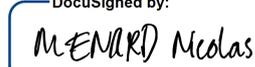




Operating Regulations

of the Grand Port Maritime de La Rochelle

<p>Written by: 23 mars 2026</p> <p>Signed by:  23 mars 2026 BE247D96C2FA41D...</p> <p>DocuSigned by:  23 mars 2026 9859F0A2D02456...</p> <p>Signé par :  9E9131D22AE245F...</p>	<p>Checked by: 24 mars 2026</p> <p>Signé par :  DE22536D58AA414...</p>	<p>Approved by: 24 mars 2026</p> <p>DocuSigned by:  66A97B01BC7E4B4...</p>
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PRELIMINARY PROVISIONS

Note

The term “Port User” will refer to any natural or legal person accessing the port premises by sea or by land and making use of the facilities of the Grand Port Maritime de La Rochelle whether as a Customer, Supplier, State authority, Port Community company or otherwise.

The term “Supplier” refers to any service provider of the Grand Port Maritime de La Rochelle.

The term “Customer” refers to the direct user of the services provided by the Grand Port Maritime de La Rochelle across the entire port premises. The “Customer” is therefore any natural or legal person engaged with the Grand Port Maritime de La Rochelle through an order.

“Customers” may include, in particular, shipowners, ship masters, project managers appointed by a shipowner, stevedoring companies, or industrial or commercial companies, etc.

The Grand Port Maritime de La Rochelle (GPMLR) is hereinafter referred to as the “Port”.

Endorsements

Having regard to the Transport Code, in particular “Part Five: Maritime Transport and Navigation”,

Having regard to the *Code Général de la Propriété des Personnes Publiques* (the French General Code of Property of legal persons), in particular articles R2122 to R2125,

Having regard to the Environmental Code,

Having regard to the *Règlement Particulier de Police - RPP* (Special Police Regulations) of the Grand Port Maritime de La Rochelle*,

Having regard to the *Document de Référence Réseau - DRR* (Network Reference Document) of the port railway network of the Grand Port Maritime de La Rochelle*,

Having regard to the current Port Fees and Service Charges of the Grand Port Maritime de la Rochelle*,

**these documents are available on the GPMLR website under the “Practical Information” section.*

PART I - SHIP MOVEMENTS

The Port's authority and responsibilities relating to ship movements are governed by Prefectoral Order No. 2018-802 dated 24 April 2018 enacting the Special Police Regulations (Règlement Particulier de Police - RPP) of the Grand Port Maritime de La Rochelle, available on the GPMLR website (<https://www.larochelle.port.fr/pratique/textes-applicables/>).

The specific operating conditions governing ship movements are set out in the present document. Operational adjustments may be reviewed by the Port, in coordination with the Pilotage Service, at the request of the Shipowner, their representative, the Charterer, or the Terminal Operator.

I.1 Scope

These regulations set out the operating procedures applicable to each terminal, whether under concession or not, specialised or not assigned to a specific operator. These provisions are adopted in compliance with the Transport Code, the Maritime Ports Code, and the terminal agreements concluded between the Port and each terminal operator.

I.2 Terminal operation

The technical and commercial operation of the terminals will be carried out by the operator, responsible for all unloading, loading, handling, and storage operations relating to ships and cargo.

In this capacity, the operator will benefit from priority use of the public berth(s) under their operation, subject to the provisions of Part V, Book III, Title III of the French Transport Code and of these Regulations.

Such priority will cease in the following cases:

- Ship in distress;
- Serious or exceptional events;
- Force majeure;
- Ship arrested or detained, where no alternative berth is available;
- Ship awaiting orders or loading/unloading, provided that this does not interfere with the proper operation of the terminal;
- Accidental events or specific security measures, etc.

The Port will inform the operator accordingly.

I.3 Berth Request

Each port call requires a berth request submitted to the Harbour Master's Office by the Shipowner or the ship's agent with at least 48 hours' notice, via LR Traffic, the port community system (PCS) for commercial ship calls throughout the Port.

When La Rochelle is not the first port of call within the European Union and the ship sailing time to La Rochelle is less than 48 hours, the required notice period will be reduced to 24 hours.

The berth request must include the following mandatory information:

- Ship name and principal characteristics (length overall, beam, maximum draught, as recorded in the Lloyd's Register of ships);
- Ship IMO number;
- Expected draught on arrival;
- Estimated Time of Arrival (ETA);
- Requested berth;
- Last port of call;

- Estimated duration of stay;
- Whether the ship is subject to enhanced inspection;
- Name of the ship agent and stevedore;
- Cargo description (nature and quantity), packaging, origin/destination;
- Dangerous goods manifest for cargo loaded, unloaded or in transit, (where applicable) (FAL 7);
- Number of tugs requested.

For the berth request to be validated by the Harbour Master's Office, FAL Forms 1, 2, 3, 4, 5 and 6 must be uploaded to the ship's call page on LR Traffic, using the proper file.

The insurance certificate, security declaration, waste notification, and maritime declaration of health (if required) must also be uploaded in LR Traffic.

Administrative clearance for the ship to call at the Port of La Rochelle will only be granted once the full call file has been validated by the ship's agent and approved by the Harbour Master.

Following verification of the ship's compatibility with the requested berth, the Port will allocate the berth in accordance with the applicable priority rules (first-come, first-served basis; priority arising from terminal agreements, specialised berths, etc.).

Where operational constraints arise, the Port will coordinate with the terminal operators to determine the most appropriate arrangements for accommodating the ship under optimal conditions.

I.4 Departure Request

Each ship departure will be subject to a departure request submitted to the Harbour Master's Office by the shipowner or their agent using "LR Traffic" PCS.

The departure request must include the following information:

- Estimated Time of Departure (ETD);
- Departure draught;
- Destination and Estimated Time of Arrival (ETA) at the next port;
- Cargo plan (where dangerous goods are carried on departure or in transit);
- Waste declaration;
- Number of persons on board;
- Number of tugs requested.

As with the berth request, the ship's port call page in LR Traffic will include FAL Forms 1, 2, 5, 6, and 7, using the proper file, together with the ship's waste and residue receipt.

Administrative clearance for the ship to depart from the Port of La Rochelle will only be granted once the full call file has been validated by the ship's agent and approved by the Harbour Master's Office.

I.5 Shifting Request

Each ship shifting operation will be subject to a shifting request submitted to the Harbour Master's Office by their agent using "LR Traffic" PCS.

The shifting request must include the following information:

- Estimated Time of Departure (ETD);
- Draught prior to shifting;
- Estimated departure draught;
- Receiving berth;
- Name of the new agent and shipowner, where applicable in the event of change;
- Manifest of dangerous goods to be loaded;
- Number of tugs requested.

Berth requests relating to shifting operations will be processed in the same manner as a berth request.

In the event of a change of agent prior to shifting, the shifting request will be entered into LR Traffic by the Port.
 In the event of a change of agent after shifting, the departure request will be entered into LR Traffic by the Port.

I.6 Ship Movements

I.6.1 Definitions

- Authorisation to enter the Port will be granted at the start of the port channel, marked by the line between the Roche du Sud and Chauveau buoys;
- Cut-off time: time from which on the rising tide, or until which on the receding tide, Draught = H + WD (draught = height of tide + water depth) in the channels leading to the ship's berth;
- Access channel serving the berth: transit area for the ship where the water depth is at its lowest;
- Buoy passage cut-off time (HLPB): time from which the ship may pass the entrance buoys on a rising tide and the time until which the ship may pass the entrance buoys on a receding tide;
- Departure cut-off time (HLA): time from which a ship may leave the berth on the rising tide (pilot on board + crew at manoeuvring stations + engines ready + tugs made fast) and the time until which a ship may leave the berth on the receding tide (pilot on board + crew at manoeuvring stations + engines ready + tugs made fast);
- Draught-restricted ship: ship which, by reason of its draught, cannot carry out its movement at all stages of the tide;
- Height of tide: height of tide as published by SHOM (French national hydrographic and oceanographic service) for La Rochelle;
- Height unit: calculated in increments of 10 centimetres;
- Time unit: calculated in increments of 5 minutes (rounded down in the case of movements on a receding tide);
- Pilot station: pilot boarding and disembarking area located one nautical mile south of the Chauveau buoy;
- Pilot boarding and disembarking points: pilot boarding for ships bound for the Port will normally take place at the pilot station. However, in adverse weather conditions and in consultation with the Harbour Master's Office, boarding may take place between the pilot station and Tour du Lavardin. Pilot disembarking for ships departing from the Port will normally take place at the pilot station;
- However, for ships carrying dangerous goods in bulk, deep-draught ships, and in the event of two or more ships crossing in the access channel, pilot boarding and disembarking will take place exclusively at the pilot station;
- For ships arriving from or bound for the Pertuis Breton area, normal pilot boarding and disembarking will take place north of the Île de Ré bridge;
- In adverse weather conditions (notably heavy swell) preventing safe pilot disembarking under normal conditions, the Port will be informed sufficiently in advance in order to ensure, in full coordination with the pilot, guiding of the ship until it exits the access channel;
- In accordance with customary practice and with the agreement of the ship's master, the pilot may disembark between the Lavardin tower and the buoys marking the entrance to the access channel. The Port will be informed prior to such landing. The Pilot must ensure that the ship follows the correct course until it exits the access channel;
- Clear berth:
 - The terminal operator will, in coordination with the Port, position their handling equipment so as to minimise the risk of damage;
 - Berth lighting: under the responsibility of the terminal operators, berth lighting systems will be capable of being activated promptly and at any time in order to allow ship movements to be

conducted safely at night or in conditions of poor visibility. The cost of the lighting is supported by the ship.

1.6.2 General provisions

As a general rule, inbound ship movements, for ships engaged in commercial operations as soon as they arrive, take priority over departures, except in cases of technical constraints, such as berth availability. Movements are regulated by the Port.

These rules may be modified by the Port without prior notice in the following cases:

- Multiple movements are scheduled, in order to ensure efficient organisation and optimal use of nautical services and personnel (tug services, mooring gang, pilots);
- A ship requires specific assistance, including urgent medical evacuation, etc.;
- Adverse weather conditions;
- Ships carrying live animals, where applicable regulations require prompt disembarkation in order to minimise time on board;
- Activation of an emergency response plan or in case of an event ashore or aboard a ship that could affect commercial operations.

1.6.3 Case of draught-restricted ships

Case of a ship entering on a rising tide

For all ships bound for all outer and inner berths:

HLPB = access cut-off time - 30 minutes

Case of a ship departing on a rising tide

HLA = access cut-off time

Case of a ship entering on a receding tide

- For ships bound for all outer berths:
HLPB = access cut-off time - 2 hours to 1 hour 45 minutes (maximum 15-minute tolerance when passing buoys)
- For ships bound for the Bassin à Flot:
HLPB = cut-off time in the outer harbour - 2 hours to 1 hour 30 minutes depending on the ship's manoeuvring capabilities as assessed by the Pilot Station

Case of a ship departing on a receding tide

- For ships departing from Chef de Baie
HLA = access cut-off time - 45 minutes
- For ships departing from Môle d'escale
HLA = access cut-off time – 1 hour 15 minutes if not shifted
HLA = access cut-off time – 45 minutes if shifted
- **For ships departing from the Bassin à Flot**
HLA = cut-off time in the outer harbour – 1 hour

These limits may be increased or decreased as appropriate, after consultation with the Pilot Station, depending on the manoeuvring constraints related to current strength.

1.7 Allocation of berths at non-concession terminals

1.7.1 General rule

As a general rule, the order of priority for entry is as follows:

- "First come, first served"
- In the event of a conflict between two ships, crossing the meridian 001°25'.00W determines the order of arrival. The dates and times of passage are recorded by the Port.

1.7.2 Use of Ro-Ro 1 and Ro-Ro 2 ramps

Definitions:

- Ro-Ro 1 = Ramp + quay length required for the ship and its mooring
- Ro-Ro 2 = Ramp + quay length required for the ship and its mooring

For roll-on/roll-off ships with axial ramps which can operate only at the Ro-Ro 2 ramp:

- In the event of simultaneous requests from other ships for berth CB03 and where the Ro-Ro ship is not handled by the terminal operator, the prevailing rule will be: "first come, first served" (unless otherwise agreed between operators);
- The Port will inform the terminal operator;
- As soon as the ship has completed its commercial unloading and/or loading operations in Ro-Ro mode, she must, if requested by Port Authority, shift to another berth at her own expense;
- Use of the adjacent platform at berth Ro-Ro 2 remains subject to the authorisation of the terminal operator.

