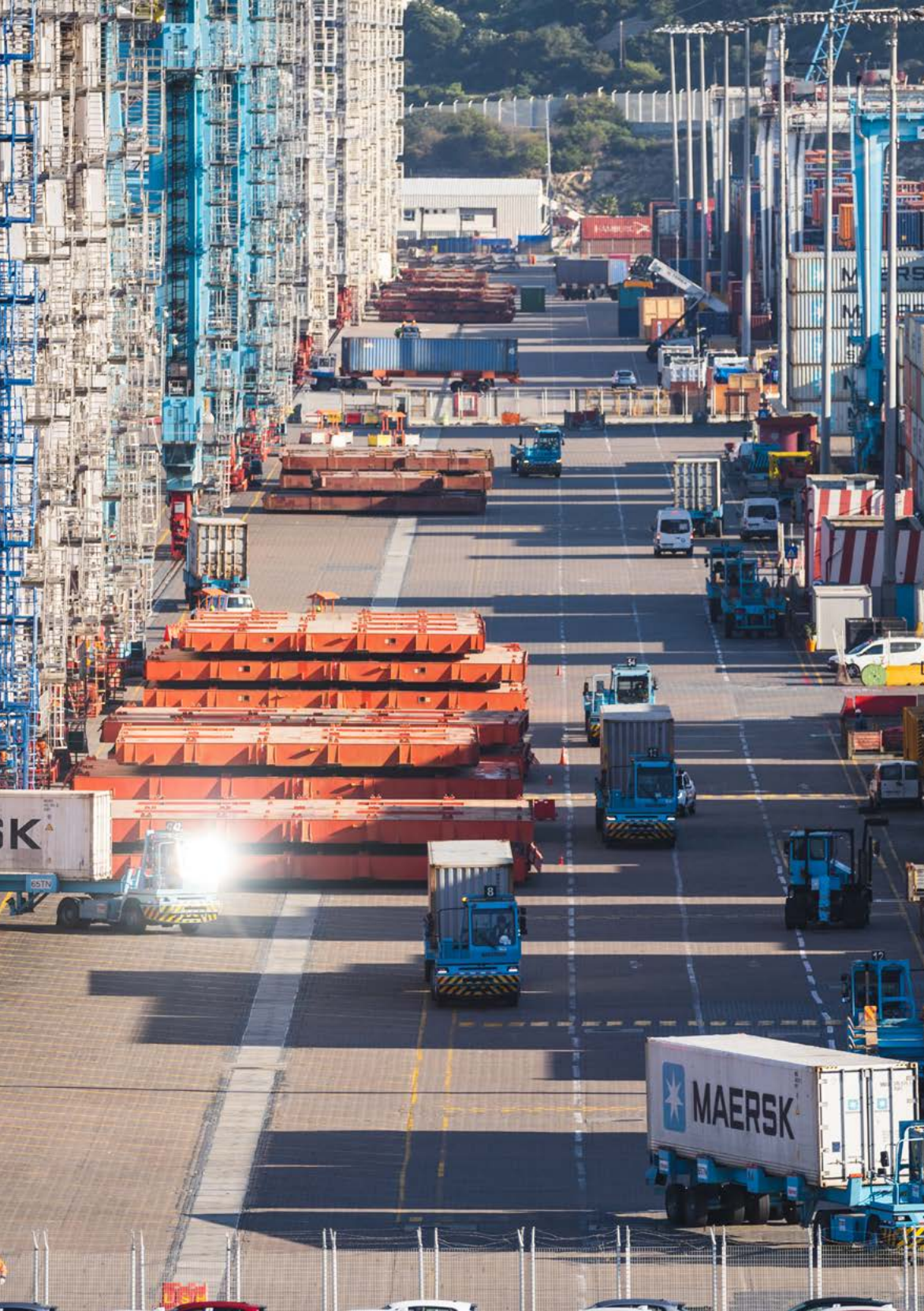


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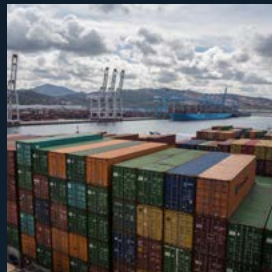
USAGE RATES



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GENERAL TERMS AND CONDITIONS	4
GENERAL TERMS AND DEFINITIONS	4
PAYMENTS	9
PORT FEES AND VESSEL SERVICES	12
PORT FEES	12
TANGER MED PORT 1 AND 2	12
PASSENGERS AND RO-RO PORT	13
VESSEL SERVICES	14
PILOTING	15
TOWING	17
MOORING	18
TAXI RADE	19
SUPPLY OF DRINKING WATER AND ELECTRICITY	20
WASTE COLLECTION	20
SECURITY, PREVENTION, AND DISASTER CONTROL SERVICE	21
CARGO SERVICES	24
CONTAINER ACTIVITIES	26
IMPORT CONTAINER ACCESS AREA	28
PASSENGERS AND RO-RO PORT	29
BULK AND GENERAL CARGO TERMINAL	35
COMMON USER VEHICLE TERMINAL	42
HYDROCARBON TERMINAL	44
ENTRY SUMMARY DECLARATION INTO EUROPE -MRN-	45
MISCELLANEOUS	46
DUPLICATE INVOICES	46
ACCESS PASSES AND VEHICLE PERMITS	46
USEFUL INFORMATION	50
CONTACTS	51



GENERAL TERMS AND CONDITIONS





GENERAL TERMS AND DEFINITIONS :

In this document (as hereinafter defined):

- / **Agent or Consignee** (of the Vessel) means a natural or legal person who acts as an agent appointed by the Owner of a Vessel to represent it in the Tanger Med port. The agent or consignee acts as agent for the Shipowner and as such, all judicial or extrajudicial acts that the Captain is entitled to receive may be communicated to the Vessel's consignee.
- / **Shipowner** means the owner or operator of the Vessel.
- / **Port Authority** means Tanger Med Port Authority (TMPA) as defined by the law, or any other entity to which TMPA would delegate all or part of its prerogatives.
- / **Container** means any kind of container, including flat racks, platforms, bolsters, refrigerated containers, tank containers (regardless of whether they are 20', 40', 45').
- / **Cargo Clearance Time** is the time allowed for customers to take delivery of goods without paying fees for berthing, warehousing, storage, and parking.
- / **Nautical Fee** means the specific fee that remunerates the Port Authority for providing nautical assistance services to the Vessel, excluding piloting. These assistance services to the Vessel include Vessel Traffic Services (VTS), buoy tending, Vessel positioning assistance and, in general, all other means made available to the Vessel as part of this assistance.
- / **Port Fee** (Entry Fee) corresponds to the amounts to be paid by the Shipowner or his Consignee to the Port Authority in return for the use of the Port's infrastructures.
- / **Wharfage Fee** means the fee paid by any Vessel afloat that is stationed within the Port's Perimeter.
- / **Cargo Port Fee** is the amount that must be paid to the Port Authority in return for the use of the Tanger Med port infrastructure.
- / **Rail Terminal Access Fee** means the specific fee that pays for the services provided inside the rail terminal, such as storage, vertical and/or horizontal handling.
- / **ETA (Estimated Time of Arrival)** means the estimated date and time of arrival of the Vessel.
- / **TEU** is the unit of measure for a 20-foot ISO container.
 - ② A Container with a length of 20 feet or less counts as 1 TEU;
 - ② A Container with a length greater than 20 feet and less than or equal to 40 feet counts as 2 TEU;
 - ② A Container longer than 40 feet counts in proportion to its actual length to 20 feet rounded up to the nearest hundredth.

