

SUBJECT: CHARGES FOR THE SPECIAL USE OF PORT FACILITIES AND NAVIGATIONAL AIDS AT THE PORT AUTHORITY OF VALENCIA, VALID FROM 1ST JANUARY 2015.

The following memorandum sets out the charges for the special use of port facilities and navigational aids, which are valid from 1st January 2015, pursuant to:

1. The recast text of the Spanish Law on State-owned Ports and the Merchant Navy, passed by Legislative Royal Decree 2/2011, of 5th September (Official State Gazette No. 253 of 20/10/2011).
2. The agreement reached by the Port Authority of Valencia's Board of Directors at the board meeting held on 22nd December 2014, under which the correction coefficients and rebates for 2015 were approved. Point 6 of this agreement states that its validity shall coincide with that specified for the Spanish General State Budget Law for 2015 or where applicable, that corresponding to the approval of the correction coefficients for the vessel, passenger, and goods charges, according to what is set out in article 166 and in the 22nd additional provision of the recast text of the Spanish Law on State-owned Ports and the Merchant Navy, passed by Legislative Royal Decree 2/2011, of 5th September.
3. Spanish Law 36/2014, of 26th December, on the Spanish General State Budget for 2015.

The General State Budget for 2015 was passed according to Spanish Law 36/2014, of 26th December (Official State Gazette No. 315, of 30th December) and **came into effect from 1st January 2015**, as did the aforementioned agreement on rebates and correction coefficients (attached to this memorandum).

NEW FEATURES FOR 2015 IN PORT CHARGES FOR THE SPECIAL USE OF PORT FACILITIES:

- For 2015, the correction coefficients and basic charges for the vessel, passenger, and goods charges that were in force in 2014 at the Port Authority of Valencia have been maintained.

Thus, the amounts of the aforementioned charges have not been modified.

- A reduction coefficient, with a value of 0.5, has been introduced in the calculation of the full amount of the vessel charge for ships that are powered by liquefied natural gas (LNG), or which use LNG or electricity supplied from the quay to power their ancillary engines during port calls.

- The method used to calculate the full amount of the charge applicable to recreational craft that are not registered at Spanish ports has been modified.

The details of the terms and conditions for the application of the new coefficient, as well as the method used to calculate the recreational craft charge, are included in the 17th final provision of Spanish Law 36/2014, of 26th December, on the General State Budget for 2015.

- The 2015 rebates approved by the Port Authority of Valencia include the following:
 - Flatbed trailers have been added to the goods charge rebate for the use of rail freight. In 2014, this was applied to container goods and vehicles. In addition, rebates for this type of transport have been increased from 15% to 30%.
 - Goods charge rebates have been included for the consolidation of freight on flatbed trailers for Ro-ro traffic (excluding Ropax).
 - Rebates for the food and automotive industries at the Port of Gandia have been eliminated.
 - In 2015, a goods charge rebate has been applied to aluminium and wooden board traffic at the Port of Gandia.
 - A goods charge rebate has been approved for the loading of wood chips, and the loading and discharge of methanol, and soya beans and flour.
 - Rebates on bulk cement in force before 2014 have been reintroduced. Packaged cement continues to be eligible for rebates.
 - Finally, the goods charge rebate for empty containers has been reduced from 15% to 10%. All other rebates that have not been mentioned remain unchanged.

CHARGES VALID FOR THE SPECIAL USE OF PORT FACILITIES AND NAVIGATIONAL AIDS AT THE PORT AUTHORITY OF VALENCIA IN 2015

1.-NAVIGATIONAL AIDS CHARGE

Basic charge A: €0.29 (service provided by port authorities)

Basic charge C: €0.28 (service provided by the Spanish Maritime Safety Agency)

Full amount of the charge:

- A. For vessels to which the vessel charge is applied, given their characteristics:
 $G.T. \times (\text{€}0.29 + \text{€}0.28) \times 0.035$ (for the first three calls in each calendar year).
- B. For recreational craft nine metres long or over, if they are motor vessels, and 12 metres long, if they are sailing craft:

B1. (€0.29 + €0.28) x length x breadth x 16 (in each calendar year).

B2. When they are not registered at a Spanish port: $[(€0.29 + €0.28) \times \text{length} \times \text{breadth} \times 16] / \text{number of days in the year} \times \text{days in port}$.

C. For recreational craft under nine metres long, if they are motor vessels:

C1. (€0.29 + €0.28) x length x breadth x 40 (once only and valid indefinitely).

C2. When they are not registered at a Spanish port: $[(€0.29 + €0.28) \times \text{length} \times \text{breadth} \times 40] / \text{number of days in the year} \times \text{days in port}$.

2.- VESSEL CHARGE

Basic charge: short sea shipping = €1.20, rest of shipping = €1.43

Correction coefficient for 2015: 1.20

Charge calculation: G.T./100 x hours of stay to be paid x the following amounts (in which the basic charge, correction coefficient, and charge coefficient are included):

(In the case of prolonged use of berthing or anchoring facilities, a vessel's stay will be calculated by 24-hour periods or a fraction thereof, and by the stay conditions set out in article 197 of the recast text of the Spanish Law on State-owned Ports and the Merchant Navy, passed by Legislative Royal Decree 2/2011, of 5th September).

