay. They must inform the Harbour Master's Office of any changes to their planned departure date and length of stay.

The use of a berth by any vessel or floating craft of any kind or size is subject to prior formal authorization. Any vessel or floating craft docked or moored without authorization will have its fee multiplied by 2 for the first 10 days, and by 4 for subsequent days.

In the same way, the shipowner will bear all the costs and unlimited consequences of parking a vessel or floating equipment without authorization. In this case, as with any other undeclared port equipment, for safety, security or other port authority reasons, it may be moved at the owner's risk and expense.

IV.1.3 - Parking allowance

A 3-day parking allowance is granted to the following vessels:

Vessels engaged in commercial operations involving the embarkation, disembarkation or transshipment of goods, using the port's handling facilities, and/or passengers, and paying goods or passenger dues (the exemption period is increased, according to local custom, by the time required for these commercial operations. Any constraints related to tides, quay availability, public holidays, etc.) are included in the commercial operations timeframe,

Vessels in forced lay-up (technical breakdown, weather conditions or sanitary quarantine),

Fishing vessels covered by Appendix II of the Port Code that declare they are unloading fish to the port authority.



IV.1.4 - Fee exemptions

The following are exempt from parking fees:

Piloting and towing vessels based in BREST,

Vessels parked within the port concession perimeter for ship-repair activities (in dry docks and at quays used for ship-repair or degassing, if these facilities are used for ship-repair operations). (These vessels pay an occupancy fee in accordance with the 'Ship repair tariffs' section),

Service vessels and floating maintenance or work equipment operating on behalf of the concession licensor,

French Navy warships,

Government service vessels,

Vessels undergoing dismantling, for which public tooling and ship-repair tariffs apply.

IV.1.5 - Ships detained and forced to call by public authorities

In application of the French Transport Code and police regulations, ships forced to call by public authorities are subject to parking fees from the moment they dock.

This applies to vessels in breach of the law, such as those without a docking permit, without prejudice to any other legal action that may be taken.

Ships are obliged to change quay if necessary for operational reasons. The shipowner is obliged to comply within the designated time limits.

Should they fail to do so, the port authority and the operator may have the vessel moved within the port at the shipowner's expense and risk.

Generally speaking, the shipowner bears all costs and risks associated with berthing the vessel (mooring, surveillance, security, etc.). Concerning the ship's safety, the shipowner must be able to produce on request within 24h00 the ship's insurance (covering at least: risks and damage to third parties, damage to the vessel and neighbouring vessels, and associated pollution risks) and valid navigation documents.

IV.1 - Vessels at anchor

In application of Article R.5321-20 of the French Transport Code, the rate of the parking fee is reduced by 50% for vessels remaining in the "*grande rade*", i.e. outside the south jetty of the Brest commercial port or authorised to anchor alongside it.



IV.1.7 - Payment of fees

Parking fees are payable on the last day of each calendar month and on the vessel's departure. Statutory interest is payable in the event of non-payment within the regulatory time limits in force.

SECTION V - Ship-generated waste fee

Article 1 - Application conditions of the ship-generated waste fee provided for in Articles R.5321-37 to R.5321-39 of the Transport Code

V.1.1 Vessels subject to the waste fee

Merchant ships and pleasure craft authorised by the competent maritime authority to carry more than 12 passengers, calling at the Port of Brest, are subject to a fee on ship-generated waste, in accordance with Articles R.5321-37 to R.5321-39, and R.5321-50 of the Transport Code.

Flat-rate fee applicable to all ships, for the collection, transport and treatment of solid operational waste from:

- Type 2 and 8 regular liner vessels: **€82.00**
- Type 1 ships (ocean liners): **€500.00**
- Other vessels:
 - < 30,000 m³: **€137.00**
 - > 30,000 m³: **€327.00**

Vessels unloading and loading goods in Brest during the same call pay the fee only once.

Liquid operating waste is treated at the ship's request and expense by a specialised company. No port fee is therefore charged for this service.

V.1.2 Exemptions

The fee for ship-generated waste does not apply to the following vessels:

Professional vessels based in Brest,

Vessels undergoing ship repair,

Fishing vessels (fishing vessels in the first basins will be taxed via the REPP).

Sand carriers

V.1.3 Adjustments

No foreseen adjustments



V.1.4 Late payment & penalties

If the vessel has not paid the operating waste fee, a 30% surcharge of the flat fee is applied.

This fee is linked to waste discharged on the ship's arrival, but not to waste produced during the port of call. It is the ship's responsibility to order and pay for the disposal and treatment of its port of call waste prior to its departure, under the control of the port authority.

SECTION VI - Effective date

The present tariff will come into force under the conditions set out in Articles R.5321-11 et seq. of the Transport Code.

SECTION VII - Appendices

Port map (available on the Port of Brest website)