- / **Ro-Ro Unit** means a Trailer coupled to a towing vehicle.
- / **Escort** means the action of having TMPA's security team provide assisted transit in the port of an exceptional transport or a heavy load.
- / **Force Majeure** means events beyond the control of the Parties, which they could not reasonably be expected to foresee, and which they could not reasonably avoid or overcome, insofar as their occurrence renders the performance of the obligations totally impossible.
- / **Ad Valorem** is a rate calculated on the value of the goods handled.
- / **Handling** means, in the broadest sense, any operation to move goods from point A to point B within the Port's Perimeter, and in particular the loading and unloading of goods within the Port's Perimeter.
- / **Ship-to-Shore Handling** means all operations of loading and unloading of goods between the Vessel and the shore or Land Transport Vehicles, and vice versa. This includes the supply of the means and equipment necessary to carry out these operations.
- / **Shore Handling** refers to all shore handling operations. This includes the supply of the means and equipment necessary to carry out the operations of transferring the cargo from the Quay or the storage area to another storage area, or possibly for loading/unloading from/onto the Land or Rail Transport Vehicles, and vice versa.
- / **Dangerous Cargo** refers to the hazardous goods listed in the International Maritime Code for Dangerous Goods (IMDG). The requirements of said code shall be strictly adhered to within the Port Perimeter.
- / **Port Perimeter** means the Port's Land and Maritime Zone as officially defined in the Port's operating regulations.
- / **Anchorage** a Vessel shall be considered to be «at Anchor» if it is anchored within the Port Perimeter. The Anchorage areas are Tanger Med East, Tanger Med West, and Alpha Tanger Med.
- / **Tanger Med Port** refers to all Tanger Med ports, which consist of Tanger Med Port 1, Tanger Med Passengers Port, and Tanger Med Port 2.
- / **Quay** means any fixed or movable structure, equipped or not, whose main purpose is the berthing of the Vessel.
- / **Trailer** means a Ro-Ro vehicle without self-propulsion, including a space for loading goods.
- / **Safety Brigade** is TMPA's security, prevention, and disaster control team at Tanger Med Port.

Bunkering means the port activity of supplying ships with hydrocarbons by barges or tankers.

Container Rail Terminal means the facility connected to the railroad, allowing the transfer of Containers to and from trains.

TMPA stands for Tanger Med Port Authority.

Freight forwarder means an agent approved by the Regulatory Authority, carrying out on behalf of third parties, shippers, or receivers, the Customs procedures and operations necessary for the export and import of goods.

Exceptional Transport means any transport whose dimensions and/or mass exceed(s) the regulatory limits and are subject to traffic authorization in accordance with the provisions of the laws in force.

Customers means, separately or together, Shipowners, Shipping Agents, Consignees, Freight Forwarders, Carriers, Shippers, or Receivers and in general all natural and legal persons consuming services rendered within the framework of the operation of the Tanger Med Port.

Geometric Volume

The Geometric Volume (1) constitutes the basis for setting the fees for the Port Rates other than the Cargo Port Rates.

(1) the volume VG is established by the following formula:

$$GV = L * b * Te$$

Where :

② GV is expressed in cubic meters;

The value of the maximum Vessel's draught taken into account for the application of the above formula may in no case be less than a theoretical value equal to $0.14 * \sqrt{L \times b}$ (L and b being respectively the maximum overall length and width of the Vessel).

② L, b, Te respectively represent the overall length of the Vessel, its maximum width, and its maximum summer draught, and are expressed in meters and decimeters.

All Port Fees must be paid in accordance with the following procedures :

② Port Fees and Vessel Services shall be invoiced per Vessel after its departure, to the Shipowner or their authorized Agent on a periodic basis per ten-day period.

The corresponding payments shall be made to the Port Authority or its Agent within a period of time to be determined by TMPA.

② The Cargo Port Fees will be invoiced to the Freight Forwarders, Carriers, or any other Consignee on a periodic basis (on a ten-day basis unless otherwise agreed) and must be paid within 10 days.

☛ Port Fees on Passengers and their vehicles as well as Port Fees on Container Cargo will be invoiced to the Vessel Operator or their Agent periodically per 10-day period and must be paid within 10 days unless otherwise specified.

☛ Other services will be billed to customers on a periodic basis and must be paid for within a time frame specified by TMPA.

A regional tax shall be applied to port services rendered by the Port Authority or its Agent to Customers at the port complex, in accordance with the provisions of the local government tax law in force.

The Port Authority may, pursuant to its agreement to a deferred payment as provided above, require from the requesting Customers a guarantee of payment either:

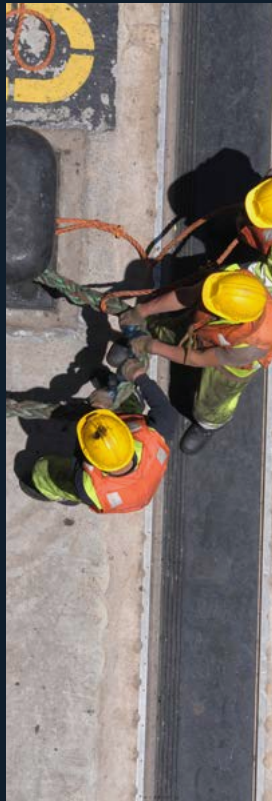
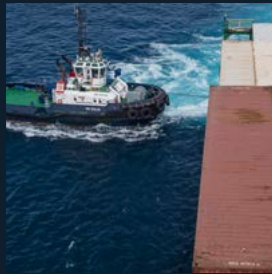
- ☛ a first-demand bank guarantee from a major bank according to the format established by the Port Authority;
- ☛ a cash deposit to be made directly to TMPA's bank account.

In case of late payment, TMPA reserves the right to apply a penalty of 1% of the value of the corresponding invoices which will be due for each 10-day period. Any fraction of a 10-day period is counted as a full 10-day period. The total amount of the penalties is limited to a cap corresponding to 10% of said invoice.

In case of any proven false statement by the Customer for the calculation of the Port Services, the Customer will be charged double the applicable rates in this Compendium without prejudice to any other recourse.

In the event of a dispute over the amount of the invoices, and without prejudice to the obligation to pay said invoices within the set time limits, the Customer's claims may be made within a period not exceeding 90 calendar days following the issue of the invoice in question. Once this period has passed, these claims are considered forfeited.

PORT FEES AND VESSEL SERVICES





PORT FEES

TANGER MED PORT 1 and 2

	Rate (€/M ³)				
	Container Terminals	Bulk and Miscellaneous Cargo Terminal	Vehicle Terminal	Hydrocarbons Terminal	LPG Vessels
Nautical Fee*	0,0052	0,0054	0,0054	0,0054	0,0064
Port fees on Vessels*	0,0251	0,0261	0,0261	0,0261	0,0271
Wharfage Fee**	0,052	0,054	0,054	0,054	0,064

The Port Fees are counted from the moment the Administrative Limits of the Port are crossed (any day started is due in full).

* The Nautical Fee and the Port Fee on Vessels are levied at a flat rate for any Vessel crossing the Administrative Limits of the Port.

** Any Vessel shall be entitled to a Wharfage Fee grace period for the first 24-hour period of stay starting from the time it crosses the Administrative Boundary of the Port.

After the 24th hour, the Wharfage Fee is collected on all Vessels in port or docked in the Port.

Adjustments are applicable to Vessels under the following conditions :

- ☉ A flat fee of one-third (1/3) of the Base Rate for the Wharfage Fee for any period less than 8 hours.
- ☉ At the Base Rate for the Wharfage Fee per indivisible block of 24 hours for any period exceeding 8 hours.

For all vessels and during the period of use of the Anchorage Zone in the Tanger Med WEST and EAST Harbor for a period exceeding 5 days, the following charges apply :

- ☉ 50% of the Base Rate from the 6th day and beyond subject to the availability of an anchorage berth.

For Vessels using the Anchorage Zone in the Tanger Med WEST and EAST Harbor only for bunkering operations, the following charges apply :

- ☉ All Nautical Fees and IT Fees.
- ☉ Exemption for vessels at anchor (Tanger Med WEST and EAST) within the limit of 48 hours from the time of crossing the Administrative Limit of the Port.

IT FEE

An IT Fee guarantees access to the Tanger Med 1 & 2 port IT system.

The processing of calls is done remotely via the portal to submit requests for the allocation of posts and to complete the formalities relating to the documentary management of calls.

This IT Fee corresponds to the provision of the IT system. The IT Fee is determined as follows:

- 30€ per call
- 15€ per call for the servicing equipment

PASSENGERS AND RO-RO PORT

The Vessel Port Fee is charged on a flat rate basis per hour per Vessel category.

The hourly countdown begins and ends at the port entrance passages.

	Categories	Package	Rate in €
Port Fee	A	2h30	458
	B	up to 06h30	1 289
	C	up to 08h30	1 697
	A,B and C	½ hour of additional time	204
Nautical Fee	A,B and C		0,0054 €/m3

Category A : Vessel operating in the Strait of Gibraltar.