1.8 Allocation of berths at concession terminals

1.8.1 General case

- Each terminal operator has priority to operate its ships engaged in commercial operations at its berths;
- The berth number must be clearly indicated in the berth request;
- The Port will validate the berth request after verification of berth compatibility in compliance with local regulations;
- In the event of incompatibility, the Port will inform the operator and the ship's agent and will propose an alternative berth.

1.8.2 Order of berth allocation between different terminals

1.8.2.1 Berth exchange agreement between two terminal operators

When a terminal operator is unable to fulfil a berth request, it will be their responsibility to seek an alternative solution with another terminal operator.

Such agreement will be submitted in writing to the Port.

The Port will validate this decision after verification of compatibility with regard to access, berth and regulation.

If no agreement can be reached, the Port, under the authority of the Chief Executive Officer, will arbitrate the dispute and determine the least disruptive solution.

The Port will inform the terminal operator of the decision.

All costs incurred will be borne by the ship subject to the berth request.

The stevedoring company operating the ship will make every effort to vacate the berth as soon as possible upon completion of commercial operations when another ship is scheduled, provided that the latter can commence operations as soon as she berths.

Note:

- Completion of commercial operations includes the time required for the ship to prepare for sea mode (securing all cargo, moving cranes to the seaward position, fumigating export grain ships, etc.). However, the various “statements” and other transport documents may be completed either at another berth or at anchorage, if the terminal operator urgently requires their berth;
- When bunkering operations can only be done after completion of commercial operations, the ship, at the request of the terminal operator, will shift to another berth in order to carry them out.

1.8.2.2 Cruise ships

Due to security and logistical requirements, cruise ships will berth:

- At the Môle d'Escale Ouest,
- At the Bassin à Flot for the smaller ships.

As part of a territorial strategy developed with their partners and to comply with the requirements of European directives, the Port has amended the booking procedures for scheduled cruise ship calls that are unable to achieve carbon neutrality independently:

- Maximum of one call per day;
- No multi-day calls;
- No calls during peak season, from 10 July to 31 August;
- Limitation of the annual number of calls in accordance with a phased reduction plan till 2030 for CO₂-emitting ships.

Furthermore, ships capable of achieving carbon-neutral calls independently during their stay will be given priority.

As soon as the Port has this information, it will share the provisional cruise call schedule with terminal operators and agents.

Cruise ships must be announced 30 days prior to their call at La Rochelle via the LR Traffic software.

The shipping company, through their ship agent in La Rochelle, must provide the manoeuvring characteristics of the ship to the Harbour Master's Office and to the Pilotage Service, 30 days before the first call.

The cruise ship's agent will in all cases obtain the agreement of the relevant terminal operator no later than 10 days prior to the call.

Failing an agreement, the Port, under the authority of the Chief Executive Officer, will arbitrate the dispute by seeking a berthing solution for the cruise ship that minimises disruption to other traffic.

The Port will inform the terminal operator and the cruise ship's agent of their decision at least 4 days before the call in order to allow for necessary security administrative procedures.

All costs incurred to accommodate the cruise ship call will be borne entirely by the cruise ship.

No later than 2 hours prior to her ETA at the “Chauveau” buoy and 2 hours prior to departure, the ship must confirm the optimal operation of all propulsion and manoeuvring equipment.

Any ticketing operation (whether free or paid) as well as on-terminal activities during a cruise ship call require prior authorisation from the Harbour Master's Office.

1.8.3 Berthing rules

The agent of a ship not conducting any commercial operations must make every effort to vacate the berth, at the expense of the ship and/or its shipowner through its ship agent, upon justified request of the terminal operator and under the Port's direction.

1.8.4 Shifting

For each shifting operation, the Harbour Master's Office will provide the ship's agent with a “Shifting Data” procedure sheet defining the conditions and resources required to carry out the movement.

1.9 Specific operations

1.9.1 Installation and removal of shore gangways

All commercial ships berthed within the port, with the exception of the Bassin à Flot terminal, are subject to payment of the flat-rate fee for the provision of a shore gangway by one or further companies approved by the Port Authority.

The installation, repositioning and removal of the shore gangway for ship access must be ordered by the ship's agent to the approved company or companies in accordance with their operating regulations.

At the Bassin à Flot, berthed ships are only charged this flat-rate fee if the service is actually requested by the ship's agent.

Passenger ships with a length greater than or equal to 290 m must use the two-gangway structure with intermediate platform in order to minimise the gradient and thereby improve the safety and passenger flow during embarkation and disembarkation.

For ships under 290 m, use of this system may be made mandatory by the Harbour Master's Office depending on the ship's configuration.

1.9.2 Storage of goods and cleaning of quays and platforms

Unless specifically authorised by the Port, it is prohibited to place or store items in the following locations:

- On the towpaths and all around the bollards and mooring hooks;
- On the railway tracks and within 1.5 metres on either side of the tracks;
- On a 1-metre-wide area surrounding warehouses and various constructions;
- On marked roadways;
- On areas reserved for vehicle parking;
- On port crane access and travel paths;
- On the working areas of cargo-handling equipment
- On cables and power supplies for ships and mobile handling equipment;
- In front of waste disposal facilities;
- On water connections and access points;
- In front of the switches for the lighting on the terminals and quaysides;
- In front of fire hydrants and collectors, as well as in front of fire pump controls;
- On bunker fuel points of the ship;
- Within a 5-metre radius around the entire "bunkering point, distribution vehicle" during ship bunkering operations;
- A 3-metre-wide area in front of the substations and in front of their access points.

It is prohibited for any person without a special authorisation issued by the Port or the owner of the cargo to remove any goods, whether from an organised storage area or from spillage occurring during handling or transport.

Upon completion of commercial operations, the quay surface in front of the ship, over a minimum length and width of 25 m, must be left clean.

The stevedoring branch of AMLP or any other company approved by GPMLR may carry out these cleaning services. These are charged as part of the cleaning fee.

1.9.3 Bunkering

FO, GO and LNG bunkering operations must comply with the provisions of the Local Dangerous Goods Regulations.

Ship supplies (provisions, oil, miscellaneous equipment, etc.) and bunkering operations must not delay berthing or commercial operations of the following ship.

For truck deliveries, prior authorisation must be requested by the shipowner or their agent from the Port, which will specify the conditions.

1.9.4 Hot work

Hot work or operations requiring an open flame, launching of boats, or any work requiring immobilisation of propulsion machinery, manoeuvring gear, or safety equipment, must be the subject of an authorisation request submitted to the Port, which will define the conditions for carrying out the work.

I.10 Suspension of operations

In the general interest, the Port may, with as much prior notice as possible, order the suspension of movements and commercial operations involving the use of Port facilities, equipment, and installations (all or part of terminals, quays, marine travelifts, docks, PRCN platform, etc.).

This decision may be taken for different reasons including:

- Movements of ships ordered by the Port;
- Adverse weather or atmospheric conditions;
- Ensuring the safety of people and property;
- Activation of an emergency plan;
- Reception of a ship in difficulty at the request of the Préfecture Maritime de l'Atlantique;
- For security reasons;
- In cases of emergencies or exceptional events.

In the event of the movement of a ship on the Port's order, the costs and risks incurred will be borne by the shipowner (Article L5337-11 of the French Transport Code).

I.11 Normal operating conditions of the Bassin à Flot and the PRCN

Infrastructure characteristics => <https://www.larochelle.port.fr/media/20250804-key-data-donnees-cles-2024-eng.pdf>

For any ship with a feature exceeding a maximum size, a specific study will be carried out to check the feasibility of the call.

1.11.1 General provisions

In accordance with the General Police Regulations for Maritime Ports, the Harbour Master's Office remains responsible for assigning berths.

Any berthing on a designated quay must be previously authorised by the Harbour Master's Office in consultation with the operations manager.

Ships must be carefully moored for the entire duration of their port call under the responsibility of the Customer.

Ships may be required at any time to move if operational necessities so demand.

If it becomes essential, for the proper operation of the Port or the protection of the ships to move them without a crew on board, or with reduced crews unable to handle the manoeuvre alone, the Harbour Master's Office will order the mooring gang teams to assist at the client/ship's expense and risk.

Quay cleaning is the responsibility and at the expense of the Client.

Failing this, cleaning will be performed by Port personnel and invoiced to the Client.

1.11.2 Bassin à Flot lock

1.11.2.1 Open gate periods

Ships and boats may enter and exit the Bassin à Flot during the "open gate" period from two hours before high tide to one hour after high tide, subject to prior request to the Harbour Master's Office.

These theoretical time slots may vary depending on tidal coefficients, particularly during neap tides. The maximum ship dimensions for entry during open gate periods are:

- Length: 165 m;
- Beam: 21.30 m;
- Draught: 7.50 m.

I.11.2.2 Lock operations

Outside this period, lock operations are conducted under the following conditions:

- Entries have priority over exits, subject to available berth space;
- Entry: locking is performed upon arrival according to the ship's draught. In the case of multiple arrivals, entry order is determined by scheduled working hours;
- Exit: locking is also based on draught. If several ships must exit through the lock at the same time, priority is given to the ship with the closest destination;
- Unless under exceptional circumstances, moorings within the lock are preferentially made on the north side.

The maximum ship dimensions for lock operations are:

- Length 160 m without tug assistance;
- Length 135 m with 1 assisting tug;
- Length 115 m with 2 assisting tugs;
- Beam 21.30 m;
- Draught 7.50 m.

In the event of impossibility, for technical reasons, to lock a ship upon its arrival at the Port or immediately after completion of commercial operations, the Port cannot be held responsible for resulting delays.

I.11.2.3 Lock opening for maritime traffic

To allow ships to pass through the lock, road traffic will be suspended for the time needed to carry out this operation safely. Ships must wait for authorisation to enter the lock, indicated by the green lights of the port signals at the upstream and downstream entrances.

For ships with an overall length under 55 m, road traffic is considered to have priority over maritime traffic when passing through the lock: the bridge is rotated once the ship is in front of the lock.

I.11.3 Bassin à Flot

The Port regulates the water level in the Bassin à Flot, according to the tide, so as to maintain a minimum depth of 7 m alongside the quay.

I.11.3.1 Movement rules in the Basin à Flot

Ships of 155 m in length or more, assisted by tugs, must comply with the following rules:

- Must swing on entry, if berths 1, 2, 10, and 11 are free,
- If the ship didn't swing while entering, she will only be able to swing while leaving, with tug assistance, if berths 1, 2, 10, and 11 are free.

Up to an established wind speed of 15 knots, the mooring gang service is not mandatory for shifting within the Bassin à Flot. Beyond this, the mooring gang service is mandatory.

Shifting operations, exclusively alongside a quay and without deviating from it, inside the Bassin à Flot are exempt from pilot, though the Port reserves the right to impose one depending on the circumstances. If a tug is requested by the ship, it remains under command of the Master only. Without a pilot on board, the tug may only be used as a pushing tug.

Where locking operations are required, mooring gang services are mandatory for ships over 55 metres in length.

I.11.3.2 Repair and outfitting while afloat

The non-allocated quays of the Bassin à Flot are used exclusively or occasionally for repair and/or outfitting activities:

- The pontoons on the Quai Camaret and in front of the submarine base, dedicated exclusively to repair and/or afloat outfitting activities. Only by way of derogation, and subject to consultation with the PRCN operations manager, they may be used for berthing afloat;
- The Épi Central, equipped with a pontoon, subject to availability and compliance with the load-bearing capacity conditions defined for this quay and the feasibility conditions for the equipment and machinery required for the repair works;
- Berth 1, subject to availability.

Unless expressly authorised by the PRCN operations manager and the Harbour Master's Office, the two dry docks do not constitute repair quays or simple berthing facilities afloat.

Sandblasting operations

Hull or deck sandblasting operations are prohibited while afloat.

Hull cleaning

Hull cleaning operations are prohibited while afloat.

I.11.3.3 Quai Camaret

Ships admitted to the pontoon at Quai Camaret will have a maximum length of 80 m and a maximum draught of 6.00 m.

I.11.3.4 Épi Central

- Southern section: This serves as the standby position for the Port's dredger. If available, this berth may be used for afloat ship repairs, for ships with a maximum length of 165 m and a maximum draught of 7.00 m.
- Northern section: This berth is occupied, under the terms of berthing and mooring agreements signed with shipowners, by state-owned cutter or passenger boats. Depending on availability, it is also used for naval repairs, subject to approval by the Harbour Master's Office.

I-12 Securing fishing ships from the Port of Chef de Baie at the Bassin à Flot

During exceptional weather conditions (storm), fishing ships from the Port of Chef de Baie may request shelter in the Bassin à Flot, where berth space will be allocated based on availability:

- At the Épi Central of the Bassin à Flot,
- Or**
- At a free commercial berth, subject to agreement of the terminal operator.

