

PORT DUES

In the port of CHERBOURG

Established in accordance to Book III of the Code of Transport

TARIFF No 49

Applicable as of 1 January 2022

RATES IN EUROS – EXCLUDING TAX

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SECTION I**SHIP DUES****ARTICLE 1 – Levy conditions for dues**

- 1.1• Dues in euros per cubic metre shall be levied on every commercial ship that makes a call in zones A,B,C, D and E of the commercial port of Cherbourg, based on the geometric volume of the ship as calculated in accordance with Article R.5321-20 of the Code of Transport, by applying the rates indicated below, in euros, per cubic meter.

SHIP TYPES AND CATEGORIES	ENTRY	EXIT
1. OCEAN LINERS	0,0417	0,0417
2. FERRIES		
• <i>Monohull</i>	0,0000	0,0000
• <i>Multihull</i>	0,0000	0,0000
3. SHIPS CARRYING LIQUID HYDROCARBONS		
• <i>Bunker barges</i>	0,0000	0,0000
• <i>Other</i>	0,2392	0,2015
4. SHIPS CARRYING LIQUID HYDROCARBONS	0,2392	0,2015
5. SHIPS CARRYING MAINLY BULK LIQUID CARGO OTHER THAN HYDROCARBONS	0,1745	0,1260
6. SHIPS CARRYING BULK SOLID CARGO	0,3103	0,3103
7. REFRIGERATED OR MULTIPURPOSE REFRIGERATED SHIPS	0,2251	0,1435
8. ROLL-ON/ROLL-OFF CARGO SHIPS		
• <i>Ships carrying ,mainly new or used vehicles, trailers (accompanied or unaccompanied), Mafis in zone A of the port</i>	0	0
• <i>Ships carrying ,mainly new or used vehicles, trailers (accompanied or unaccompanied), Mafis out zone A of the port</i>	0,0759	0,0759
• <i>Others</i>	0,1533	0,1533
9. CONTAINER SHIPS	0,0870	0,0870
10. BARGE CARRIES	0,2251	0,2251
11. HOVERCRAFTS AND AIRBOATS	0,0475	0,0475
12. SHIPS OTHER THAN THOSE LISTED ABOVE		
• <i>Offshore installation and cable laying vessels : barges, installation vessel, etc...</i>	0,2911	0,2251
• <i>Other</i>	0,2911	0,1570

1.2• The different port zones identified in paragraph 1 of this article are defined as follows :

ZONE A – West-Port : quai de France, quai de Normandie, car-ferry stations No 1, 2, 4 and 6
Port dues collected in zone A are for the benefit of « Cherbourg Port ».

ZONE B – East S.Port : quai des Flamands, quai des Mielles, Ro/ro No 5
Port dues levied in zone B are for the benefit of « Cherbourg Port ».

ZONE C – Body of water (small roadstead)
Port dues levied on the body of water are for the benefit of « Cherbourg Port ».

ZONE D – Quai Amiral Kniskern
Port dues levied in zone D are for the benefit of « Cherbourg Port ». This zone is exempt from port dues on cargo.

ZONE E – Body of water (Large roadstead, civilian port part)
Port duties levied on Great Britain are for the benefit of « Cherbourg Port »

1.3. If the same vessel disembarks or tranships passengers or cargo successively in different zones of the port, it shall be subject to ship dues only once, in whichever of these zones where the rate is the highest. The vessel type, as well as the modulations and abatements to which it is subject, are determined by considering all the landing or transhipment operations carried out by that ship in the port. The same provisions apply when the same ship has to board or tranship passengers or cargo successively in different zones of the port.