Category B : Classic Pure Ro-Ro vessel.

Category C : Classic Ro-Pax ship operating beyond the Strait of Gibraltar.

For the Strait of Gibraltar, it means any maritime line connecting the Tanger Med Port to a third port, of which the distance does not exceed 200 nautical miles.

In the event of prolonged berthing for Force Majeure (breakdowns, weather not permitting) or for non-commercial reasons and only after authorization from the Port Authority, the Vessel Operator will be invoiced a daily flat rate of 500 € per day.

Any Vessel spending the night at the Quay, upon agreement of the Port Authority (from 23:00 to 07:00, the Vessel Owner must justify at least 06 hours of commercial operations stoppage between the end of unloading and the resumption of loading), the Vessel Owner will be invoiced 200 € in addition to the fixed price of the call.

It is specified that the call package triggered the day before for unloading continues the next day for boarding on the basis of the lifting of the ramp the day before and its action the following morning. However, the Port Authority may require a deballasting in order to free the ramp to assign the berth to another Vessel for operation.

For vessels operating in the Passenger Port and Ro-Ro wanting to use the anchorage area, other than the cost of the call, a daily fee of 400 € for the period of anchorage is charged (day started day due).

Surcharge :

If the duration of the operations exceeds the time scheduled and granted by the Port Authority, an additional invoice per additional half-hour will be sent to the Vessel Operator in accordance with the rate in force.

Any half hour started is due in full.

The Nautical Fees are determined according to the Geometric Volume (GV) of the Vessel.

Exemptions :

The following are exempt from Port Fees at Tanger Med Port:

- ② Tugboats flying the Moroccan flag and operating on behalf of the Port Authority;
- ② Vessels and service craft, operating on behalf of the Port Authority, assigned exclusively to the improvement, maintenance, and surveillance of Tanger Med Port and its access points, as well as to maritime rescue;
- ② Ships of the Royal Navy in call and ships of foreign navies making a courtesy visit.

VESSEL SERVICES

PILOTING

PRINCIPLES AND SCOPE

Vessel piloting in the compulsory piloting area of Tanger Med Port is a service provided by the Port Authority. It is mandatory for Vessels with an overall length greater than or equal to 50 meters.

The following are exempt from this Piloting requirement:

- ② warships, fishing vessels, and tugboats under the Moroccan flag.
- ② Vessels flying the Moroccan flag assigned exclusively for the improvement, maintenance, and surveillance of the Port and its accesses as well as for maritime rescue.
- ② Vessels that have to perform a shifting along a quay, at a distance of less than 100m, if they do not have to perform a jump ship or use a tugboat.
- ② Boats and vessels for marine services or works.
- ② Vessels with a Master holding pilot Exemption certificat(PEC).

Conversely, piloting is compulsory if the Port Towing Service is used.

PILOTING RATES

1st Tier from 0 to 180 000 m³

Piloting rates (€ / m ³)					
Volume m ³	Entry	Exit	Change of Quay	Change of Basin	
0 - 40000	298,7	203,2	239,0	502,0	
40001 - 50000	322,6	215,1	275,0	537,6	
50001 - 60000	394,3	263,1	310,6	657,3	
60001 - 70000	445,2	328,1	351,4	773,3	
70001 - 80000	487,1	357,2	378,8	844,3	
80001 - 90000	573,7	422,2	433,0	995,9	
90001 - 100000	779,4	519,6	487,1	1298,9	
100001 - 110000	1060,8	833,5	541,2	1894,3	
>110 000 for each fraction of 10 000	97,4	86,6	54,1	183,9	

PILOTING RATES

2nd tier > 180 000 m³

Piloting rates (€ / m ³)					
Volume m ³	Entry	Exit	Change of Quay	Change of Basin	
180001 - 190000	1361,5	1129,2	720,8	2490,7	
190001 - 200000	1433,5	1193,3	760,8	2626,8	
200001 - 210000	1505,6	1257,3	800,8	2762,9	
210001 - 220000	1577,7	1321,4	840,9	2899,0	
220001 - 230000	1649,7	1385,4	880,9	3035,2	
230001 - 240000	1721,8	1449,5	920,9	3171,3	
240001 - 250000	1793,9	1513,5	961,0	3307,4	
250001 - 260000	1865,9	1577,6	1001,0	3443,5	
>260 000 for each fraction of 10 000	72,1	64,1	40,0	136,1	

SURCHARGES

Piloting begins when the pilot boat heads toward the vessel or when the pilot boards the vessel in the compulsory area and ends when the vessel has arrived at its destination at anchor or dock (moored or tied up) or when the pilot disembarks from the vessel or at the limit of the compulsory area. Any operation started is due in its entirety.

DURATION

The duration of the piloting service is fixed at a flat rate:

☛ to 2 hours calculated from the beginning of the above-mentioned operation for a Vessel loading at the Quay or at the pilot boarding position in the Piloting Zone adjacent to the Port entrance.

If the piloting exceeds the duration of the service, any hour started will be charged at 50% of the Rate.

DELAY

Delayed operation from the confirmed time of maneuver will result in a 50% surcharge on the rate.

Any operation delayed beyond 20 minutes by the vessel's captain after the pilot has been put on board will result in a surcharge of 100% of the fare, regardless of the availability of the pilot on board or their disembarkation.

VESSELS DISABLED OR NOT UNDER CONTROL

If the Piloting Service is used, an increase of 100% of the rate will be charged.

VESSELS WHOSE CAPTAINS HOLDING PILOT EXEMPTION CERTIFICAT (PEC)

Vessels whose Commanding Officers have a Master Pilot's license will be exempt from Piloting Fees. However, Ro-Ro Vessels and Passenger Night Ferries will be charged at 50% of the outbound Piloting rate.

PILOT BOAT RENTAL

☛ Inside the Port: 100 € per hour

☛ To Harbor and Anchorage Zones: 175 € per hour with a minimum charge of 300 €.

Any hour started will be due.

TOWING

Towing rates at Tanger Med port :

Ship tonnage in GT (Gross Tonnage)			Price in Euros / Tonnage
0	-	1000	316,5
1001	-	2000	383,3
2001	-	3000	665,7
3001	-	5000	721,9
5001	-	7000	914,2
7001	-	9000	1026,6
9001	-	12 000	1116,8
12 001	-	15 000	1162,4
15 001	-	18 000	1398,0
18 001	-	22 000	1694,1
22 001	-	26 000	1736,6
26 001	-	30 000	1984,9
30 001	-	35 000	2097,4
35 001	-	40 000	2277,8
40 001	-	45 000	2345,8
45 001	-	50 000	2581,4
>50 000			A supplement of 147,7 for each fraction of 5000 GT

The towing service rate is per tugboat and per towing operation. Any operation started is due in its entirety.

I- SPECIAL PROVISIONS AND SURCHARGES

🕒 Provision of a tugboat: In the event that a tugboat is required to remain in the service of a vessel for dockside maintenance after the switching operation is completed, the following hourly rates will be charged. Any hour started is due knowing that the hourly count of this special service will start as soon as the mooring is finished :

	1 st and 2 nd hour	From the 3 rd to the 12 th hour	After the 13 th hour
Hourly rate (Euro/hour)	266	256	246

🕒 Standby and Cancellation: 20%

🕒 Security monitoring: This service concerns oil tankers present at the Port's wharf and is subject to the explicit agreement of the Port Commander. A charge of 320 euros will be made for each hour of standby time and for each tugboat allocated to this service. Any hour started is due.

🕒 Debballasting: this operation is charged at a rate of 25% of the Public Rate.

🕒 An additional charge of 25% will be levied on the Public Rate for any vessel not equipped with propulsion means or not in control of its maneuvering.

II- ADDITIONAL INFORMATION

When a vessel has a GRT (Gross Registered Tonnage) different from the GT (Gross Tonnage), the higher value will be taken into account in the calculation of the Port Rates. If a Vessel has two distinct GRT values, only the higher value will be considered in the Port's rate calculation.

MOORING

I- SCALE FOR MOORING AND UNMOORING OPERATIONS

The mooring rate is based on the overall length in meters and concerns the mooring and un-mooring of vessels. Mooring rates for Vessels calling at TC1, TC2, TC3, and TC4 terminals are not mentioned in this Compendium.