The entry condition is as follows:

- "Storm" warning issued for the coasts of Charente-Maritime by Météo France.

Fishing ships from Chef de Baie should enter preferably during the "open gate" period (2 hours before to 1 hour after high tide at La Rochelle). If this is not possible, ships must group together for lock operations according to the schedule established by the Port.

Once favourable weather conditions return (sustained wind below 30 knots), the fishing ships must promptly vacate the Bassin à Flot.

I.13 Oil terminals

Infrastructure characteristics => <https://www.larochelle.port.fr/media/20250804-key-data-donnees-cles-2024-eng.pdf>

For any ship with a feature exceeding a maximum size, a specific study will be carried out to check the feasibility of the call.

I.13.1 Safety conditions for tankers at the oil terminals

Tankers berthed at the oil terminals are required to apply all “safety rules” specific to the Port’s oil terminals, which are provided to them during their first call.

Loading and transshipment operations for Class 3 products must be carried out in accordance with the conditions set out in the “Safety instructions for tankers”.

Shore bunkering operations on tankers are authorised at the terminal under the conditions set out in the “Safety instructions for tankers”.

I.13.2 Berthing restrictions

Any civil or military tanker carrying class 3 dangerous good or that is not gas free, must berth at the oil terminals. In general, oil or petrochemical tankers may berth at the terminals if their overall length is greater than or equal to 100 m with a straight hull length greater than or equal to 40 m and a compatible “Bow/Manifold” distance. (A study may be conducted by the Port for any ships with smaller dimensions).

For the record:

- The maximum permissible displacement at the East terminal is 85,000 T;
- The maximum permissible displacement at the West terminal is 150,000 T.

Depending on weather conditions and ship characteristics, the Port, in consultation with port services, may postpone the ship’s berthing operation.

Berthing is prohibited from 40 knots of sustained wind and/or swell greater than or equal to 1.50 m along the wharf.

Return of the ship to the roadstead in 45 knots of sustained wind and/or a swell of 1.50 m or more along the ship.

The movement can be cancelled up to half an hour before the pilot is due to board.

Berthing of ships at the East terminal takes place approximately 1 hour before high tide at La Rochelle, and 1 hour before low tide at La Rochelle. These limits may be modified at the request of the Pilot station in the event of neap tides or particular weather conditions.

1.13.3 Simultaneous berthing of non-inerted gasoline tankers at the Oil terminal and cruise ships at the Môle d'Escale

Simultaneous berthing of these two types of ships is prohibited if they are positioned on the same side (both to the East or both to the West).

In other cases, the cruise ship is positioned "bow out" at the Môle d'Escale in the event of the simultaneous presence of a tanker at the wharves.

1.13.4 Conditions for disconnection of loading arms

Depending on weather conditions and the ship's ability to remain alongside due to wind or swell, the terminal operators will adopt the following measures:

- Sustained wind of 40 knots: stop pumping operations;
- Sustained wind of 45 knots: draining of the loading arm, disconnection and securing of the unit in its rest position.

1.13.5 Exceptional conditions

In the event of weather conditions sufficiently severe to compromise the tanker's ability to remain alongside or the integrity of the terminals, the Port, for safety reasons, reserves the right to stop the pumping operations and to send the ship back to anchorage.

1.13.6 Safety tugs

Tankers carrying flammable liquids (Class 3) or having carried such cargo without being gas free, operating at the oil terminals, are required to use at minimum:

- For berthing:

Deadweight (DWT)	Ship without operational bow thruster	Ship fitted with at least one bow thruster
5,000 t ≤ DWT < 10,000 t	1 tug with a minimum bollard pull of 35 tonnes	No requirement
10,000 t ≤ DWT < 70,000 t	2 tugs with a minimum total bollard pull of 60 tonnes	1 tug with a minimum bollard pull of 35 tonnes
DWT ≥ 70,000 t	3 tugs with a minimum total bollard pull of 90 tonnes	2 tugs with a minimum total bollard pull of 60 tonnes

The third tug must be ordered from the towing company approved by the Port, 48 hours before the ship's ETA.

- For departure:

Deadweight (DWT)	Ship without operational bow thruster	Ship fitted with at least one operational bow thruster
10,000 t ≤ DWT < 25,000 t	1 tug with a minimum bollard pull of 35 tonnes	No requirement
25,000 t ≤ DWT < 40,000 t	1 tug with a minimum bollard pull of 35 tonnes	1 tug with a minimum bollard pull of 35 tonnes
40,000 t ≤ DWT < 70,000 t	2 tugs with a minimum total bollard pull of 60 tonnes	1 tug with a minimum bollard pull of 35 tonnes
DWT ≥ 70,000 t	2 tugs with a minimum total bollard pull of 60 tonnes	2 tugs with a minimum total bollard pull of 60 tonnes

I.14 Quai Lombard

Infrastructure characteristics => <https://www.larochelle.port.fr/media/20250804-key-data-donnees-cles-2024-eng.pdf>

For any ship with a feature exceeding a maximum size, a specific study will be carried out to check the feasibility of the call.

I.14.1 Berthing restrictions

Quai Lombard can accommodate ships carrying only products with a flash point of 60°C or higher.

From 35 knots of sustained wind, grain carriers on ballast bound for Quai Lombard, with a length of 150 m or greater, will only be authorised to berth after consultation and agreement between the Port and the Pilot station for the manoeuvring assistance required, depending on navigability, manoeuvrability and ability to remain safely berthed.

I.15 Môle d'Escale

Infrastructure characteristics => <https://www.larochelle.port.fr/media/20250804-key-data-donnees-cles-2024-eng.pdf>

For any ship with a feature exceeding a maximum size, a specific study will be carried out to check the feasibility of the call.

I.15.1 Berthing restrictions

From 35 knots of sustained wind, Ro-Ro ships and combined Ro-Ro/container ships are only authorised to manoeuvre after consultation and agreement between the Port and the Pilot station for the manoeuvring assistance required, depending on navigability, manoeuvrability and ability to remain safely berthed.

In the event of a gale warning (30-35 knots) during the call of a side-door Ro-Ro ship, the ship must remain ready to sail with one hour's notice for the roadstead or the open sea, should the berthing conditions could damage the port installations or the ship.

From 35 knots of sustained wind from the North-East to North-West sector, berthing of ships at pier 7 is not authorised.

In the event of a gale warning (30–35 knots) during the port call of a ship at pier 7, she will remain ready to sail with one hour's notice for the roadstead or for sea, should the berthing conditions could damage the port installations or the ship.

I.16 Anse Saint-Marc and Chef de Baie terminals

Infrastructure characteristics => <https://www.larochelle.port.fr/media/20250804-key-data-donnees-cles-2024-eng.pdf>

For any ship with a feature exceeding a maximum size, a specific study will be carried out to check the feasibility of the call.

1.16.1 Berthing conditions

The berth side will be determined according to the ship's features and the nautical conditions by the Port and the Pilot station.

1.17 Quai Alcyone

Infrastructure characteristics => <https://www.larochelle.port.fr/media/20250804-key-data-donnees-cles-2024-eng.pdf>

For any ship with a feature exceeding a maximum size, a specific study will be carried out to check the feasibility of the call.

1.17.1 Berthing conditions

Berthing alongside will be authorised by the Port depending on nautical and weather conditions.

1.18 Port de Service and 519th pontoon

1.18.1 Port de Service

The pontoons of the Port de Service are primarily occupied by port and State services, in accordance with the terms of the berthing and mooring agreements signed with shipowners. Subject to availability, and with the approval of the Harbour Master's Office, they may also be used for temporary berthing of ships related to infrastructure works, maritime maintenance operations, Port visits, or any other purpose compatible with port activities.

1.18.2 519th pontoon

This pontoon may also be used, subject to approval by the Harbour Master's Office, for temporary berthing of ships involved in infrastructure works, maritime maintenance operations, the nautical sector, or any other purpose compatible with port activities.

1.19 Towage

The use of tugs for all cargo ships, including oil tankers, equipped with conventional propulsion means (a fixed-pitch propeller), without bow and/or stern thrusters, will be as follows:

For berthing and shifting, 3 tugs are required if:

- The following 3 parameters occur simultaneously:
 - o Length greater than or equal to 210 m
 - o Beam greater than or equal to 32.30 m
 - o Draft greater than or equal to 12.50 m
- **Or** the ship has a length greater than or equal to 220 m, regardless of the other parameters.
- **Or** the ship has a draft greater than or equal to 13 m, regardless of the other parameters.

Any derogation from these provisions must be subject to consultation between the Pilot station and the Port, particularly in the event of unavailability of a tug.

1.20 Allocation of manoeuvring assistance means under normal operating conditions

Towing and pushing services are generally provided by the towage company approved by the Chief Executive Officer of the GPMLR.

However, ship masters may, if they so wish and in accordance with established practice, choose to use either a tugboat, or a mooring gang boat to assist with berthing manoeuvres, in the following cases:

- Ships bound for or departing from the Bassin à Flot, regardless of length;
- Ships up to 100m in length bound for or departing from a tidal dock (outer harbour and all outer berths), except when ships or port facilities are at risk and by order of the Port.

No mixed configuration (1 mooring gang boat with 1 tugboat) is authorised for seagoing ships within the Port.

However, in the case of marine works equipment (towed barges, towed platforms, etc.) or service ships, each case will be examined by the Port in coordination with all ship services.

1.21 Damage to public premises

When, in accordance with the provisions of the Marine Ports regulations of the French Transport Code, certain costs have been incurred ex officio and charged to the Master and/or the shipowner of a ship, boat or other floating craft, or when a report that has been written may initiate either a fine, or compensation for a damage caused to public premises (terminals, quays, public equipment, dry docks), the ship, boat or floating craft may not leave the Port until a guarantee letter by a bank has been provided covering such costs.

1.22 Ship-generated waste

Ship-generated waste includes all waste, including cargo residues, generated during the operation of a ship or during loading, unloading and cleaning operations, as per Annexes I, II, IV, V and VI of the MARPOL Convention.

The arrangements and conditions for handling ship's waste are defined in the Ship Waste Reception and Treatment Plan established by the Port and made available to Customers and terminal users. This plan is available in English on the Port's website.

The general operating principles are as follows:

1.22.1 Waste disposal facilities

Ships may deposit their sorted operational waste on the quays in the appropriate containers at waste disposal facilities known as "MARPOL points".

1.22.2 Intervention of the waste service providers

In the following cases, ships must have their waste collected by service providers approved by the Port:

- Ships with liquid waste and solid waste not accepted at waste disposal facilities (due to excessive volume of waste or type of waste not handled).
- Ships with cargo residues remaining in holds or tanks after completion of unloading and cleaning operations.

The list of service providers approved by the Port is available on the Port's website.

1.22.3 Hold washing water from ships carrying dry bulk

Under current legislation, cargo hold washing water from grain carriers or bulk carriers may not be discharged into Port waters.

1.22.4 Grey water and sewage

Grey water and sewage from ships as defined in MARPOL may not be discharged into Port waters.

1.22.5 Waste generated by emission reduction systems

In accordance with the Order of 22 September 2021 amending Division 213, discharges into the marine environment of effluents from exhaust gas cleaning systems operating in open-loop systems are prohibited from 1 January 2022 within 3 nautical miles of the nearest land in waters under French jurisdiction. Discharge of residues from scrubber systems is prohibited within the administrative limits of the Port.

1.22.5 Waste generated by ships during technical calls

It is strictly prohibited to bring and deposit waste unrelated to operations conducted on ships during a technical call.

1.23 Cleaning of public quay areas operated by the Port

The public quays operated by the Port are berth BF01, Epi Central of the Bassin à Flot and Ro-Ro 1 berths.

On these quays, in lieu of the shipowner's obligation as defined in Article R5333-18 of the French Transport Code, the Port ensures, over a width of 25 metres measured from the quay side, the cleaning of the quay and the collection and treatment of solid cargo residues that have fallen to the ground during loading and unloading operations.

This service, provided at the shipowner's expense, includes:

- Sweeping and removal of products present in this area;
- Spraying and/or washing when necessary for cleanliness.

However, this service does not include:

- Leisure water sprinkling;
- Collection of ships' operational waste;
- Cleaning following an oil pollution or other substances requiring stripping of the contaminated area.

Part II - MARITIME AND LAND INSTALLATIONS

This section covers the maritime and land facilities operated by the Port, in particular the Ship Repair and Construction Centre (PRCN), the public quays, the Service Port, the Materials Recovery Centre (CVM), the oil wharf and the Port Rail Network.