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

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

- if the ship does not carry out any commercial operations;
- if the ship only carried out bunkering, refuelling, or unloading operations for ship-generated waste and cargo residues. In this case, the dues are set at **€ 0.0056 per m3**

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

- support ships, notably those assigned to piloting, towage, mooring and rescue operations in the port of Cherbourg;
- ships assigned to recover waste and combat pollution in the port of Cherbourg
- vessels assigned to carry out maintenance dredging, maritime signalling, firefighting and administrative services in the port of Cherbourg;
- ships making compulsory entry into port and not carrying out any commercial operations ; Ships making a forced stopover which originates from an event linked to the sea voyage, such as collision, technical damage or fire ; Where a ship is obliged by the authorities to enter a port, this is not considered a forced stopover .
- ships, which, while unable to access a port facility are forced to carry out their landing, boarding or transhipment outside the port
- vessels assigned to cultural or humanitarian missions or missions of general interest for maritime heritage.

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

- The minimum charge for port dues is set as **€24.60**.
- The payment threshold for port dues is set at **€12.30**

ARTICLE 2 : Provisions on modulations according to real load ratio, depending on the ship's capacity in carrying out its primary activity, by ship type and category, in accordance with the provisions of subparagraphs I, II, III of Article R5321-24 of the Code of Transport

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

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

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

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

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

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

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

For a regular route making 1 to 5 port calls per year	: No reduction
For a regular route making 6 to 10 port calls per year	: 7,5 % reduction on all movements
For a regular route making 11 to 16 port calls per year	: 15 % reduction on all movements
For a regular route making 17 to 140 port calls per year	: 22,5 % reduction on all movements
For a regular route making 141 à 200 port calls per year	: 40 % reduction on all movements
For a regular route making more than 200 port calls per year	: 68 % reduction on all movements

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

- 3.1 b For type 1 vessels, dues are subject to the following abatement depending on the number of port calls made during the calendar year by the trading name, as opposed to the parent company, which comprises several trading names or brands:

1 st and 2 nd call	No reduction
3 rd and 4 th call	Reduction of 15 %
5 th and 6 th call	Reduction of 25 %
7 th and 8 th call.....	Reduction of 30 %
9 th and 10 th call.....	Reduction of 35 %
11 th and 12 th call	Reduction of 40 %
13 th and 14 th call	Reduction of 45 %
15 th and 16 th call	Reduction of 50 %
17 th and 18 th call	Reduction of 55 %
19 th and 20 th call	Reduction of 60 %

21 th and 22 th call	Reduction of 65 %
23 th and 24 th call	Reduction of 70 %
25 th and 26 th call	Reduction of 75 %
27 th and 28 th call	Reduction of 80 %
29 th and 30 th call	Reduction of 85 %
After the 31 th call.....	Reduction of 90 %

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

From the 1 st to 9 th departure incl	No reduction
From the 10 th to 15 th departure incl	5 % reduction
From the 16 th to 25 th departure incl	15% reduction
From 26 th to 50 th departure incl.....	25% reduction
After the 50 th departure	30% reduction

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

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

Reductions as provided for in Articles 2 and 3 may be accompanied by an additional reduction for new traffic or new intraCommunity passenger, cargo on trailers (RORO) or container lines; however, it may not exceed 50% of the base to which it applies, or a duration of two years. In accordance with these provisions, and based on market analysis, a certificate issued by Ports of Normandy shall set the amount and duration of the reduction within these limits.

ARTICLE 5 : Provisions on modulation possibilities as provided for in Article R.5321-25 of the Code of Transport

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

(Not applicable)

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

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

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

6.2 – The conditions of application of this article are as follows :

« Cherbourg port » shall submit a certificate establishing the flat rate to the Customs administration

A new shipping route is a service that directly services a maritime facade not yet serviced by a regular route.

SECTION II

CARGO DUES

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

- Dues on cargo unloaded, loaded or transhipped in the commercial port of Cherbourg are levied either by weight or by unit, in the A, B, C and E zones as determined under article 1.2 of the present Tariffs' schedule as follows :

Dues by gross weight (€ per tonne)