Ro-Ro Passenger Vessels (Car Ferries) and High-Speed Passenger Vessels (Fast Ferries) making more than one call per day «Category A»

Rate : 0.56€ per linear meter and per operation.

The previous rate is applicable for operations not exceeding one hour.

An allowance shall be applied in the event that the duration of the operation, counted from the time when the handlers are made available, after any waiting time has been deducted, to the time when the handlers are released, exceeds one hour.

This allowance (or time supplement) amounts to 30% of the Base Rate. It is applied per hour, any started hour being due.

Other types of Vessels including Ro-Ro Passenger Vessels making less than one call per day «Category B & C»

Rate : 1.12€ per linear meter and per operation.

The previous rate is applicable for operations not exceeding two hours.

An allowance shall be applied in the event that the duration of the operation, counted from the time when the handlers are made available, after any waiting time has been deducted, to the time when the handlers are released, exceeds two hours.

This allowance (or time supplement) amounts to 30% of the Base Rate. It is applied per hour, any started hour being due.

These rates are 24 hours a day, 7 days a week, including Sundays and holidays.

II – STANDBY AND CANCELLATION

In the case of a cancellation after mobilization of the mooring teams, a charge of 50% of the rate will be applied.

A surcharge of 30% of the base rate for each hour of standby time between the initial order time and the start of the maneuver will be charged. Any hour started more than 15 minutes is due.

III – SPECIAL SERVICES (EXCLUDING ASSISTANCE)

The provision of a team of handlers will be made at the following hourly rates, any hour started being due.
110 EUROS per hour.

IV – TAXES

All prices above are excluding taxes.

TAXI RADE

The Harbor Taxi service is intended for crew changes, delivery to ships, trans-port of food from a ship chandler approved by TMPA, transport of experts or others in the harbor and anchorage areas.

Rate for using the Harbor Taxi service:

The maximum rate, excluding tax, for the transport of passengers and/or the supply of vessels in the harbor and anchorage areas is at the hourly rate of:

300 Euro per hour, with a minimum collection of 500 Euro (any hour started is due). 0.3 Euro per kilogram, with a minimum collection of 200 Euro for the transport of goods.

SUPPLY OF DRINKING WATER AND ELECTRICITY

The basic rate for potable water and electricity supplied to Customers and Vessels is as follows :

Volume m ³	Change of Quay
Potable water	1.235 Euro/ m ³
LV electricity	0.1623 Euro/ KWH
MV Electricity	0.1373 Euro/ KWH

The fee for the connection of the Vessels to the potable water supply network is equal to ten Euros (10 €).

WASTE COLLECTION

I- SOLID WASTE

The collection service for solid waste from ships, classified as non-hazardous and falling solely under Annex V of the International Convention for the Prevention of Pollution from Ships, will be charged as follows:

Vessel	Rates
Navire Commerce	1700 MAD per collection operation for a maximum volume of 12m ³
Navire Passage	1700 MAD per collection operation for a maximum volume of 12m ³ or 10 000dhs représentant un forfait mensuel/ navire

This service is provided subject to the submission of a purchase order to Tanger Med Utilities (TMU), which is TMPA's concessionaire for solid waste collection.

II-HYDROCARBON LIQUID WASTE:

Collection of liquid hydrocarbon waste	
The maximum fee for the collection and treatment of hydrocarbon liquid waste	66 Euros / m ³

SECURITY, PREVENTION, AND DISASTER CONTROL SERVICES

I- GENERAL RULES

The surveillance, preventive presence, and security inspection services provided by the Safety Brigade within the Tanger Med Port area, for which it is paid, are described below:

- ④ Monitoring during vessel calls for bunkering or during transit of containers containing explosives, radioactive materials, or other dangerous goods requiring a guard for security purposes.
- ④ Escorting containers carrying explosives or radioactive materials for import or export as they pass through the Port Zone.
- ④ Escorting convoys of tractor-trailer units carrying packages classified as oversized for import or export as they pass through the Port Zone.
- ④ Response to land or sea pollution or other similar incidents caused by a Port operator.
- ④ Other miscellaneous security services requiring the mobilization of the Safety Brigade to ensure the safety of vessels and port operators.

II- RATES FOR SERVICES RENDERED BY THE SAFETY BRIGADE

A - Rates for mobilizing the Safety Brigade for any intervention other than marine pollution

The rates for security, prevention, and disaster control services are provided in the table below:

Mobilization of the members of the Safety	
Time Range	Rate per agent Mobilized
08h01 - 20h00	10 €/hour
20h01 - 08h00	12 €/hour

Mobilization of the Safety Brigade's resources

Resources mobilized	Flat-rate charge	Taux indemnité horaire
Fire truck	120 € / machine	24 €/hour (hour or partial hour)
Patrol vehicle	36 € / machine	24 €/hour (hour or partial hour)
Response vehicle	60 € / machine	24 €/hour (hour or partial hour)
Towable pumper, powder trailer, HP extinguisher trailer, HP cleaner trailer, extinguisher cannon on trailer, extinguisher cannon on tripods	36 €/équipement	24 €/hour (hour or partial hour)
Pollution control equipment (Skimmer, pump, storage tank, 50 meter dam, magnetic anchor, etc.)	36 €/équipement	24 €/hour (hour or partial hour)
Absorbents and other materials for pollution control		Invoiced according to purchase price by TMPA with a 20% surcharge

The duration of the intervention and operation is calculated from the start of the Safety Brigade's operations until the end of the intervention.

B - Mobilization rates of the Safety Brigade for marine pollution response

In the event of marine pollution, the rates applied will be as follows:

Mobilization of the members of the Safety

Time Range	Rate per agent Mobilized
08h01 - 20h00	30 €/heure
20h01 - 08h00	36 €/heure

Mobilization of the Safety Brigade's resources

Resources mobilized	Flat-rate charge	Hourly allowance rate
Fire truck	360 € / machine	72 €/ hour (hour or partial hour)
Patrol vehicle	108 € / machine	72 €/ hour (hour or partial hour)
Response vehicle	180 € / machine	72 €/ hour (hour or partial hour)
Towable pumper, powder trailer, HP extinguisher trailer, HP cleaner trailer, extinguisher cannon on trailer, extinguisher cannon on tripod.	108 € / engin	72 €/ hour (hour or partial hour)
Pollution control equipment (Skimmer, pump, storage tank, 50 meter dam, magnetic anchor, etc.)	108 € / engin	72 €/ hour (hour or partial hour)
Absorbents and other consumables purchase price with for pollution control		Invoiced according to the application of a 60% surcharge

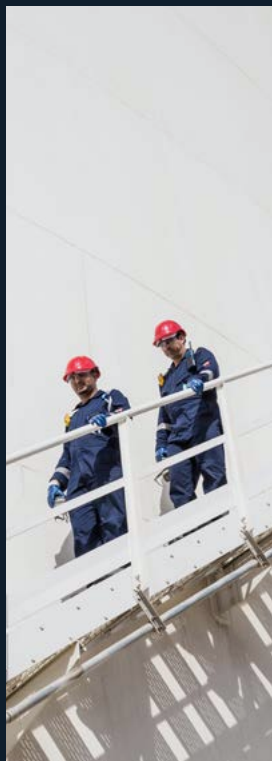
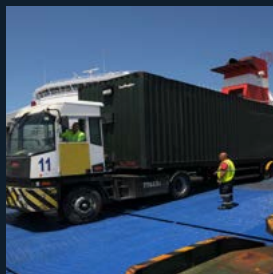
The duration of the intervention and operation is calculated from the start of the Safety Brigade's operations until the end of the intervention.

III- RATES FOR ON-BOARD MEDICAL CONSULTATIONS

The fee for medical consultation of a crew member aboard a vessel at their request: 100 Euros.

This type of non-emergency consultation is performed by doctors at Tanger Med Port's Urgent Care Center.

C A R G O S E R V I C E S





CARGO SERVICES

CONTAINER ACTIVITY

I-CONTAINER TERMINALS

PORT FEE ON CARGO

Port Fees on Cargo applicable to the Container are charged on a per TEU basis. The billing basis for transshipment operations corresponds to each «Ship to Shore» or «Shore to Ship» Container operation. The billing basis for «Import / Export» operations corresponds to each entry or exit of a Container from the Port Complex or the Rail Terminal.