II.1 General provisions

II.1.1 Safety measures in the non-concession port area

In accordance with Article R4221-1 of the French Labour Code, the entire non-concession port area constitutes a workplace. Within this framework, and pursuant to Articles R4228-20 and R4228-21, it is prohibited to introduce or consume alcoholic beverages, and to enter or remain on the non-concession port area while intoxicated. This prohibition is established in order to protect the safety and health of workers and companies operating within the port area.

Furthermore, for hygiene and safety reasons, pets are not permitted.

II.1.2 Port security measures

Access to the port premises is strictly prohibited to the public and to any person not assigned to a specific task within the authorised perimeter and not holding a valid access pass. Any person entering the Port Security Limits without justification and without a valid access permit, and more generally in port areas with controlled access, is liable to an administrative fine or a criminal offence, depending on the circumstances.

All updated information relating to port security is available online: <https://www.larochelle-port.eu/practical/port-security/>

II.1.2.1 Access by land

Access to the port premises and its facilities, including those operated by the Port, is controlled in accordance with the general security measures defined by the Transport Code, as well as the specific measures approved by prefectural orders. Any person wishing to enter the port enclosure and its facilities must declare themselves in advance, hold a validated access pass for that purpose and submit, where applicable, to security checks of their person, vehicle and baggage by authorised personnel, depending on the circumstances.

To enter the PRCN and CVM sites, all vehicle drivers must systematically report to the operations manager or their representative to obtain prior authorisation.

II.1.2.2 Access by sea

Once the ship has been secured, any person disembarking must make arrangements to obtain, immediately upon disembarkation, an access pass authorising circulation within the port premises, except in the specific case of crew members of ships engaged in commercial operations, alongside and declared on a crew list duly filed and updated under VIGIE SIP.

II.1.2.3 Drone flights

In accordance with the Decree of 3 December 2020 on the use of airspace by unmanned aircraft, recreational drone flights are strictly prohibited in the port premises.

Only professional drone flights are permitted and solely under conditions (including the provision of a prefectural receipt authorising the flight, in relation to a defined purpose, period and area).

The professional unmanned aircraft operator will submit the request online via the CLEARANCE platform at least 48 working hours prior to the flight, subject to having previously uploaded all required administrative and informational documents, including the prefectural receipt.

Any remote pilot who operates or maintains, without authorisation, an unmanned aircraft over the administrative limits of the Port commits an offence punishable by one year of imprisonment and a fine of €15,000 (Article L5336-10-5 of the French Transport Code).

II.1.3 General responsibilities of Port Users

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Access passes remain the property of the Grand Port Maritime and are issued on a precarious and revocable basis by the issuing authority. Access rights may be withdrawn by the Port Authority in the event of circumstances liable to compromise the safety and security of persons and property within the Controlled Port Area.

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II.1.3 General responsibilities of Port Users

The elements specified in this paragraph are supplemented in the following paragraphs of this chapter. These responsibilities depend on the equipment or installations of the Port accessed by the Users.

Failure to comply with the clauses in these Operating Regulations, and in particular those relating to pollution control, waste management, equipment storage, and permissible operating loads, may result in the imposition of a fine and/or compensation for damages in the event of damage caused to Port equipment or facilities made available to Port Users.

As a general rule, a Customer or a Supplier is allocated a defined working area. The Customer or a Supplier is then identified as the User Company within the meaning of the French Labour Code within this working perimeter.

This situation applies while the port facilities are in use.

In this capacity, the company undertakes to respect and apply the regulatory requirements associated with this status, particularly in the areas of health, safety and the environment.

Any company operating within a working area allocated to a User Company is identified as an External Company of that user company.

In this context, the requirements of Decree 92-158 of 20 February 1992 supplementing the Labour Code (Part II: Decrees issued by the Conseil d'Etat) and setting out the specific health and safety requirements applicable to work carried out in an establishment by an external company apply. The Customer or Supplier is responsible, with regard to safety, for the overall coordination of the preventive measures they take and those taken by all company managers operating within their working area. Among other documents, a prevention plan will specify the conditions under which external companies operate.

II.1.4 Supply of low-voltage electricity and fresh water

For certain facilities, the Port provides Customers or Suppliers with electrical power and fresh water within the limits of the power and flow rates available. This service is provided by technical terminals located in the Bassin à Flot, the PRCN and the outer harbour.

The distribution of fresh water to terminals operated by port operators is handled by the water department of Agglomération de La Rochelle.

The Customer or Supplier is responsible for providing the adapters required to connect their equipment to the technical supply points.

All connections require a meter to be opened for the Customer or Supplier concerned. Consumption resulting from a connection not authorised by the opening of a meter will be invoiced to the badge holder.

Each badge holder is responsible for preserving the integrity of the equipment made available. In the event of damage, repair costs will be invoiced to the badge holder.

Use of electrical supply points

When using these supply points, the Customer or Supplier will:

- Comply with the provisions of Decree 88.1056 of 14 November 1988 concerning equipment connected to distribution units;
- Ensure the electrical conformity of connected installations;
- Ensure that the equipotential bonding of all metallic masses and their earthing on the installations provided for this purpose is effective and durable;
- Inform the Port of any anomaly observed on the facilities made available.

Resetting after tripping of units without locking mechanisms

When the user observes the tripping of protection devices on the supply points made available, they must first check their installation before resetting.

In the event of a second trip, they are not authorised to reset a second time. They must immediately inform the operations manager or their representative.

Units with locking mechanism

It is strictly prohibited for any user to open or interfere with the equipment of a locked unit (e.g.: padlock, lock, etc.).

II.1.5 Preservation of equipment by Port Users

The Port does not assume responsibility for safekeeping of ships during their stay on port premises, including at PRCN.

Consequently, each Port User is responsible for the security and preservation of equipment they deposit.

Port Users must also ensure the safeguarding and preservation of equipment that may be rented to them by the Port. They are liable for any loss of or damage to such equipment throughout the entire rental period, and repair or replacement costs will be invoiced accordingly.

All expenses related to protection against theft or vandalism, as well as any resulting consequences, are the responsibility of the Port Users.

Fire prevention

All necessary precautions must be taken by Port Users to prevent fire risks during a technical port call.

Welding or hot work on fuel tanks, in their vicinity or in any space that may have contained or likely to contain flammable vapours, may only be authorised if such tanks or compartments have first been filled with water or degassed by an approved process.

In accordance with the General Regulations for the Transport and Handling of Dangerous Goods in Maritime Ports (*Order of 18 July 2000*, as last amended by the *Order of 13 December 2018 - JORF of 20 December 2018*), inspections and repairs of ships and ships containing or having contained flammable liquids are subject to the conditions set out below:

“Inspections or repairs of holds or tanks of ships or ships containing or having contained flammable liquids, and of compartments used for the storage of flammable liquids intended for on-board use (bunkers, ballast tanks, tanks, etc.) on all ships or ships, as well as inspections or repairs of parts of the hull adjoining these holds, tanks or compartments, may only be carried out after cleaning, removal of sludge and solid or liquid residues, and degassing or ventilation of these spaces and adjoining spaces, performed in such a manner that no flammable vapours or substances capable of producing such vapours remain therein.”

The Port reserves the right to request, in case of doubt, the mandatory degassing certificate required for this type of operation.

Whatever the nature of the work, the Customer or Supplier must inform the Port of all inspections, repairs or hot works.

Earthing

In order to allow the discharge of atmospheric electricity and to ensure compliance with the provisions of Decree No. 662-1454 of 14 November 1988 concerning the protection of workers in facilities using electrical currents, the Customer or Supplier must, immediately upon dry docking, ensure an electrical connection of adequate cross-section between the hull of their ship and the ground.

This connection must be continuously monitored throughout the ship's stay and removed prior to launching.

II.1.6 Storage of equipment

Equipment must be stored in the designated areas. Under no circumstances may storage take place in circulation, parking or working areas, such as the careening area, manoeuvring areas, or parking areas for light vehicles or handling equipment.

The Port cannot be held responsible for damage of any kind to equipment stored outside the designated areas.

II.1.7 Conditions for postponement or cancellation of an operation

Without the Port User being entitled to compensation, the Port reserves the right to postpone an operation, whether or not it involves a service provided by the Port, or even to cancel it in the following cases:

- All safety criteria, particularly related to weather (see previous article), for the operation are not met;
- Insolvency of one of the parties;
- Inappropriate conduct by a Port User towards Port staff or another company;
- In the event of proven inaccuracy of the information provided for the preparation of the operation;
- Failure to comply with the scheduled date and time of the operation;
- Lack of prior inspection of the installations necessary for the proper execution of the operation by Port resources or otherwise (e.g. hull inspection by divers).

Rescheduling of the operation will be subject to the availability of Port teams and commitments towards other Port Users.

In the event of postponement or cancellation, the Port will not be held liable for consequences incurred by the Port Users concerned (delay, additional costs of external service providers, etc.).

II.2 Environmental protection

The port community is engaged in a sustainable development approach, materialised by the signing of an [ecological transition charter of the port community](#) aimed at adopting environmentally responsible practices. All users of the facilities are invited to take part in this process.

II.2.1 Pollution control

Any operation generating a risk of pollution of port facilities and their environment is strictly prohibited (e.g.: sandblasting operations, paint spraying, etc.).

In general, every Port User must comply with the regulations in force governing any discharge into the environment and implement all necessary measures to prevent pollution of water, air or soil.

Any use of a product prohibited under French regulations will notably result in the immediate suspension of the activities concerned, implementation of remediation procedures in case of environmental contamination, and temporary or permanent exclusion from the port premises. All measures taken by the Port will be at the expense and risk of the company using the prohibited product.

In the event of an accidental or deliberate spill of polluting products, particularly in the Bassin à Flot during a ship's dry docking or launching, the operation in progress may be interrupted until the spill has been completely cleaned up. Occupancy fees will be invoiced during the interruption as if effective occupation had continued.

Likewise, the Port User must also ensure the cleaning of affected facilities (e.g.: dock, lock gates, boat lift) if these are accidentally polluted.

Should the Port User fail to comply with the provisions of this article, after formal notice issued by the Port has remained without effect, the necessary measures will be carried out ex officio at their expense, risk and peril, without prejudice to legal proceedings that may be brought against them under:

- Either the French Transport Code;
- Or the Environmental Code, Articles L218 to L218-20, penalising marine pollution by hydrocarbons.

The Port may instruct the boatage company to deploy anti-pollution equipment at the expense of the polluting Port User.

Any discharge of polluting substances is prohibited. In the event of deliberate or accidental discharge, the Port User must immediately notify the Port and take all necessary measures to minimise the risk of environmental pollution and/or damage to structures.

For this purpose, the port premises (e.g.: PRCN site) are equipped with first-response equipment for accidental pollution, which is made available to Port Users if necessary. However, the Port will not be held liable in the event of inadequacy between the emergency resources made available and the severity of the pollution (extent and nature of the pollutant).

Consequently, during preparation of the worksite, the Port User must define and implement all preventive measures to avoid any discharge of polluting substances (e.g.: hydrocarbons).

In the event of non-treatment or partial treatment of such pollution, the Port will implement or cause to be implemented, at the Port User's expense, recovery measures (e.g.: absorbents), which must be used immediately upon occurrence of the pollution. The Port will also ensure the recovery by collection, or sweeping, of waste and residues to the nearest appropriate collection point, also at the Port User's expense.

Where stripping of the polluted area is required, the Port will implement or cause to be implemented specific cleaning by stripping through a specialised company equipped to perform such services. Such service will be borne by the Port User.

Use of paint containing tributyltin or other prohibited products

In accordance with current regulations, it is reminded that the use of paint containing tributyltin (TBT) is prohibited.

Projections

The Port User takes all necessary measures to prevent projections of any kind (sand, paint or others) likely to cause damage to installations, premises, equipment, ships, materials and others. Equipment must be protected by any appropriate and effective means before commencement of the works.

In the event of insufficient or absent protection, restoration to functional condition of such equipment will be borne exclusively by the Port User. Failing this, the Port will ensure that the damaged components are repaired or replaced, at the Port User's expense and risk.

The Port User will be held liable for damage caused by such projections in case of insufficient or absent protective measures.

In the event of non-compliance with this provision, the Port will proceed progressively as follows:

- A verbal notification and/or simple letter and/or email will be addressed to the Port User by the Operations Manager or their representative,
- Then, in case of refusal to comply with these obligations, a formal notice by registered letter with acknowledgement of receipt will be addressed to the Port User by the Port,
- Finally, the Port will take all measures at their disposal to interrupt or remedy the disturbances at the Port User's expense and risk, without the latter being entitled to claim any financial or scheduling compensation, or any other consideration relating to their order. A Public Domain Offence (Grande Voirie) report will be drawn up by sworn officers of the Port Harbour Master's Office.