04.6 Flours, processed cereals, starch products and animal feed	0,6013	0,2576
04.7 Beverages	0,6013	0,2576
04.8 Other food products n.e.c. and manufactured tobacco	0,6013	0,2576
04.9 Miscellaneous food products	0,6013	0,2576
05.1 Textile industry products	1,5051	0,7469
05.2 Clothing and furs	1,5051	0,7469
05.3 Leather, travel goods, footwear	1,5051	0,7469
06.1 Woodworking and cork products (excluding furniture)	0,6013	0,2576
06.2 Pulp, paper and paperboard	0,6013	0,2576
06.3 Publishing products, printed or reproduced products	1,5051	0,7469
07.1 Cokes and tars; agglomerates and similar solid fuels	0,3973	0,1422
07.2 Liquid refined petroleum products	0,3973	0,1422
07.3 Gaseous refined petroleum products, Gaseous refined petroleum products, liquefied	0,3973	0,1422
07.4 Refined petroleum products, solids or pastes	0,3973	0,1422
08.1 Basic mineral chemicals	0,4203	0,1422
08.2 Basic organic chemicals	0,4203	0,1422
08.3 Nitrogen compounds and fertilisers (excluding natural fertilisers)	0,4203	0,1422
08.4 Basic plastics and primary synthetic rubber	1,0745	0,5234
08.5 Pharmaceutical and paracheical products, including pesticides	1,0745	0,5234
08.6 Rubber or plastic products	1,0745	0,5234
08.7 Nuclear Fuel	1,5051	1,5051
09.1 Glass, glassware, ceramic products	1,5051	0,7469
09.2 Cements, lime and plaster	0,3973	0,1422
09.3 Other constructions materials, manufactured	0,3973	0,1422
10.1 Iron and steel products and steel processing products (excluding tubes and pipes)	0,3013	0,1422
10.2 Non-ferrous metals and by-products	0,5213	0,3013
10.3 Tubes and pipes	0,5213	0,3013
10.4 Structural metal products	1,7028	1,7028
10.5 Boilers, hardware, weapons and ammunition, and other metal items	1,7028	1,7028
11.1 Agricultural machinery	0,0000	0,0000
11.2 Domestic appliances n.e.c. (white household appliances)	1,7028	1,7028
11.3 Office machinery and computing hardware	1,7028	1,7028
11.4 Electrical machinery and apparatus n.e.c	1,7028	1,7028
11.5 Electronic components and emission and transmission apparatus	1,7028	1,7028
11.6 Sound and image receiving, recording or reproducing apparatus	1,7028	1,7028
11.7 Medical, precision, optical and horological instruments	1,7028	1,7028
11.8 Other machines, machine tools and parts (**)	1,7028	1,7028
12.1 Automotive industry products (**)	1,7028	1,7028
12.2 Other transport equipment (**)	1,7028	1,7028
13.1 Furniture	1,7028	1,7028
13.2 Other manufactured articles	1,7028	1,7028

14.1 Household waste and road waste	0,3013	0,1422
14.2 Other waste and secondary raw materials	0,3013	0,1422
16.2 Pallets and other packaging in service, empty	0,3013	0,1422
17.1 Removals furniture	1,7028	1,7028
17.4 Scaffolding	1,7028	1,7028
17.5 Other non-market goods, n.e.c	1,7028	1,7028
19.1 Goods of an indeterminate nature in containers and swap bodies	0,0000	0,0000
19.2 Other goods of an indeterminate nature	1,7028	1,7028
20. Other goods	1,7028	1,7028
<u>For packages greater than or equal to 50 tonnes¹</u>		
NST Code from 01 to 20 – Packages between 50 and 149.999 tonnes	2,0604	2,0604
NST Code from 01 to 20 – Packages between 150 and 299.999 tonnes	2,5755	2,5755
NST Code from 01 to 20 – Packages greater than or equal to 300.000 tonnes	5,151	5,151

¹ This includes any indivisible object weighing 50 tonnes or more that can only be handled as a whole, i.e. at one time. The freight charge for a unit package of 50 tonnes or more is equal to its weight multiplied by the rate (in euros per tonne) of the band in which it appears. Thus, the freight charge for a package weighing 75 tonnes will be worth $75 * 2.0604 = \text{€}154.53$.