The billing basis for local transshipment activities is the following operations:

- Shore (Container Terminal) to Ship (Feeder Vessel): import operation.
- Ship (Feeder Ship) to Shore (Container Terminal) : export operation.

	Import/export	International transshipment	Local transshipment
TEU (20-foot container)	37,13 €	0,561 €	10,50 €

Dangerous Cargo Containers will be charged a 50% increase in Cargo Port Rates.

The Max Public Rates TC1, TC2, TC3 & TC4 (value 2022) for Handling, Storage, and Weighing of Import/Export containers are below :

Presentation Details	Max Public Rates – 2022 Pricing			
	TC1	TC2	TC3	TC4
Handling and moving of Containers from Vessel to Storage Area and vice versa				
20' (full or empty)	59,51 €	60,10 €	71,06 €	60,10 €
40' (full or empty)	67,58 €	68,25 €	80,70 €	68,26 €
From Storage Area to Terminal Gate / or Rail Terminal				
20' (full or empty)	17,34 €	17,52 €	20,71 €	17,52 €
40' (full or empty)	17,34 €	17,52 €	20,71 €	17,52 €
Dangerous Cargo Containers will be charged the applicable handling rates plus a 50% handling fee				
Container weighing Container weighing tickets at the entrance or exit of the 20' or 40' Terminal	19,14 €	18,59 €	21,94 €	18,58 €

Rates in Euros												
STORAGE OF CONTAINERS PER DAY	TC1			TC2			TC3			TC4		
	Rate 1-2 D	Rate 3-7 D	Rate D > 8	Rate 1-2 D	Rate 3-7 D	Rate D > 8	Rate 1-2 D	Rate 3-7 D	Rate D > 8	Rate 1-2 D	Rate 3-7 D	Rate D > 8
20' completely dry	0	1,20	3,23	0	1,21	3,26	0	1,43	3,86	0	1,13	3,04
40' completely dry	0	2,39	6,46	0	2,42	6,52	0	2,86	7,71	0	2,25	6,08
Reefer	0	2,39	6,46	0	2,42	6,52	0	2,86	7,71	0	2,25	6,08
Empty	0	0,90	2,39	0	0,91	2,42	0	1,07	2,86	0	0,84	2,25

Note : TMPA does not charge, directly or indirectly, any other fees other than those mentioned in the Container activity of this TMPA rate schedule.

Any services and/or fees charged by another party are solely the responsibility of that party and are not the responsibility of TMPA.

Any rate in effect at Tanger Med Container Terminals and not mentioned in the present rate revision document will be renewed at the same rate for 2022.

II- RAILWAY TERMINAL

CARGO PORT FEES :

The Cargo Port Fees applicable to the Container sent through the rail terminal are charged on a per TEU basis. The invoicing basis corresponds to each Container movement into or out of the Rail Terminal.

	Import/export	
	Full	Empty
TEU (20-foot container)	37,13 €	37,13 €

Dangerous Cargo Containers will be charged a 50% increase in Cargo Port Rates.

RAIL TERMINAL TRANSIT FEES

Passage fees (handling, railway loading and unloading) at the Container Rail Terminal are charged on a fixed unit basis for any type of 20' or 40' empty or full Container at the following Public Rate :

Import/export	
Full / Empty	20 €
20'-40'	

COSTS OF TRANSFERRING CONTAINERS TO CUSTOMS INSPECTION ZONES

Transfer fees (round trip) of Containers (with flatbeds) to the inspection zones are charged at a fixed rate for any type of 20' or 40' container, empty or full, at the rate mentioned in the Port Traction section.

STORAGE FEES

The storage fee, applied cumulatively, for empty or full containers stored at the rail terminal is determined in the following manner.

It is understood that this rate applies beyond the Grace Period allowed:

Rate in Euros		
Import / Export		
	Grace period in Calendar Days	Rate/Calendar Day
Empty/Full TEU container	3 days	1€ From the 4 th to the 7 th day 3€ After the 8 th

Beyond the set Grace Period, the stay at the terminal is counted in days from the date of entry of the Container at the Rail Terminal.

IMPORT CONTAINER ACCESS AREA

Handling by Reach Stacker	
Unloading 25€ / container (20' - 40')	
Loading 25€ / container (20' - 40')	
Storage per day	
Up to 1 day after Customs clearance	1 day after Customs clearance
12€ / day for a 20' container	30€ / day a 20' container
24€ / day for a 40' container	40€ / day a 40' container
Handling of non-palletized goods	
Integral handling	125 €
Partial handling	75 €
Special handling (scrap items, bulk bags, car parts, scrap metal, bulk fabric rolls, tires, etc.)	200 €

This operation is carried out subject to :

- ④ Submission of an order ;
- ④ The presence of an applicant's representative during the handling operation.

SPECIAL RATES (STORAGE AND WAREHOUSING)

Containers or stored goods whose prolonged stay in the zone has generated storage costs greater than or equal to €1,000 (One Thousand Euros), may be subject to a cap on said storage and/or warehousing costs in the amount of €1,000 (One Thousand Euros), regardless of the length of their stay in port, in the following two cases :

- ④ Containers or warehoused goods that have been the subject of a dispute with the Customs Administration at the Tanger Med Port that has led to arbitration by the Customs and Indirect Taxation Administration Directorate in favor of the owner.
- ④ Containers or stored goods that have been the subject of litigation of any kind brought before the courts and have been the subject of a court decision in favor of the owner.

PASSENGERS AND RO-RO PORT

1 - PASSENGERS PORT FEES

Passengers disembarking or embarking are subject to a fee of 2.90 € per passenger.

2 - TOWING AND RECOVERY OF VEHICLES FOR USERS

The towing and recovery service for vehicles at Tanger Med Port Complex will be invoiced to users by the Port Authority according to the following rates:

N°	Description	Rate
1	Towing of vehicles with a gross vehicle weight of 3.5T or less	200 Dhs
2	Towing of vehicles with a gross vehicle weight of between 3.5 T and 8 T	300 Dhs
3	Towing of vehicles with a gross vehicle weight of more than 8 T	400 Dhs
4	Transport of unaccompanied vehicles with a gross vehicle weight less than or equal to 3.5T from the boarding area to the Import Freight Customs inspection Zone	200 Dhs
5	Transport of unaccompanied vehicles with a gross vehicle weight of 3.5T or less from the boarding area to the TVCU new vehicle terminal.	200 Dhs
6	Transport of unaccompanied vehicles with a gross vehicle weight less than or equal to 3.5T from the TVCU new vehicle terminal to the Import Freight Customs Inspection Zone	200 Dhs

3 - CARGO PORT FEES

A fee per unit is levied on unloaded cargo, loaded at the Passenger and Ro-Ro Port, referred to as Cargo Port Fees and determined according to the following procedures:

Category 1	Import	Export
1.1 Trailer or tractor-trailer unit - full - or any machine not classified in category 2 or other category 1	190 €	150 €
1.2 Truck, van, or machinery up to 12m (overall)	100 €	85 €
1.3 Vehicle and machine >= 18m (oversized)	300 €	220 €
1.4 Agricultural and construction machinery	190 €	190 €
1.5 Tractor-trailer unit - empty -	60 €	60 €
1.6 Empty trailer, flatbed, or tractor	30 €	30 €
1.7 Truck and machinery up to 12m (overall) - empty	30 €	30 €

Category 2	Import / Export
2.1 Two-wheeled vehicle	3,00 €
2.2 Passenger car and similar	5,90 €
2.3 Cargo trailer attached to a vehicle	2,50 €
2.4 Camper, Motorhome, Bus and Van Trailer	25,00 €
2.5 Bus and Public Transit Vehicle	30,00 €
2.6 Additional Port Fee on the transshipment of lightweight vehicles	20,00 €

Trailers or TIR trucks loaded with fresh seafood and snails will be charged a Cargo Port Fee of €102 per unit.

Dangerous Goods TIR trailers or trucks will be charged the Cargo Port Rates plus 50%.

Any flatbed Container sent through the Ro-Ro terminals is considered a Trailer.