II.2.2 Waste management

The means and conditions for waste treatment within the port premises are defined in information documents issued by the Port and made available to Port Users, in particular on their website.

During the duration of a technical call, management of site waste, including careening products, and ship waste will be the responsibility of the Customer or Supplier.

Waste deposit

The majority of waste from berthed ships must be deposited by Port Users in the containers made available on the quays at waste collection points known as "MARPOL points".

Waste at MARPOL points is collected by service providers approved by the Port.

Waste generated on the careening area and at Quai Camaret

Waste from ships admitted to the careening area, or berthed at Quai Camaret, must be deposited by Port Users at the Waste Point, a waste grouping area established on the site within the limits of the admissibility conditions specified, under the conditions defined on site by posted notices.

Waste not admitted at the PRCN Waste Point must be collected, at the expense of the companies producing it, by service providers approved by the Port.

Waste generated in dry docks

Collection and treatment of waste from ships staying in dry docks will be under the direct responsibility of the Customer or Supplier, which will engage service providers approved by the Port.

Water treatment

Run-off water is treated before being discharged into the natural environment in accordance with current regulations and prefectural authorisations.

High-pressure and very high-pressure cleaning operations (exceeding 200 bar) of ship hulls are therefore subject to specific authorisation and requirements.

Deposit of unauthorised waste

Repair, construction, public works, etc. companies carrying out works on platforms must maintain their sites in a clean condition and ensure, at their expense, removal of all waste, spoil, etc. upon completion of the works.

Failing this, the Port will arrange ex officio for post-site cleaning at the expense and risk of the companies concerned, without prejudice to any legal proceedings that may be initiated by them against the Port.

II.3 Permissible operating loads for port installations

In general, only the Port is authorised to approve permissible loads on all of their quays and platforms.

The permissible operating loads of port installations must be strictly complied with by each Port User.

For any storage, lifting, or transfer operation of equipment, the Port User is required to verify with the Port its compatibility with the installations concerned. Where such loads exceed the commonly accepted limits specified below, the risk analysis carried out within the framework of the prevention plan will identify and specify the measures to be taken to preserve the integrity of the structures and the safety of the human and material resources mobilised.

Any storage without authorisation or not complying with the technical provisions provided will be subject to a request by the Port for immediate removal at the expense of the concerned. The Customer will also bear all consequences of the storage on the structures and their operation.

II.3.1 Permissible operating loads for quays, wharves and pontoons

The permissible operating loads are as follows:

Port facilities	Permissible operating loads
Chef de Baie quays	CDB1: 6 tonnes/m ² CDB2: 6 tonnes/m ² up to 2 nd crane rail CDB3: 6 tonnes/m ²
Bassin à Flot quay	6 tonnes/m ² with a setback of 5 m from the quay edge Maximum point load of 2 tonnes/m ² within the 5 m strip from the quay edge
Anse Saint-Marc quays	ASM1: 6 tonnes/m ² ASM2: 6 tonnes/m ²
Môle d'Escale quays – old (see appended plan)	1.5 tonnes/m ² over a width of 36 m from the quay edge
Môle d'Escale quays – new (see appended plan)	6 tonnes/m ² with a setback of 5 m from the quay edge Maximum point load of 2 tonnes/m ² within the 5 m strip from the quay edge
Quai Lombard – old (see appended plan)	6 tonnes/m ² with a setback of 5 m from the quay edge Maximum point load of 2 tonnes/m ² within the 5 m strip from the quay edge
Quai Lombard – new (see appended plan)	3 tonnes/m ² on the quay platform and 1 tonne/m ² on access gangways
Quai Alcylene (see appended plan)	6 tonnes/m ² except over a 30 metre section before the western end of the quay, which is limited to 2 tonnes/m ²
Oil wharf	Access gangway: <ul style="list-style-type: none"> • 1 tonne/m² on the roadway • 500 kg/m² on pavements • 2,500 kg/ml along the pipelines Service platform: 3 tonnes/m ²
Ro-Ro Bassin à Flot	130T transport maximum with 13 tonnes/axle maximum
Ro-Ro Chef de Baie	60T forklift on front axle or 45T semi-trailer with maximum axle load 17T or MAFI trailer with tractor with maximum axle load 24T or C2 120T special transport travelling at walking pace and centred on the axis of the ramp
Pontoons and access gangways	250 kg/m ²

Note: a strip at least 2 metres wide will be kept free of any storage at the quay edge to allow passage of operators and users.

II.3.2 Permissible operating loads for road crossing structures

The permissible operating loads of road crossing structures are as follows:

Port facilities	Permissible operating loads
Môle d'Escale access viaduct	130T transport maximum with 13 tonnes/axle maximum
Lock bridge	6T transport maximum with 13 tonnes/axle maximum

II.3.3 Permissible operating loads on platforms

The permissible operating load on platforms is 6 tonnes/m², except in the following specific cases:

Port facilities	Permissible operating loads
Rear quay Anse Saint-Marc 1	1.5 tonne/m ² on unpaved areas
Rear quay Chef de Baie 2	No storage load over a depth of 15 m beyond the 2nd crane rail
Môle d'Escale – Old (see appended plan)	1.5 tonne/m ² up to 36 m from the quay edge

II.3.4 Exceptional operating loads

Exceptional load handling classified as “heavy cargo”, and any storage of goods that imposes loads exceeding those specified above must be subject to a prior specific analysis between the Port and the handling company, in particular with regard to preservation of installations and associated equipment (networks or existing underground structures).

The Port User responsible for the operation must provide the Port with all necessary elements (e.g.: lifting plan with load distributions) to enable the relevant services to carry out the technical analysis relating to such handling, which may only take place after written authorisation by the Port.

In the absence of sufficient information, for safety reasons, the Port will not be able to validate the implementation conditions and consequently to authorise the operation. Any costs resulting from postponement or cancellation thereof will be borne by the Port User concerned.

II.4 Special provisions applicable to the PRCN

II.4.1 Working hours

The normal working hours of the Port's operating staff on the PRCN site are:

- Monday to Friday from 8:00am to 12:00pm and from 01:00pm to 05:00pm, excluding public holidays;
- Saturday morning from 8:00am to 12:00pm, excluding public holiday Saturdays.

II.4.2 Traffic plan

Like the other operational sites of the Port, the PRCN site has a traffic plan and vertical and horizontal signage. It must be complied with by all Port Users on site.

II.4.2.1 Authorised parking

Vehicles of Port Users working in the careening area must be parked in the spaces arranged and reserved for this purpose outside the PRCN site.

Parking of Port Users' vehicles inside the PRCN site is prohibited.

Temporary parking is tolerated on the PRCN site for loading or unloading equipment, tools and materials used for work on the ships. Parking is authorised on condition that it does not hinder general traffic, including that of the lift, and that the area agreed for this purpose with the operating team is respected.

The Port cannot be held liable for damage of any kind caused to vehicles parked in breach of the above rules.

II.4.2.2 Traffic within the PRCN site

Traffic within PRCN is regulated and vehicle speed is limited to 5 km/h.

Two-wheeled vehicles are authorised on the routes designated for this purpose within the port premises.

II.4.3 Provision of gangways

The Port provides ships with access gangways for boarding within the limits of available equipment.

During its use, such equipment is placed under the supervision and responsibility of the Customer. It is also the Customer's responsibility to verify as necessary its securing to the ship and to ensure its integrity in the event of handling of loads nearby ashore and/or on board and/or between shore and ship.

II.4.4 Conditions for accommodating ships in distress or after a maritime incident

Ships in distress or having experienced a maritime incident must **mandatorily** report to the CROSS in accordance with the inter-prefectoral order establishing and defining the Maritime and River Regulation Zone (ZMFR) of the Grand Port Maritime de La Rochelle.

Depending on the availability of personnel and material resources required to ensure the safety of the ship and the risks it poses to the Port due to its deteriorated condition, the Port Authority reserves the right to accept or reject the ship and informs the CROSS, in accordance with the French Transport Code.

II.4.5 Modifications to ships under repair

The Customer may under no circumstances modify load distribution without having obtained the Port's approval. In particular, they must obtain authorisation to fill or empty the ship's tanks.

II.4.6 Protection of drainage channels

In the event of hull cleaning in the careening area or in the docks, the Customer will place geotextile-type protection over drainage grates in order to collect pollution and prevent clogging of the drainage channels. At the end of the works, such protections will be removed by the Customer, ensuring their disposal through the appropriate channel.

II.4.7 Conditions of use of the boat lift and careening area

The Port carries out the following operations:

- Hauling out and/or launching of ships meeting the dimensional criteria (see below);
- Transfer of the ship to the careening area;
- Shoring of ships with equipment adapted to the ship's characteristics (blocks, cradles, shores, etc.);
- Ancillary services such as: provision and installation of ship access gangway, supply of electrical power and fresh water, handling by forklift.

II.4.7.1 Ship characteristics

The Port's boat lift is designed to handle ships with the following maximum characteristics:

- Length: 35 metres
- Beam: 9 metres
- Weight: 250 tonnes.

All ships must enter the light lift dock without list and with a minimum trim.

II.4.7.2 Specific conditions for hauling out and launching

The ship's crew must consist of a minimum of 3 persons, in particular to assist with guiding, mooring and placement, including, if necessary, fenders or other arrangements to prevent damage during handling. The Port's responsibility for the proper execution of handling operations applies while the ship is supported by the slings.

In the event of damage rendering these conditions impracticable, manoeuvres will take place solely at the shipowner's risk and within the limits of the boat lift's capacities specified above.

II.4.7.3 Booking procedure for the boat lift and the careening platform

➤ Customer request

The Customer wishing to use either the boat lift or the careening area must submit a written request to the Port by completing the "Boat Lift Order Form" provided by the Port.

In the case of a verbal or telephone pre-booking request, the Customer has 48 hours to confirm the request by completing the "Boat Lift Order Form" provided by the Port. After this period, the Port reserves the right to cancel the pre-booking from their operating schedule in order to make the slot available for another ship.

This request must be signed by the Customer and include the following information relating to the ship ***as it will be presented for hauling out:***

- Identification of the ship: name, registry district, number, home port, shipowner;
- Identification of the individual or legal entity placing the booking;
- Identification of billing details: name, postal and contact details;
- Type of hull: steel, wood or composite;
- Dimensions: gross tonnage, overall length, beam at midship section, draughts (forward and aft), maximum overall height from keel to top of masts (excluding antennas);
- Weight of the ship, specifying the nature, size and location of the main loads;
- Required date and time for performance of the services;
- Expected duration of stay;
- Nature of works to be carried out on the ship and designation of the external company or companies responsible for repairs;
- Designation of the Company insuring the ship and the insurance policy number.

This request must be accompanied by the following documents:

- Copy of the Civil Liability insurance certificate stating the guaranteed amounts,
- Copy of the ship's insurance certificate stating the guaranteed amount,
- Copy of the VAT exemption certificate or statement,
- Copy of the ship's certificate of registration as a French ship,
- Copy of the ship's registration certificate.

The first request must be accompanied by the following documents:

- General arrangement plan: elevation, section and plan views (including masts) indicating the main characteristics and individual weights, in particular the position and characteristics of bilge keels,
- Lines drawing or list of hull measurements, and hydrostatic curves if available,
- Lifting plan + shoring plan.

Any errors or omissions in the documents provided by the Customer directly engage their sole responsibility and will release the Port from any liability in the event of malfunction during handling operations resulting from such errors.

➤ Order confirmation and programme registration

Requests are reviewed and then entered in the order of receipt of the order forms signed by the Customer.

Once the request is submitted, the date and time are set by the Port according to the availability of the operations team and facilities and communicated to the Customer prior to validation of the order.

The Port confirms the feasibility of the order to the Customer by countersigning the order form and returning it.

The ship subject to the order is then entered in the boat lift schedule, specifying the dates and times of hauling out and/or launching.

II.4.7.4 Modifications to the boat lift schedule

The boat lift schedule may be modified for unforeseen reasons:

➤ Weather conditions

The sustained wind speed for carrying out manoeuvres performed with the boat lift (hauling out, transfer or launching) must be less than 72 km/h (40 knots) in gusts.

The interruption or postponement of a handling operation will be confirmed by the Operations Manager or their representative on the basis of the wind value announced by the weather forecasts or measured in the Port by the Harbour Master's Office at the time of the handling operations.

➤ Cancellation of an order by a Customer

If the ship entered in the schedule cannot be presented on the date and at the time specified in the order, the Customer must inform the Port in writing at least 48 working hours in advance.