Dues per unit

Code NST	DESIGNATION OF CARGO	LOADING AND UNLOADING (*)	TRANSSHIPMENT
	2 - DUES PER UNIT (IN EUROS PER UNIT)		
	LIVE ANIMALS		
	- WEIGHT LESS THAN 10 KG	-	-
	- WEIGHT OVER OR EQUAL TO 10 KG AND LESS THAN 100 KG	0,2999	0,1306
	- WEIGHT OVER OR EQUAL TO 100 KG	0,5590	0,3386
	VEHICULES NOT SUBJECT TO COMMERCIAL TRANSACTIONS		
	- TWO-WHEELED VEHICULES	0	0
	- PASSENGERS CARS	0	0
	- COACHES	0	0
	- LORRIES OF A TOTAL UNLADEN WEIGHT LESS THAN 5 TONNES (1)	0	0
	- LORRIES OF A TOTAL UNLADEN WEIGHT OVER OR EQUAL TO 5 TONNES (1)	0	0
	FULL LORRIES, TRAILERS OR SEMI-TRAILERS, CONTAINERS OR SWAP BODIES HANDLED BY RORO ON MAFIS OR ROAD CHASSIS (1)		
	- LENGHT LESS THAN 8 METERS	0	0
	- LENGHT OVER OR EQUAL TO 8 METRES AND LESS THAN 13 METRES ...	0	0
	- LENGHT OVER OR EQUAL TO 13 METRES AND LESS THAN 16 METRES .	0	0
	- LENGHT OVER OR EQUAL TO 16 METRES ²	0	0
	FULL CONTAINERS		
	- LENGHT OVER OR EQUAL TO 3 METRES AND LESS THAN 6 METERS	6.12	0
	- LENGHT OVER OR EQUAL TO 8 METRES AND LESS THAN 10 METRES ...	7.14	7.14
	- LENGHT OVER OR EQUAL TO 8 METRES AND LESS THAN 10 METRES	10.2	10.2
	- LENGHT OVER 10 METRES	12.24	12.24

(*) This tariff applies to all transshipment operations taking place in zones A, B, C, and E defined in 1.2 of article 1, irrespective of whether the goods are brought ashore or not (ship to ship on the water) and whether the lifting means used belong to the port or not.

(**) the rate for ferries loading/unloading in zone A is 0.

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

² Heavy parcels transported by RORO ships are subject to the pricing for heavy parcels. (see page 8).

ARTICLE 8 : Conditions de liquidation des redevances du tableau figurant à l'article 7

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

a) They are paid :

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

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

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

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

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

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

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

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

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

- The minimum charge is set at **€5.05** per declaration.
- The threshold charge is set at **€5.05** per declaration.

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

SECTION III

PASSENGER DUES

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

9.1 • In zones A and B of the port of Cherbourg, as defined in Section 1.2• of Article 1 of this tariff :

Disembarked, embarked and transhipped passengers are subject to dues of 2.14 per passenger

9.2 • The following are exempt from passenger dues :

- children under four years of age,
- military personnel travelling as a unit,
- crew members,
- shipowner's agents travelling for operational reasons and provided with a free travel pass,
- public officials carrying out on-board duties,
- Passengers embarking or disembarking on ferry lines.

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

- 50 % for passengers disembarking only temporarily during the call, ,
- 50 % for transhipped passengers. .

SECTION IV

SHIP BERTHING DUES

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

10.1 • Ships or similar floating craft staying longer than 1 day (the calculation of which excludes commercial operations, or the time necessary for commercial operations in the commercial port of Cherbourg), in zones A, B, C, D and E as defined in Section 1.2 of Article 1 of this tariff, are subject to berthing dues, the rates of which are in euros per m3 per day, set under the following conditions, beyond the grace period :

Volume fraction	Rate in euros
- The first 3,000 cubic metres	0.0167
- Between 3,001 and 15 000 cubic metres	0.0151
- Between 15,001 à 45,000 cubic metres	0.0130
- Above 45,001 cubic metres	0.0095

- Dues apply to ships including those making compulsory entry into port.
- The length of stay is calculated based on calendar days. Each fraction of a day is counted as a whole day
- Ships benefit from a one-day grace period before or after commercial operations.
- Berthing in zone D and E of the port of Cherbourg to a reduced rate of 50 %

10.2 • Berthing dues shall be borne by the shipowner. The minimum charge is set at **€7,56** per ship and the threshold charge is set at **€3,7822** per ship.