Vehicles and equipment unloaded for Customs clearance shall be assessed the Cargo Port Fees in the following manner:

<= to 12 meters	100 €
> to 12 meters	190 €

4 - PARKING

TIR parking :

For Import

The Parking Fee, applied cumulatively, for Tractor-Trailer Units, Trailers, and Flatbed SRMs at the Import location, is as follows, with the understanding that this rate applies beyond the Grace Period allowed:

Truck Type	Grace period in Calendar Days	2 d ≤ Stay ≤ 3 d	Stay > 3 d
Empty trailer or tractor-trailer unit	1 Day	14 €	30 €

Truck Type	Allowance in days calendar	2 d < Stay ≤ 10 d	10 d < Stay ≤ 20 d	Stay > 20 d
Full trailer or tractor-trailer unit	2 Days	14 €	30 €	40 €

The Port stay is counted in days, beyond the set Grace Period, from the unloading date for imports.

The Port Authority reserves the right to transfer the trailers to the Regulation Zone.

For Export

A fee of 1 € per hour is charged for tractor-trailer units, trailers, and flatbed SRM for export, starting from the time of entry into the regulation zone.

A 24-hour Grace Period will be granted.

Van parking :

Backlogged vans and vehicles awaiting Customs clearance will be charged a parking fee of €20 per 24-hour period.

A 24-hour Grace Period is granted from the first hour in the Parking Zone.

Parking for other vehicles :

Vehicles, trucks, tractors, flatbeds, machines and trailers not intended for commercial operations or parked in an unauthorized area will be charged an additional fee of 20 € per 24 hours.

The time spent in Tanger Med port is counted from the date the machinery or vehicle is found to be parked in the operating areas of Tanger Med Port, without any grace period.

SPECIAL RATES

Freight units, vehicles or stored goods whose prolonged stay in Port has generated storage costs greater than or equal to €1,000 (One Thousand Euros), may be subject to a cap on said storage and/or warehousing costs in the amount of €1,000 (One Thousand Euros), regardless of the length of their stay in Port, in the following two cases:

- Freight units, vehicles, or stored goods that have been the subject of a dispute with the Customs Administration at Tanger Med Port that has led to arbitration by the Customs and Indirect Taxation Administration Directorate in favor of the owner of the freight unit, vehicle, or stored goods
- Freight units, vehicles, or stored goods that have been the subject of litigation of any kind brought before the courts and have been the subject of a court decision in favor of the owner of the Freight unit, vehicle, or stored goods.

5 - HANDLING

Transfer :

A fee is charged on all goods, not intended for storage, that undergo Handling in the warehouse for physical inspection of the goods.

Complete transfer	125 €
Partial transfer	75 €
Special transfer (scrap items, bulk bags, car parts, scrap metal, bulk fabric rolls, tires, etc.)	200 €

This carried out operation is subject to :

- Submission of an order
- The presence of a representative of the applicant during the stuffing or destuffing operation.

Handling of non-palletized goods :

Cargo Handling operations performed as part of a normative inspection by public authorities, requiring manual handling that cannot be performed by mechanical lifting methods (pallet jack, forklift, hand truck, etc.), will be charged as follows:

Integral handling	125 €
Partial handling	75 €
Special handling (scrap items, bulk bags, car parts, scrap metal, bulk fabric rolls, tires, etc.)	200 €

This carried out operation is subject to :

- Submission of an order
- The presence of an applicant's representative during the handling operation.

6 - WEIGHING BY TMPA

The following rate is applied for a scale service in Tanger Med Port.

	Weighing
Tractor-trailer unit, trailer, truck, van, machine, tractor, flatbed, or any other type of vehicle	16 €

7 - WAREHOUSING AT CUSTOMS INSPECTION ZONES

Goods that are put ashore and stored are counted in indivisible calendar days without any grace period.

A fee of 5 € per calendar day is charged on the basis of the tonnage (rounded up) and accepted by Customs.

The public ad valorem rate for storage is fixed as follows: 0.2% (two per thousand). The value used as a basis for the collection of this fee is the one allowed by Customs.

8 - PORT TRACTION

TMPA provides horizontal handling and traction operations for trailers and containers in the Tanger Med port complex, either directly or through its subcontractors. A fee per operation according to the following terms is applicable :

Type of operation	Rate
1 Pulling of trailers from Vessels to Quays or pre-boarding zone or vice versa	23 €
2 Pulling trailers between the inspection zones of Tanger Med Port and the loading docks or vice versa	27 €
3 Pulling trailers from the loading docks to Tanger Med Port's access inspection zones and passing them through the scanner	29 €
4 Pulling operation within the same access inspection zone at Tanger Med Port including passing through the scanner	23 €
5 Pulling trailers weighing more than 40 tons or requiring the use of the gooseneck, from the vessels to the quays or pre-boarding area or vice versa	62 €
6 Pulling trailers weighing more than 40 tons or requiring the use of the gooseneck, between the access inspection zones of Tanger Med Port to the loading docks or vice versa	74 €
7 Pulling trailers from Tanger Med Port access inspection zone to the trailer removal zone	40 €
8 Pulling trailers from the MEDHUB logistics free zone to the loading docks or vice versa	27 €
9 Pulling trailers between the different hangars of the MEDHUB free logistic zone	92 €
10 Pulling a 40' container or equivalent from the MEDHUB logistics free zone to the Tanger Med 1 and Tanger Med 2 Port terminals or vice versa, with the use of the container flatbed for the execution of the operation, up to a maximum of twelve hours. This operation includes the return of the empty Container to the terminal, if necessary.	92 €
11 Pulling a 40' container or equivalent from the Rail Terminal to Tanger Med 1 and Tanger Med 2 Terminals, with passage through the Customs Inspection Zone, with the use of the container flatbed for carrying out the operation, within the limit of twelve hours	92 €
12 Flatbed rental for 20' and 40' containers for a period of 8 hours	52 €
13 Pulling a 40' container or equivalent between terminals and port facilities Tanger Med 1 (TC1, TC2, ZVCI, TMD...) with the use of a flatbed for containers, within the time limit of one hour	40 €
14 Pulling of a 40' container or equivalent from the terminals and facilities of Tanger Med 1 Port (TC1, TC2, ZVCI, TMD...) and the terminals and facilities of Tanger Med 2 Port (TC3, TC4...) with the provision of a Container platform, within the time limit of one hour.	62 €

9- SECURITY AND SURVEILLANCE

This service will be provided by the subcontractor and mandated by TMPA for each operation. This security guard service will be invoiced as follows :

- ① 1 shift of 8 hours: 34 € / shift / security guard without grace period,
- ② Any shift started is due in full,
- ③ The security service will be provided by one or more guards per truck. This operation is carried out subject to the submission of a purchase order according to the current procedure. Payment will be made according to the current payment terms.

Exemptions

The following are exempted from Cargo Port Fees:

- Delivery to vessels (Ship Chandlers under agreement with TMPA)
- Delivery to the Port Complex construction sites
- Delivery to operators located within the Port area
- Operation carried out from/to the warehouse of the Customs inspection Zones
- Cargo with duty-free access
- Military convoy admitted temporarily for military training exercises

BULK AND MISCELLANEOUS CARGO TERMINAL

I- GENERAL TERMS

The tonnages indicated on the bills of lading or manifests are the basis for invoicing. The weight to be invoiced is rounded up to the superior ton.

However, invoice adjustments will be made retroactively for bulk cargo, according to the tonnage actually unloaded or loaded (weighed tonnage).

TMPA has the right, at any time, to verify the declared weights and values :

❶ In the event of excess weight, TMPA will charge double the handling and storage rates for the excess weight;

❷ In case of false declarations, TMPA will charge double the handling, storage, rates on the entire batch without prejudice to any other remedy.

In this case, TMPA must immediately inform Customs officers of its findings.

In addition, a minimum collection per operator for loading or unloading operations of a single vessel of 3,000 € is provided.

Some special rate provisions (150% of handling costs) may be applied to certain types of traffic, notably dangerous or fragile goods.

The goods intended for export and stored in the Bulk and Miscellaneous terminal that have not been shipped, for reasons not attributable to either TMPA or Marsa Maroc, are subject to payment of handling and storage, if the customer decides to remove said goods from the terminal.

For the handling of non-manifested goods on board the vessels, double the handling prices corresponding to their categories are applied.

For unloaded and/or deposited goods having exceeded forty-five days (45 days) of storage, a handling fee of 200% is applied.