Failure to meet this deadline will result in billing to the Customer for the scheduled lifting service.

Subsequent handling of the ship requires a new request by the Customer following the procedure outlined above.

➤ Damage to the boat lift

The boat lift may be subject to damage requiring an unplanned shutdown. In such case, Customers entered in the schedule whose ships cannot be handled will not be entitled to any compensation.

II.4.7.5 Organisation of the careening area

The careening area consists of 5 spaces marked on the ground (identified TP1 to TP5).

The maximum capacity of the careening area is defined as follows:

- The size of the spaces (with the exception of TP1) allows 2 ships to be accommodated simultaneously if the sum of their respective sizes does not exceed 34 m and if the timing of the ships' launching is compatible with the positions of the ships in the designated space;
- No more than 2 ships will be admitted simultaneously in spaces TP2 to TP5;
- TP1 can accommodate only one ship with a maximum length of 20 metres.

In addition to these 5 spaces, an additional space is exceptionally available at the end of the boat lift travel area and is identified as TP6.

However, hauling out a ship in this space is subject to the application of all the following points:

- All TP1 to TP5 spaces are unavailable because they are occupied or reserved by Customers based on the careening area occupancy schedule,
- The overall dimensions of the handled ship do not interfere with the overall dimensions of the boat lift, thus allowing it to disengage once the positioning operation has been completed. For obvious operational reasons, the boat lift must remain available at all times,
- Throughout the entire stay in this space identified as TP6, the ship present or scheduled in the adjacent space TP5 (see platform occupancy schedule) has overall dimensions that do not interfere with the boat lift. In this configuration, access to TP5 is possible in forward motion directly from the travel area. If this

is not the case (overall dimensions of the ship interfere with the boat lift), a turning manoeuvre of the boat lift must mandatorily be carried out in space TP6, which necessarily requires its availability,

- The ship at TP6 is on a very short-term stop based on a clearly identified work list validated by the Customer, allowing immediate launching at any time. Before handling of the ship or once the ship has been positioned in this space, in the event of modification or addition of works whose nature and scope cannot guarantee this principle, the Port reserves the right to cancel the Customer's order or to remove the ship at the Customer's expense without the latter being entitled to claim any form of compensation.

Furthermore, this additional space at the end of the boat lift travel area is not equipped with technical connections for electrical power and fresh water supply. Consequently, the Customer must provide, at their own expense, autonomous energy production means.

The choice of the ship's location in the careening area is the responsibility of the Port and may not be contested by the Customer.

II.4.7.6 Use of the boat lift dock

➤ Traffic and access

The boat lift travel ways as well as the interior of the dock are exclusively reserved for ship hauling out and launching operations.

The interior of the dock, as well as its access, must therefore be kept free of any material or human occupation at all times for the execution of these operations.

The travel ways within the dock are prohibited to all persons other than the Port's operations staff for safety reasons.

Once the launching of a ship has been completed, the Customer must take all necessary steps to vacate the dock as quickly as possible.

Any prolonged stay of a ship inside the dock is therefore strictly prohibited, and all repair operations and/or engine operating tests are strictly forbidden.

Finally, any vehicle parking is prohibited on the travel roadway.

➤ Entry and exit of the ship into and from the boat lift dock

Entry and exit of the ship into and from the boat lift dock are the responsibility of the Customer.

The crew, whose composition is determined at the initiative of the ship master, is responsible for bringing the ship into the dock or removing it by carrying out the various manoeuvres and mooring operations required either to position the ship on the slings or to remove it.

If necessary, the assistance of the boatage service can be requested. In such case, this service will be at the Customer's expense.

➤ Stopping and starting propulsion

Hauling out:

Once the boat is immobilised inside the dock, the propulsion must be disengaged before starting the lifting operation.

Launching:

The Customer will engage propulsion only after authorisation from the Port's manoeuvre supervisor, in particular to avoid damaging the ship or the boat lift slings.

II.4.7.7 Hauling out and launching of a ship in the dock

The Customer is required to attend the hauling out or lowering operations of their ship.

However, access to the boat lift operating area (travel way, platform area TP1 to TP5, dock) is strictly prohibited to the public. Consequently, only the following persons are permitted in this operating area:

- Crew members,
- The necessary personnel from the companies authorised to carry out the work,
- Port staff.

The crew must leave the ship or board it when the ship's deck is approximately level with the dock platform. To this end, the Port's staff position the ship close to the edge of the dock. The crew must wait for the Port's authorisation before transferring.

The Port will not be held liable for any accident that may occur when leaving or boarding the ship.

Under no circumstances will the crew remain on board during the transfer of the ship to the careening area.

Before hauling out and transferring the ship, the ship master must ensure that the valves or hatches communicating with the fuel tanks are closed, in order to prevent liquid transfer that could compromise the ship's stability.

II.4.7.8 Shoring in the careening area

Preparation of the shoring is carried out by the Port staff. The Customer is required to provide in writing all information and documents necessary for this preparation.

It is the Customer's responsibility to inform the Port if repairs or replacements on the keel are planned so that appropriate shoring measures may be implemented.

In the event of incorrect or missing documents and information, the Port declines all responsibility for the operation and its consequences on the ship.

Any modification of the shoring during the ship's stay in the careening area will be carried out exclusively by Port staff. This service is subject to a written request from the Customer and is invoiced on a time-spent basis.

Shoring of ships in the careening area must mandatorily be carried out using the equipment and structures made available by the Port.

II.4.7.9 Duration of occupation of the careening area

The duration of occupation of the careening area is specified on the order form issued by the Customer and validated by the Port.

As a general rule, at the end of the occupation period specified in the order form, the works must be fully completed, failing which, if the ship is capable of floating, the Port may order its launching and mooring at a berth at the Customer's expense, risk and peril, without any possibility of recourse against the Port.

If the ship is unable to float, or for any other reason, the occupation period may be extended. In such case, the Port will not incur any liability towards other Customers whose ships are immobilised in the careening area or cannot be hauled out as scheduled.

In the event of delay attributable to the Customer, the daily cost will be increased in accordance with the provisions of the Services Tariff.

II.4.7.10 Stay in the careening area

➤ General provisions

A preliminary inspection will be conducted with the Customer before positioning the ship.

During the stay in the careening area, black water and waste water discharge outlets must be sealed and no objects or waste will be thrown overboard. The crew and personnel engaged in the works will not, under any circumstances, deposit waste outside the areas specifically designated for that purpose.

The Port will take all measures at their disposal, at the Customer's expense and risk, to remove the waste, send it to the appropriate disposal channel and clean the affected areas.

Furthermore, it is prohibited to:

- Enter, without special authorisation, premises housing equipment or those whose use and access are reserved for Port staff,
- Appropriate all or part of items placed on another worksite and to operate, without the Port's authorisation, port-owned equipment.

Any behaviour or action contrary to port security rules may result in a temporary or permanent ban on access to the port premises by cancelling the access authorisation.

Operation of machinery

Operating propellers and other machinery (engines, cranes, etc.) that could affect balance on the supports is prohibited.

➤ Storage and cleaning of the allocated area

Throughout the entire occupation period, the cleanliness of the platform area made available by the Port is the responsibility of the Customer.

The Port will verify with the Customer that the area complies with the initial inspection report.

The Customer is required to remove debris resulting from hull stripping on a daily basis.

Where the quantities of waste exceed the acceptance thresholds of the PRCN waste collection area, the Customer is responsible for their removal and treatment. For this purpose, the Customer must contact waste contractors approved by the Port.

All equipment belonging to the Customer or used for repairs must be removed by the Customer before removal of the ship.

The Customer must therefore leave the area in the same state of cleanliness as it was upon arrival.

Before launching the ship, the Port will carry out a joint inspection of the area with the Customer. This inspection may, if justified, result in additional cleaning being required at the Customer's expense. In such case, the Port will ensure that the cleaning is carried out and will invoice the Customer for the services provided. If cleaning is carried out by Port staff, it will be invoiced to the Customer in accordance with the conditions set out in the current year Services Tariff document.

Likewise, the Customer must also bear the costs of cleaning the dock and the boat lift if they are accidentally polluted during hauling out and launching operations. An on-site inspection may, if justified, result in additional cleaning being required at the Customer's expense. In such case, the Port will carry out the cleaning and invoice the Customer for the services provided. If cleaning is carried out by Port staff, it will be invoiced to the Customer in accordance with the conditions set out in the current year Services Tariff document.

With regard to cleaning of the shoring equipment made available under an order, this will mandatorily be borne by the Customer.

II.4.7.11 Launching of the ship

Before launching the ship, the ship master or their representative must be present during the operation and, under their full responsibility, ensure the ship's buoyancy and stability.

The decision to launch the ship is taken under the sole responsibility of the master. Use of the engine is prohibited, unless authorised in writing by the Port.

The Customer is responsible for the ship as soon as it is afloat. The Customer must immediately remove it from the dock and moor it at a berth designated by the Port. Failing immediate departure from the dock, the towing of the ship will be carried out automatically at the Customer's expense, risk and peril.

II.4.7.12 Special conditions for application of tariffs

The tariffs for PRCN services, including the use of the boat lift, are defined in the Services Tariff document for the current year.

The length of the ship taken into account is that stated on the certificate of registration as a French ship. It may be subject to verification by a Port officer.

The duration of occupation of the careening area is assessed as follows:

- On the day of the hauling-out operation, deemed to be the first day, the duration of occupation of the platform space is considered:
 - o As a full day, for any ship shored and returned to the Customer before 10:00 a.m.
 - o As a half-day, for any ship shored and returned to the Customer between 10:00 a.m. and 3:00 p.m.;
- In the case of a ship shored and returned to the Customer after 3:00 p.m., the first day of occupation of the platform space is taken into account from the following day at 00:00;
- Subsequent days begin at 00:00;

- On the day of the launching operation, deemed to be the last day, the duration of occupation of the platform space is also considered:
 - o As a half-day, for any handling of the ship between 10:00 a.m. and 3:00 p.m.
 - o As a full day, for any handling of the ship after 3:00 p.m.;
- In the case of handling of the ship before 10:00 a.m., the last day of occupation of the platform space is the previous day until 00:00.

Each Saturday, Sunday and public holiday included in the period of occupation counts as a normal day, whether or not it has been used for inspection and repair of the ship.

➤ Invoicing of occupation of the careening area

The duration of occupation is invoiced on the basis of the minimum duration specified in the order form.

The initially planned occupation period may be extended for various reasons.

Extension due to the Customer's needs

In cases where such extension is attributable to the Customer (additional works on the ship, delay in supply, etc.), the additional occupation days are subject to an increase in the daily rate in accordance with the tariffs defined in the Services Tariff document for the current year.

Condition for exemption from the surcharge

An exemption from the surcharge requires fulfilment of 2 conditions:

- The Customer requests in writing an extension of the occupation period of the platform beyond the launching date stated on the Port order form, with a notice period of 24 hours before the launching time scheduled under the contract,
- The Port approves the request to postpone the launching date as compatible with their careening area occupancy schedule.

In the event of a negative response, provided that the ship is capable of floating, it will be launched in order to free the space.

If the ship is not capable of floating, penalties will be applied and the Customer will be formally required to free the space as soon as possible.

Extension not attributable to the Customer's needs

In this case, the Customer will not bear the cost of the additional occupation period of the careening area and cradles.

If the launching of the ship is delayed due to adverse weather or any other event of force majeure, the Customer will not be entitled to claim any compensation from the Port on that basis.

II.4.8 Conditions of use of dry docks

The Port operates 2 dry docks designated Dock 1 and Dock 2.

Docks 1 and 2 are managed by the Port, which determines the reservation and occupation conditions in the Services Tariff document for the current year. Customers wishing to carry out a technical lay-up of their ship in dock must therefore contact the Port.

Irrespective of the dock concerned, the Port performs the following operations for accommodating a ship:

- Operate the dock gates (opening / closing);
- Prepare the shoring of a ship according to the plans provided by the Customer;
- During the dewatering phase, maintain the ship on the longitudinal and transverse axes of the dock in accordance with the shoring plan, until grounding.

- ⇒ As a reminder, it is the Customer's responsibility to strictly comply with the trim and list conditions defined in the Technical Docking File prepared prior to entry into dock and to take all necessary measures to ensure compliance;
- Dewater the docks and maintain them dry at all times during the ship's stay;
 - Shore and unshore ships, including, where applicable, the installation or removal of props or shores, and temporary keel blocks;
 - If requested by the Customer, clean the dock bottom after each dewatering prior to the commencement of the Customer's works on the ship;
 - Reflood the docks.