10.3 • The following are exempt from berthing dues, in addition to the ships referred to in Article R.5321-22 of the Code of Transport, except for ships making compulsory entry into port, while not carrying out any commercial operations:

- Warships,
- Ships owned by Companies that operate regular routes departing from Cherbourg
- Service vessels and handling or construction vessels, if they are assigned to harbour works within the civilian port of CHERBOURG,
- sail training vessels and training ships ;
- inland navigation vessels ;
- vessels intended for coastal navigation ;
- Ships berthed in dry docks as well as fitting-out stations assigned to navals repair
- Vessels assigned to cultural or humanitarian missions of general interest of general interest for maritime heritage
- fishing vessels

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

SECTION V

SHIP-GENERATED WASTE DUES

ARTICLE 11 :

- 11.1 • Dues for ship-generated waste are collected from any commercial vessel or pleasure craft designed to transport more than 12 passengers on departing from zones A and B of the port of Cherbourg, as defined in Section 1.2• of Article 1 of this tariff..

These dues shall be borne by the shipowner. They are calculated either on the basis of the volume (V) of the ship, expressed as stated in Article R.5321-20 of the Code of Transport.

If the operational waste from his ship has been deposited in one of the facilities listed in the port's waste collection and processing plan, the ship's master or their representative shall provide the Port Authority with the certificate issued by the service provider(s) who collected the operational waste, as mentioned in Article R.5334-4 of the Code of Transport. The service provider(s) shall also provide a copy of this certificate to the Port Authority in a timely manner.

Depending on the certificates received, the Port Authority informs Customs on which of the following two cases, a or b, is applicable to the ship.

a) If the ship has certified the deposit of its operational waste

If the Port Authority has informed Customs that the shipowner or their representative has provided the certificate of deposit for their operational waste, dues shall be set as follows:

a-1) If the ship has used services provided by the port:

€0,0102 per m³ regardless of the type of ship

a-2) If the ship has made use of services performed entirely by service providers other than the beneficiary of the port dues :

No dues are collected. The external service provider(s) invoices the ship directly for their service(s). In this case, a certificate from the service providers and/or an invoice shall be submitted to Customs and the Port Authority..

b) If the ship has not certified the deposit of its operational waste

If the Port Authority has not informed Customs that the shipowner or their representative has provided the certificate of deposit for their operational waste, dues shall be set as follows:

€0.0194 per m³ regardless of the type of ship.

- 11.2 • Dues for ship-generated waste, as defined in I above, do not apply to the following ships :

- support ships, notably those assigned to piloting, towage, mooring and rescue operations
- ships assigned to recover waste and combat pollution,

- vessels assigned to maintenance dredging, maritime signalling, firefighting and administrative services
- ships making compulsory entry into port and not carrying out any commercial operations.
- Ships which, being unable to access a port facility, are obliged to carry out their landing, loading or transshipment operations outside the port ;
- Warships

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

- The minimum charge is set at **€1.76**.
- The threshold charge is set at **€0.88**.

11.4 • Exemption from dues as provided for in Article R.5321-39-V of the Code of Transport :

Ships making regular and frequent calls, according to a prearranged itinerary and schedule, not depositing their operational waste in the port, are exempt from dues, if the ship's master can demonstrate that they hold either a certificate of deposit or a contract for the deposit of their ship's operational waste, along with the payment of relevant dues, such certificate or contract having been drawn up in a port of a Member State of the European Union located along the ship's effective route. This certificate must be validated by the Port Authorities of that port.

11.5 • Flat rate for dues as provided for in Article R.5321-28 (2°) of the Code of Transport :

Dues shall not be levied if the ship is subject to a flat rate for dues in accordance with Article 6 of Section 1 of this tariff.

ARTICLE 12 : This tariff enter into force under the conditions set out in Article R.5321-14 of the Code of Transport.