It is worth mentioning that in addition to the handling prices increased by 200%, there may be additional prices for the rental of equipment (crane, elevators, loader) used by Marsa Maroc for the removal of said goods from the terminal.

Standard transshipped goods, provided they have been declared as such before their unloading, shall be entitled to a handling fee reduction calculated on the sum of the unloading and loading fees as follows:

- ☛ 50% if the transshipment operation is carried out between the unloading vessel and the loading vessel of said goods without passing through a storage area or dock.
- ☛ 40% in the opposite case.

The containers whose handling requires the use of specific means (oversized containers, damaged containers, etc.) are subject to the price of handling heavy packages.

Any vessel ordered to work that remains unproductive, for reasons due to the vessel, for an entire shift, will pay TMPA a lump sum compensation for the affected shift, determined as follows:

- ☛ Container, Solid Bulk, and Miscellaneous cargo: 1 500 € per Shift

II-CARGO PORT FEES

Cargo Port Fees applicable to cargo sent through the bulk and breakbulk terminal are charged on a per ton basis with the following exceptions :

- ☛ Volume (fee per m3) for wood
- ☛ TEU for Containers
- ☛ Unit for blades

The invoicing basis corresponds to each movement of cargo, containers entering or leaving the bulk terminal, etc.

	Import	Export
1. Miscellaneous Goods		
1.1 Heavy Loads	1,50 €	1,50 €
1.2 Sheet metal coils	1,50 €	1,50 €
1.3 Goods in Big Bags	0,80 €	0,80 €
1.4 Palletized goods and others	0,80 €	0,80 €
1.5 Wood	0,60 €	0,60 €
1.6 Scrap metal	1,50 €	1,50 €
1.7 Case glass	0,80 €	0,80 €
2. Bulk		
2.1 Grain	0,70 €	0,70 €
2.2 Other Bulk Goods	1,00 €	1,00 €
3. Containers		
3.1 Full or empty container/ TEU	36,41 €	36,41 €

Hazardous Cargo will be charged the Cargo Port Fee plus 50%.

III- HANDLING

Prices under the Handling Rate are established on a per ton basis with the following exceptions :

- ② Volume (fee per m3) for wood.
- ② Unit for Containers and wind blades

These rates are for Handling:

- ② Goods in normal condition,
- ② Performed with commonly used equipment.

The handling fee is unified for the 1st, 2nd and 3rd shift, Sunday and holidays

	Handling in €/T (Direct output)	Shore handling in €/T
Grain (Wheat, Barley, Rice, etc.)	3,98 €	2,54 €
Urea	5,10 €	NA
Ammonium sulfate	4,84 €	NA
Loose clay	8,56 €	4,18 €
Cement in bags	8,56 €	4,18 €
Olive pits and pomace	8,56 €	4,18 €
Shredded tires	8,56 €	4,18 €
Goods in Big Bags	10,86 €	4,18 €
Palletized goods and others	10,86 €	4,18 €
Biomass	12,50 €	4,48 €
Scrap metal	8,67 €	4,48 €
Wood	7,97 €	3,59 €
Coils < 10 Tons	4,94 €	3,55 € + Equipment rental 90 €/Hour
Coils < 10 Tons	9,32 €	11,25 € + Equipment rental 90 €/Hour
Heavy packages] 10T; 40T]	59,43 € + 172 €/Shift	27,50 € + 172 €/Shift
Heavy loads > 40 Tons	70,19 € + 273 €/Shift	38,26 € + 273 €/Shift
Empty or Full Containers	119,51 €/Mouvement	22,52 €/Mouvement
Case glass	13,30 €	NA

The flat-rate Handling Fee for Heavy Loads applies per operation and includes all shipments loaded or unloaded on behalf of the same Vessel for one shift.

Handling operations performed with shipboard cranes, subject to TMPA's authorization, receive price reductions on Ship-to-Shore Handling as follows :

- 15€/T for heavy loads
- 30% for grain
- 50% for other goods
- 60 % on the minimal perception

For operations involving loads with unit weights between classes in the above table, the price per ton and the flat rate per operation shall be those for the highest category.

IV- STORAGE

GRACE PERIOD

Grace Periods begin to run from the date of acceptance of the goods for import and the deposit date of the first load for export.

Ordinary Goods

- (5) working days from the unloading date of the 1st import load.
- (6) working days from the loading date of the 1st load for export.

Dangerous and Flammable Cargo

The Grace Period is zero (0) to three (3) business days, depending on the Dangerous Cargo general classification; this Grace Period is also applicable for flammable but not dangerous goods.

Full Containers loaded with Ordinary Goods or Empty Containers

Two (2) business days from the arrival date of the import Container. Two (2) working days from the 1st export Container's deposit date.

Transshipment of cargo

Provided that it has been manifested as transshipped merchandise prior to its unloading, the Grace Period is the accumulation of the duty-free periods granted to said goods on import and export.

V- STORAGE RATES

The storage rate is established by the ton except for the following exemptions:

- ② Volume (fee per m3) for wood
- ② Unit for Containers
- ② Zones for wind blades

General Cargo :

Storage location	Storage timeframe	€/T/D
Hangar		
	from the 1 st to the 5 th day	0,5 €
	from the 6 th to the 15 th day	1,5 €
	from the 16 th to the 25 th day	4 €
	After the 25 th day	6 €
Open space		
	from the 6 th to the 15 th day	0,5 €
	from the 16 th to the 25 th day	1,3 €
	After the 25 th day	2 €

Containers :

Storage timeframe	Type of container	€/U/D
From the 3rd to the 7th day		
	20' completely dry	2,5 €
	40' completely dry	5 €
	Empty	1,5 €
From the 8th day and beyond		
	20' completely dry	5 €
	40' completely dry	10 €
	Empty	3 €

The stay at the terminal is counted in days beyond the set Grace Period, from the date of entry into the terminal.

VI- CARGO WEIGHING

SERVICES

The prices subject to the weighing fee are established by the ton with the following exceptions :

☞ TEU for Containers,

The following rates are applied for a weighing service at the Bulk and Miscellaneous Terminal :

	Weighing
Grain	0,16 €
Other	0,35 €
Containers (20', 40', Full or Empty)	16 €

VII- EQUIPMENT RENTAL

The rental prices include, if applicable, the supply of fuel, energy, and personnel necessary for the operation of the machines, excluding personnel and ancillary Handling equipment.

The period of use shall be counted from the time the machinery leaves its usual parking place or garage and shall cease when it returns to that place.

This price applies to the hour of rental, any hour started being due in full.

Nature of the Equipment or the machine	Hourly rate
45-ton mobile crane	400 €
62-ton mobile crane	450 €
100-ton mobile crane	515 €
Forklift truck under 10 tons	30 €
Forklift truck of 10 Tons and over	90 €
1m3 wheel loader (in earthworks)	25 €
1m3 wheel loader (in hold)	30 €
2m3 wheel loader (in earthworks)	35 €
2m3 wheel loader (in hold)	45 €
Tractor	30 €
Fifth-wheel tractor	60 €

Note. For cranes, the above rental prices are applied in addition to the provision price which amounts to 1 500 €.

COMMON USER VEHICLE TERMINAL

I- CARGO PORT FEES

The maximum rates applicable to the Handling and Services activity at the Multi-User Vehicle Terminal shall not exceed :

	Import	Export	Transshipment
Light-Duty Wheeled Vehicles	2,88 €	2,50 €	1,56 €

Category 1	Import	Export
1.1 Trailer or Tractor-Trailer Unit - full or any machinery not classified in the categories below	190 €	150 €
1.2 Truck, van, or machinery up to 12m (overall) -full	100 €	80 €
1.3 Vehicle and machinery >= 18m (oversized)	300 €	220 €
1.4 Agricultural and construction machinery	190 €	190 €
1.5 Empty Tractor-trailer unit	60 €	60 €
1.6 Empty trailer, flatbed, or tractor	30 €	30 €
1.7 Truck and machinery up to 12m (overall) - empty	30 €	30 €

New High & Heavy	Transshipment
High & heavy wheeled machinery up to 10T	9,36 €
High & heavy wheeled machinery > 10T	15,60 €
Towed machinery up to 50T	12,48 €
Towed machinery > 50T	15,60 €

II- HANDLING RATE

	Import/ Export	Transshipment	
	Ship-to-Shore Handling	Land passage Handling Terminal	Shore/ Terminal/ Shore
New Wheeled Passenger Vehicle (Category A)*	16 €	7 €	24 €
New Wheeled Vehicle >1.5T to <3T (Category B)	20 €	18 €	37 €
New Wheeled Vehicle >3T to <5T (Category C)	22 €	22 €	42 €
High & heavy wheeled machinery	16 €	48 €	123 €
Machinery towed on Mafi< 50T	87 €	52 €	135 €
Machinery towed on Mafi > 50T	90 €	55 €	139 €

*Category A: Included in this category are passenger vehicles of the following types: (city cars, sedans, compact MPVs, 4x4s;)

Category B ;

Category C: Passenger vehicles are excluded and included are intermediate vehicles such as: (utility vehicles, minibuses, buses, campers, vans, etc.)