II.4.8.1 Capacity

The 2 dry docks have the following dimensions:

- Dock 1: 176 m in length with a width of 22.00 m and a maximum draught of 7.50 m.
Usable dimensions: L = 165 m, W = 21.30 m.
- Dock 2: 107 m in length with a width of 14 m and a maximum draught of 7.50 m.
Usable dimensions: L = 90 m, W = 13 m.

II.4.8.2 Dock reservation

The terms and conditions for reserving docks are defined as follows:

➤ Intention to occupy a dock

Upon receipt of a request expressing an "intention to occupy", an acknowledgement of receipt is issued and the request is recorded in the provisional dock occupancy schedule maintained by the Port and circulated on a monthly basis. Such intention will not constitute any commitment by either the Port or the Customer with respect to a subsequent reservation, regardless of its origin.

No later than 30 days before the start date of occupation, the Customer will confirm the dock reservation or inform the Port of their decision not to proceed.

➤ Firm reservation

A firm reservation of a dock may be requested. It is subject to the Customer's acceptance of a quotation issued by the Port. Acceptance of the quotation constitutes a binding commitment between the Port and the Customer for the requested period.

➤ Request for occupation exceeding 1 month

In the event of a request for occupation of a dock exceeding one month, consultation with the port community will be carried out by the Port.

➤ Dock order

A minimum period of three weeks must be observed between the submission of the Customer's order and the date of dry docking of the ship. This period is intended to allow for planning of the ship's shoring preparation in coordination with PRCN operations.

II.4.8.3 Preparation for dry-docking of a ship

It is specified, beforehand, that in the absence of provision by the Customer of the shoring and/or propping plans and other data necessary for preparation of the Technical Docking File, the Port will not carry out dry-docking services.

Technical Docking File

Following acceptance of a dock occupation request and receipt of sufficient documentation, the technical docking file is prepared by the Port. Its purpose is to verify the adequacy between the resources available to the Port and the Customer's needs for the proposed docking operation.

The following points are notably addressed:

- Shoring with analysis of the shoring and/or propping plan provided by the Customer, suitability of the selected dock for the Customer's needs, etc.;
- Definition of specific propping or shoring means to be supplied by the Port at the Customer's expense;
- Definition of conditions for possible provision of shoring – propping means supplied by the Customer;
- Access to the dock;
- Dewatering: position and configuration (trim, list) of the ship in the dock, as well as particular needs such as underwater inspection of the hull before grounding;
- Energy and water requirements;
- Waste management;
- Risk analysis and adequacy of respective insurance coverage amounts;
- Additional services: need for platform area, installation of site facilities, handling operations, etc.

The Technical Docking File and the associated shoring plan must be formally validated by the Customer before commencement of the dry-docking operation.

Should new significant elements provided by the Customer, whether during the initial review or subsequent updates of the Technical Docking File, be likely to compromise the feasibility of the dry-docking operation, the Port reserves the right to remove the ship from the dock occupancy schedule and make the period available to other Customers.

Any errors or omissions in the documents provided (ship plans, shoring or propping documents) by the Customer directly engage their responsibility and release the Port from any liability in the event of malfunction or damage arising from such errors or omissions during the dry-docking operation.

The Technical Docking File may evolve as the definition of the works (nature and scope of interventions) decided by the Customer becomes more precise; accordingly, the Technical Docking File is updated and version-indexed in order to track its revisions. Each update must not compromise the feasibility of the project and must be jointly validated by the Port and the Customer. Signature of the latest indexed version of the Technical Docking File is mandatory to carry out the dewatering operation.

➤ Provision of platforms

A strip of surface 5 metres wide around the docks forms an integral part of the dock rental. This strip is marked on the ground with white hatching.

If additional surface area is required, the Port may propose, subject to availability, supplementary areas for rental with invoicing based on the tariffs published annually in the Services Tariff document for the current year.

For clarification, the area between the two dry docks up to the mooring pier constitutes an access route to equipment and infrastructure located along the quay edge. Accordingly, this area must remain permanently accessible to PRCN equipment and cannot therefore be subject to rental.

➤ Dewatering and refloating protocol

The Port defines the dewatering and refloating protocols on the basis of the elements set out in the Technical Docking File. These protocols take the form of schedules divided into phases specifying start and end times. These protocols are validated by the Customer.

➤ Preparation of shoring

Based on the information specified in the Technical Docking File, the Port prepares the dock for the reception of the ship subject to the order.

Specific cradles and blocks supplied by the Port are prepared and positioned at the bottom of the dock in accordance with the shoring plan.

Prior to flooding the dock, the Customer signs the following for validation:

- The shoring/propping plan serving as the basis for installation at the bottom of the dock after joint Port-Customer verification in the dock;
- The Technical Docking File to which the shoring-propping plan is appended.

Once these two stages have been duly validated by signature, the dock is flooded and ready to receive the ship.

➤ Entry and exit of the ship from the dock

Entry and positioning of the ship in the dry dock are the responsibility of the Customer until the start of the dewatering pumps.

Mooring is carried out, under the responsibility of the Customer, so as to pre-align the ship in its dewatering configuration as provided in the Technical Docking File.

While the ship is in dock awaiting dewatering, mooring operations and any necessary adjustment to the lines are carried out by the ship's crew or by mooring personnel at the request and expense of the Customer.

The dewatering operation, under the responsibility of the Port, begins as soon as Port personnel operate the centring hoists in order to position the ship in relation to the propping and shoring reference marks in preparation for grounding, or give the relevant instructions when the ship's own equipment is used.

Upon refloating, the ship again falls under the Customer's responsibility.

The crew, whose composition is determined at the initiative of the ship's master, is responsible for bringing the ship into the dock or removing it by carrying out the various manoeuvres and mooring operations required either independently or with the assistance of the mooring boatage company approved by the Port.

Where necessary, the assistance of the boatage or towage services may be imposed by the Harbour Master's Office.

II.4.8.4 Dewatering operation of a ship in dock

➤ Entry of the ship into dock

Depending on the ship's air draught, for reasons of technical feasibility, safety of persons and preservation of entrusted property, entry into dock and dewatering will be postponed upon issuance of a gale warning (special weather statement announcing force 6 or above) announced the day before and/or on the date of dewatering.

Reference meteorological information is available on the Port Atlantique La Rochelle website via the LR Traffic application under the "Ship movements and nautical access" section. In case of difficulty accessing the LR Traffic site, the Harbour Master's watch station will provide the special weather statement upon request.

From a forecast or measured gusting wind of force 5 or above, the Port reserves the right to review and update the dewatering schedule according to the evolution of available weather conditions. Any consequences resulting from a postponement will be borne by the Customer.

If the ship is already present in dock when the special weather statement is issued, the costs relating to removal of the ship from the dock and its berthing in the Bassin à Flot will be borne by the Customer. The same applies to the costs of a re-entry into dock after the end of the special weather statement.

➤ Dewatering of the ship

Once the ship is moored in the dock, the Port carries out:

- Closure of the dock by positioning the dock gate;
- Pumping out of the dock until a sufficient water level differential is created between the Bassin à Flot and the dock to ensure proper and watertight seating of the dock gate in its housing;
- Positioning of the ship in dewatering configuration in accordance with the dewatering protocol.

The Customer gives their approval for commencement of the dewatering operation.

The Port then carries out the dewatering of the ship in compliance with the dewatering protocol.

Throughout the operations, the Customer remains responsible for the ship's stability and configuration (trim, list).

The Port may decide to stop dewatering in progress if safety conditions deteriorate during the operation.

Once dewatering is completed, an inspection of the ship resting on its blocks, with the dock dry, is carried out by the Customer and the Port to accept the shoring-propping arrangement.

In the event of a defect in shoring-propping, an analysis is carried out by the Port and a solution is proposed to the Customer for approval.

The Port, in agreement with the Customer, then implements the appropriate means to restore a satisfactory configuration for the ship.

In the event of damage, an expert assessment is carried out between the parties to determine responsibilities.

Costs inherent to the means and operations undertaken will be borne by the Port or the Customer depending on the conclusions of the liability assessment.

➤ Preliminary inspection report

Subject to a request from the Customer, the Port carries out cleaning of the dock once dewatering is completed.

A preliminary inspection report is then drawn up by the Port in the presence of the Customer. This preliminary inspection report includes any platform made available to the Customer during the works.

The works planned by the Customer may under no circumstances begin before the joint completion and validation of the preliminary inspection report.

The Customer undertakes to return the dock in the same condition as that recorded in the "preliminary inspection report".

At the end of the works, and before refloating of the ship, a joint "final inspection report" is drawn up for comparison with the "preliminary inspection report".

If it is found that the Customer has not complied with their obligation to restore the dock and platform in accordance with the "preliminary inspection report", the Port will postpone refloating of the ship until the initial condition of the premises is restored. Restoration of the dock and platform is the responsibility of the Customer. In the event of failure by the Customer to meet their obligations, the Port will ensure restoration of the facilities and invoice the Customer for the services performed. If the Port uses PRCN personnel, such services will be invoiced to the Customer at the Port staff hourly rate.

Under no circumstances will the Port be held liable for any prejudice suffered by the Customer due to such delay. The Customer may therefore not claim any financial or scheduling compensation or any other form of consideration in respect of their order.

II.4.8.5 Ship stay in dry dock

➤ Keeping the dock dry

The Port ensures that the dock remains dry throughout the ship's stay.

➤ Ship stability

Any modification of the shoring and/or propping during the ship's stay in dry dock is subject to a prior written request by the Customer. The Port reviews feasibility and notifies in writing their refusal or agreement to modify the ship's support. In case of agreement by the Port, the modification is carried out exclusively by Port staff. This service is invoiced on a time-spent basis.

➤ Suspension of dewatering operations

When Port staff consider that there is a danger in continuing the dewatering following a significant change in stability before the ship is fully seated, the Customer must return the ship to the same list and trim configuration as validated in the technical call file.

Dewatering operations may also be stopped by the Port upon detection of inconsistency between the various ship positioning reference points used to verify compliance of grounding relative to the position of the blocks. Such interruptions do not entitle the Customer to any compensation.

➤ Life on board

During the technical docking period of a ship in dry configuration, living on board is not authorised due to significant risk of falling from height. However, for safety reasons specific to the ship's technical characteristics, the Port may allow, under conditions they will determine, safety visits at night or minimal presence on board.

II.4.8.6 Refloating of the ship

After validation of the "final inspection report" by the Port, the refloating protocol is implemented by Port staff after agreement of the Customer.

This operation concludes with opening of the dock gate.

The ship may then leave the dock in accordance with the procedures defined by the Port. It must take all necessary steps to clear the dry dock, in compliance with the Port's instructions.

II.4.8.7 Special conditions

If reflooding of the dock or opening of the dock gate is delayed due to adverse weather or any other case of force majeure, the Customer may not claim any compensation.

➤ **Stay of ships afloat under repair**

The stay of ships afloat in the docks is not authorised by the Port.

II.5 Special provisions applicable to port roadways

The provisions applicable to Port Roadways are defined in Article 27.3 of the Port's Special Police Regulations available at the following address:

<https://www.larochelle.port.fr/pratique/textes-applicables/>

These regulations specify in particular that "on all roadways, the rules governing signs, priority and road traffic are those of the Highway Code".

II.5.1 Exceptional transport

Exceptional transport operations are authorised subject to compliance with the routes, clearances and any specific arrangements provided for this purpose and specified on the reference map available on the website <https://www.larochelle.port.fr/media/palr-itinéraires-convois-exceptionnels.pdf>

Transport of exceptional loads within the port must comply with the general traffic regulations set out in the General Port Police Regulations of the French Transport Code.

II.5.2 Soft mobility

"Soft mobility" or "active modes" are modes of transport alternative to motorised transport: walking, cycling, scooters, etc.

Users of soft modes must use pathways adapted to these uses.

In the absence of cycle paths, cycle lanes or greenways, users of soft mobility travel on the right-hand side of the roadway.

Bicycles and other personal mobility devices must preferably park in areas specifically designated for this purpose.

II.5.3 Obstructive parking or storage

Any parking or storage that interferes with site operations and has not been authorised by the Port will result in a request for immediate removal at the expense of the Port User. If the obstruction persists, the Port will take the necessary action to restore normal operating conditions at the Port User's expense and risk.

In this respect, where necessary, the Port, by virtue of their police powers defined in Article 27.3.4 of the GPMLR Port Police Regulations, may issue an offence report liable to result in the application of a fixed fine pursuant to the provisions of the Highway Code (<https://www.service-public.fr/particuliers/vosdroits/F34212>).