III- STORAGE RATE

Rates in Euros				
	Import/Export		Transbordement	
	Grace period in Calendar Days	Rate/Calendar Day	Grace period in Calendar Days	Rate/Calendar Day
New vehicle < 5T wheeled	5 D	3,29 €	5 DAYS [6d; 10d[>10d	0 € 0,60 € 3,29 €
New vehicle > 5T wheeled	5 D	4,33 €	5 DAYS [6d; 10d[>10d	0 € 1 € 4,33 €
High & heavy wheeled machinery	5 D	6,60 €	5 DAYS [6d; 10d[>10d	0 € 1,50 € 6,60 €
New machine towed by Mafi	5 D	10 €	5 DAYS [6d; 10d[>10d	0 € 2,20 € 10 €

IV- AD VALOREM

Import / Export (on DUM value)	Transshipment
0,20%	-

HYDROCARBON TERMINAL

I- CARGO PORT FEES

Unloading of refined products from a Moroccan port (national cabotage) :

Products	Port fee in €/T
White Products	0,83 €
Black products	0,52 €

Unloading of refined products from a foreign port (import) :

Products	Port fee in €/T
White Products	1,51 €
Black products	0,65 €
LPG	1,51 €

Transshipment :

Products	Port fee in €/T
White Products	1,04 €
Black products	0,50 €

Barge loading :

Products	Port fee in €/T
White Products	0,304 €
Black products	0,304 €

Bunkering by trucks in Tanger Med Port 1 :

Products	Port fee in €/T
White Products	1,51 €
Black products	0,65 €

ENTRY SUMMARY DECLARATION INTO EUROPE –MRN–

The MRN (Movement Reference Number) code is a unique identifier issued by European Customs and assigned to each Entry Summary Declaration (ENS) after validation and registration of goods to the European territory.

For this purpose, Tanger Med has developed a service in its Port Community System, which allows the submission of the Entry Summary Statement (ENS) and the receipt of the MRN code through European Customs.

A sliding scale of rates per package has been adopted as shown in the table below :

Package	MRN number	Package Price	Unit Price
1	50	125 Euros	2,5 Euros / MRN
2	100	220 Euros	2,2 Euros / MRN
3	300	600 Euros	2,0 Euros / MRN
4	500	900 Euros	1,8 Euros / MRN

For a quantity lower than 50 MRN, a unit price of three (3) Euros will be applied. These prices do not include taxes.

I- DUPLICATE INVOICES

The rate of 5 € is applied for each duplicate generated following the customer's request. This pricing is valid for the following two instances :

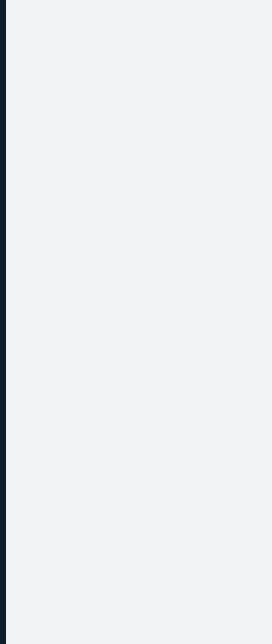
- ② Sending the duplicate to the client by postal service, e-mail, or other means.
- ② The provision of the physical duplicate to the client.

II- ACCESS PASSES AND VEHICLE PERMITS

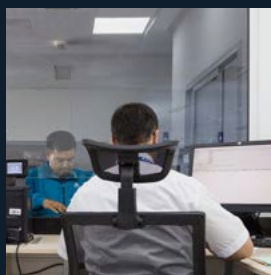
Rates for access passes to the port area as well as for vehicle access permits are paid as follows :

Access pass per person/month	10 €
Permit per vehicle/year	27 €

Access passes and permits will be paid for in advance to allow for electronic activation of the passes.



USEFUL INFORMATIONS





D'ATTACHE :
RENAULT MELLOUSSA
PORT D'AUTOMOBILES

93 4351 025-5
V MA-ONCF Laaès

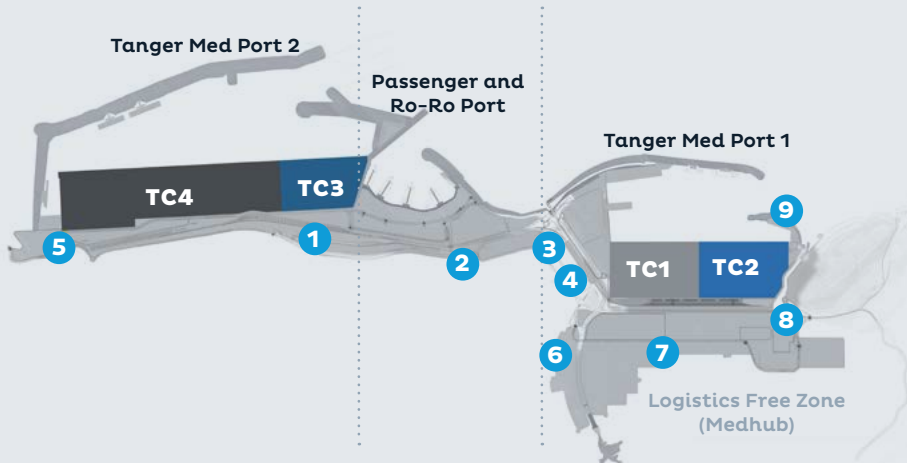
STVA

RENAULT NISSA

STVA



TANGER MED PORT LAYOUT



- 1 / Automobile Access
- 2 / Administration
- 3 / Belvedere: Panoramic View
- 4 / Tanger Med Port Center: Port Authority Offices (Maritime Station)
- 5 / Access for Employees and Customers of Tanger Med Port
- 6 / Export access
- 7 / Logistics Free Zone: MEDHUB
- 8 / SAS Import
- 9 / Import Container Inspection Zone

Activity/Service	Name	Tel.	Mailing Address
Vessel Scheduling and Reception	AIT OUALIL Adil	05 39 33 70 13	k.pla2@tangermed.ma
Piloting	LAHMAMA Said	05 39 33 70 76	s.lahmama@tangermed.ma
Towing	KHAMLI CHI Omar EL OUEYACHI Younes	05 39 33 88 73 06 64 17 37 52	omar.khamlichi@boluda.fr younes.eloueryachi@svitzer.com
Mooring	NAJEM HICHAM Mohamed	05 39 33 98 10	hicham.najem@lamanagesld.com
Urgent Care Center	RAHMOUNE Wahid	05 39 33 70 39	K.mad@tangermed.ma
Security	RAHMOUNE Wahid	05 39 33 70 39	K.mad@tangermed.ma
Security	AMEYER Jaafar	05 39 33 70 80	K.bsp@tangermed.ma
Safety Brigade	RAHMOUNE Wahid	05 39 33 70 39	K.mad@tangermed.ma
Hydrocarbons, vehicles, and miscellaneous goods activity	MOURADI Mounir	05 39 33 71 73	m.mouradi@tangermed.ma
Tanger Med 1 and 2 Container Activity	EL AYACHI Rajae	05 39 33 71 07	r.elayachi@tangermed.ma
Tanger Med Passenger and Ro-Ro Port	EL KHALDI Mohamed	05 39 33 71 35	m.elkhaldi@tangermed.ma
Import/Export operations	EL HAROUS Hamza	05 39 33 71 26	h.elharous@tangermed.ma
Billing	MOURAHIB Soufiane	05 39 33 70 53	s.mourahib@tangermed.ma



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