II.5.4 Sleeping vehicles

The use of so-called "sleeping vehicles" is prohibited on public areas directly managed by the GPMLR, in particular roadways, car parks and non-concession platforms.

II.6 Special provisions applicable to the port rail network

The rules governing operation of the Port Rail Network are defined in the Network Reference Document (DRR) available at the following address:

https://www.larochelle.port.fr/media/dref_201_drr_rfp_octobre_2021.pdf

In the event of intervention by public emergency services within the Port: SDIS17, SAMU, Police, etc., and in order to facilitate their access as quickly as possible to the site of intervention, the GPMLR reserves the right to order the suspension of rail traffic to avoid blocking emergency services at a level crossing. In such case, no compensation for operating loss may be claimed from the GPMLR.

II.7 Insurance

II.7.1 Customer insurance

Prior to any use of the Port's facilities, the Customer must provide evidence of a valid insurance policy covering:

- The financial consequences of the Civil Liability they may incur in the course of their activities for bodily injury, property damage and consequential or non-consequential losses caused to third parties;
- Fire and theft;
- Damage sustained by their own ship.

The Customer must also provide a waiver of recourse for any damage exceeding the guarantees insured by the Port.

The Customer must provide the Port with supporting documentation of their insurance policies detailing the guarantees, together with the order request.

II.7.2 Port insurance

Within the scope of their activities, the Port is insured for damage suffered by third parties where their liability may be engaged.

II.7.2.1 Civil liability insurance

The table below summarises the type of cover provided by the Port's insurance policy and the maximum amount:

- Overall limit for all damages combined (bodily injury, property damage and losses, whether consequential or non-consequential) including:	€ 20,000,000
- Property damage and consequential losses resulting from insured bodily injury or property damage	€ 8,000,000
- Project owner and project management civil liability (bodily injury, property damage and consequential losses) (cover per claim and per year)	€ 3,000,000
- Non-consequential losses not arising from insured bodily injury or material damage (cover per claim and per year)	€ 2,000,000
- Damage to entrusted property, including, in particular when positioned at the bottom of a dry dock	€ 5,000,000
- Post-completion or post-delivery civil liability (cover per claim and per year)	€ 2,000,000
- Gross negligence (cover per claim and per year)	€ 2,000,000
- Theft committed by employees	€ 30,000
- Employees' personal property	€ 30,000

II.7.2.2 Civil Liability – operation as a tool

➤ Boat lift

For activities relating to the boat lift under the “Civil liability - operation as a tool” section of its motor vehicle policy, cover is limited to the conditions specified below:

- Civil liability – operation as a tool (bodily injury, property damage, losses) per claim	€ 8,000,000
- <i>including property damage per claim</i>	€ 1,550,000
<i>including consequential or non-consequential loss per claim</i>	€ 155,000

➤ Lifting equipment

For lifting operations with an operator using the telescopic handler or the crane truck, the Customer will provide the Port with all information necessary to enable the relevant Port services to carry out the prior technical assessment and the lifting operation itself.

Any errors, negligence or omissions in the information transmitted or documents produced by the Customer relating to the goods to be handled will directly engage the Customer’s liability and release the Port from all liability in the event of malfunction or fault during handling arising from such errors, negligence or omissions.

The Customer will be liable for loss of and damage to the Port’s own lifting equipment if the Port establishes that such loss or damage results from the Customer’s failure to comply with their contractual obligations.

The Customer may claim only direct, personal, and certain property damage and losses that they has suffered. For these activities under the “Civil Liability – operation as a tool” section of their insurance contract, the Port’s obligations are in all circumstances limited to the guarantees and amounts indicated below:

- bodily injury: € 7,000,000 per claim
- property damage and consequential losses: € 1,000,000 per claim

Part III - PROPERTY AND REAL ESTATE

This chapter applies to all commercialisable assets of the Port and to all Customers and users of the port premises.

III.1 General principles

Any occupation of the port premises requires the issuance of a temporary occupation permit for the port premises. This is governed by the general terms and conditions of occupation as well as by the specific terms and conditions of the occupation permit.

Any occupation of the public premises gives rise to payment of a public premises occupation fee, pursuant to the occupation permit.

III.2 Public berths operated by the Port

The Port directly operates certain berths such as BF01, BF04 (from 01/04/2026), BF11 (from 01/04/2026), Epi Central of the Bassin à Flot, Ro-Ro berths 1 and 2, Quai Alcyone, as well as the adjoining pontoons.

The adjoining platform areas, with a maximum depth of 25 metres from the quay line, are reserved for the transit of goods, both for loading and unloading, as well as for minor ship repair operations. This limits occupation of the berth and adjoining platform to less than two days.

Any occupation of a berth or storage of goods without prior authorisation from the Port or beyond the authorised period of 2 days will be considered as occupation of the port public premises and must be subject to an appropriate authorisation (refer to general terms and conditions of occupation).

III.3 Admission of goods

The admission and storage under sheds or on platforms of dangerous, noxious or dirty goods will be carried out under the responsibility of the holders of the agreements and in accordance with the provisions of:

- Environmental Code and the regulations governing Installations Classified for Environmental Protection (ICPE),
 - Ministerial Order of 18 July 2000 as amended regulating the transport and handling of dangerous goods in maritime ports, as amended by the Order of 9 December 2010,
 - Prefectoral Order of 10 July 2020 establishing the local regulations applicable at the Grand Port Maritime de La Rochelle for the transport and handling of dangerous goods.
- The Port's insurance policies.

Storage of goods under sheds or on platforms may be refused if they are liable to cause damage either to buildings or to goods already stored nearby.

In order to prevent congestion or remedy operational difficulties, storage of certain goods under sheds or on platforms may be prohibited by decision of the Port's Chief Executive Officer, notified to users.

Goods already stored which have caused damage to installations, or are likely to cause such damage, may be removed ex officio by the Port, upon instruction of the Chief Executive Officer, at the expense and risk of their custodian, after formal notice has remained without effect and subject, where applicable, to supervision by the Customs Department, which must be informed of the intended destination of said goods. Such formal notice will specify the removal deadline. The liability of the Port or of the company responsible for the ex officio removal operations will only be engaged in the event of gross negligence on their part.

III.4 Supporting documents

The holder of the occupation authorisation (shipowner, agent, freight forwarder, etc.) must provide (upon request) to the Port, at the time of deposit or removal of the goods, the list, container numbers, marks, weights and volumes of the goods deposited or justify their nature, in particular by producing the following documents: manifests and delivery order for imports, and receipt note for export goods or the "interchange" document in both cases. Any incomplete or inaccurate declaration as to the nature, weight or volume of the goods may engage the liability of the occupant of the premises.

III.5 Cleaning of sheds and platforms

On platforms located beyond a depth of 25 metres from the quay line, in and around sheds, the area occupied by the goods and its surroundings must be completely cleaned immediately after removal of the goods, at the initiative of the handling company.

If this requirement is not complied with, the Port will carry out the cleaning ex officio at the expense of the handling company.

Waste resulting from sweeping operations will be removed periodically, or upon request by the Port, by the depositor of the goods, at their expense.

Where temporary storage of waste resulting from cleaning of sheds and platforms is necessary, it will be carried out in skips provided for this purpose.

Under no circumstances may waste resulting from sweeping operations be discharged into the sea.

If this requirement is not complied with, the Port will ex officio order removal of such waste and re-invoice the costs to the handling company, increased by management fees in accordance with the public tariffs published annually in the Service Tariffs document, available on the Port's website.

LEXICON

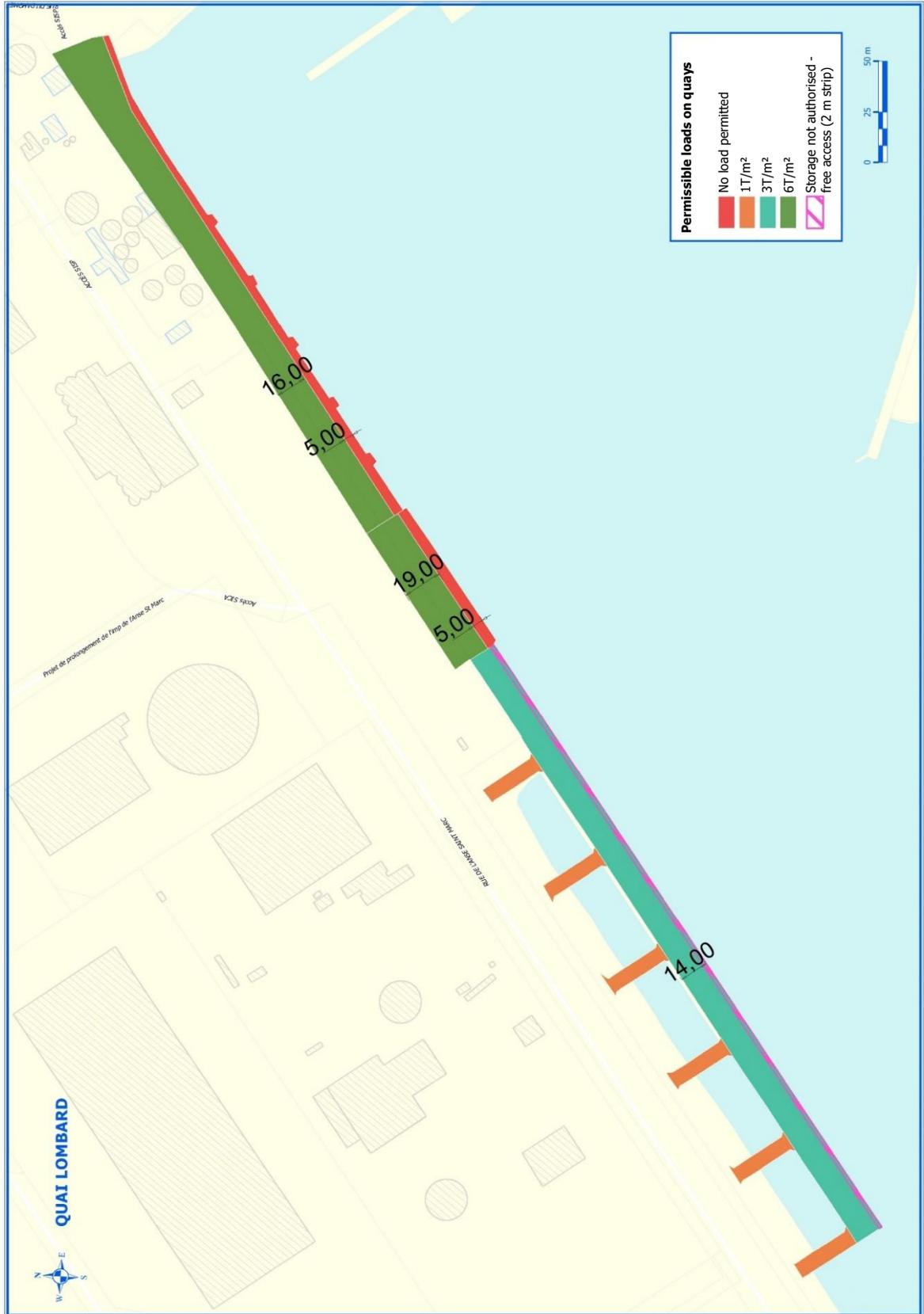
ANED	Assistance to ship in distress (<i>Accueil Navire En Difficulté</i>)
Degassing	Operation consisting of ventilating a tank or ballast to evacuate all flammable vapours
DWT	Deadweight Tonnes
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
GPM LR	Grand Port Maritime de La Rochelle
H	Height of tide at a given time
HLA	Departure cut-off time (<i>Heure Limite d'Appareillage</i>)
HLPB	Cut-off passage time abeam the "Chauveau" Buoys and the "Roche du Sud" (<i>Heure Limite Passage des Bouées</i>)
ICPE	Installation Classified for Environmental Protection
IMO number	Ship identification number issued by International Maritime Organisation
IMO	International Maritime Organisation
Knot	1 nautical mile / hour, i.e. 1.852 m / hour
MARPOL points	Ship waste collection points
MARPOL	Marine Pollution
POB	Pilot On Board
PRCN	Shipbuilding and repair centre (<i>Pôle de Réparation et de Construction Navales</i>)
Ro-Ro	Roll On – Roll Off
RPM	Regulations for the Transport and Handling of Dangerous Goods
Shoring	Placement of keel blocks in a dry dock forming the support plan for grounding (drying out) a ship
TBT	Tributyltin used in antifouling paints
To shore	To shore up a ship with props
TP	Platforms of the careening yard numbered 1 to 5
WD	Water depth, at lowest astronomical tide, between the seabed and chart datum ("0" of nautical charts).

List of appendices

1. Permissible loads on quays







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