A) Vessels used for short sea shipping services

A.1 General price bands

| <i>BERTHING</i> | | <i>FULL AMOUNT IN EUROS</i> |
|---|---|---------------------------------|
| NON-CONCESSION | ALONGSIDE QUAY | 1.4400 |
| CONCESSION | ALONGSIDE QUAY | 1.0080 |
| CONCESSION WITH WATER SURFACE OCCUPANCY | ALONGSIDE QUAY | 0.8640 |
| NON-CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 1.1520 |
| CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.8640 |
| CONCESSION WITH WATER SURFACE OCCUPANCY | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.7200 |

A.2 Roll-on/roll-off vessels (Ro-ro and other)

| <i>GENERAL</i> | <i>BERTHING</i> | <i>FULL AMOUNT IN EUROS</i> |
|----------------|-------------------------------|-----------------------------|
| | NON-CONCESSION | ALONGSIDE QUAY 1.2960 |
| | CONCESSION | ALONGSIDE QUAY 0.9072 |
| | CONCESSION WITH WATER SURFACE | ALONGSIDE QUAY 0.7776 |

| | OCCUPANCY | | |
|--|--|--|-----------------------------|
| | NON-CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 1.0368 |
| | CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.7776 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.6480 |
| | | BERTHING | FULL AMOUNT IN EUROS |
| USED FOR REGULAR SHIPPING SERVICE | NON-CONCESSION | ALONGSIDE QUAY | 0.8640 |
| | CONCESSION | ALONGSIDE QUAY | 0.6048 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | ALONGSIDE QUAY | 0.5184 |
| | NON-CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.6912 |
| | CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.5184 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.4320 |

B) Other vessels not used for short sea shipping services

B.1 General

| | BERTHING | FULL AMOUNT IN EUROS |
|--|---|---------------------------------|
| NON-CONCESSION | ALONGSIDE QUAY | 1.7160 |
| CONCESSION | ALONGSIDE QUAY | 1.2012 |
| CONCESSION WITH WATER SURFACE OCCUPANCY | ALONGSIDE QUAY | 1.0296 |
| NON-CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 1.3728 |
| CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 1.0296 |
| CONCESSION WITH WATER SURFACE OCCUPANCY | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.8580 |

B.2 Provisions, supplies, and repairs

| | BERTHING | FULL AMOUNT IN EUROS |
|--|---|---------------------------------|
| NON-CONCESSION | ALONGSIDE QUAY | 0.4290 |
| CONCESSION | ALONGSIDE QUAY | 0.3003 |
| CONCESSION WITH WATER SURFACE OCCUPANCY | ALONGSIDE QUAY | 0.2574 |
| NON-CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.3432 |

| | | |
|--|---|--------|
| CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.2574 |
| CONCESSION WITH WATER SURFACE OCCUPANCY | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.2145 |

B.3 Cruise ships

| <i>HEADING</i> | <i>BERTHING</i> | <i>FULL AMOUNT IN EUROS</i> | |
|-----------------------|---|--|--------|
| GENERAL | NON-CONCESSION | ALONGSIDE QUAY | 1.2012 |
| | CONCESSION | ALONGSIDE QUAY | 0.8408 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | ALONGSIDE QUAY | 0.7207 |
| | NON-CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.9610 |
| | CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.7207 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.6006 |
| HOME PORT CALL | NON-CONCESSION | ALONGSIDE QUAY | 0.9610 |
| | CONCESSION | ALONGSIDE QUAY | 0.6727 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | ALONGSIDE QUAY | 0.5766 |
| | NON-CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.7688 |
| | CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.5766 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.4805 |

| | <i>BERTHING</i> | <i>FULL AMOUNT IN EUROS</i> | |
|--|---|--|--------|
| CRUISE COMPANY (12 calls at home port or 8 calls in season) | NON-CONCESSION | ALONGSIDE QUAY | 0.8580 |
| | CONCESSION | ALONGSIDE QUAY | 0.6006 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | ALONGSIDE QUAY | 0.5148 |
| | NON-CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.6864 |
| | CONCESSION | BOW-TO/STERN-TO BERTHING OR ALONGSIDE VESSEL | 0.5148 |
| | CONCESSION WITH WATER SURFACE OCCUPANCY | BOW-TO/STERN-TO BERTHING OR ALONGSIDE | 0.4290 |

VESSEL

C) Prolonged use of berthing or anchoring facilities

| HEADING | FULL AMOUNT IN EUROS | | |
|---|----------------------|--|---------------------------------------|
| | BERTHING | | |
| | NON-CONCESSION | CONCESSION WITHOUT WATER SURFACE OCCUPANCY | WITH WATER SURFACE OCCUPANCY |
| LOCAL TRAFFIC | 6.8640 | 4.8048 | 4.1184 |
| DREDGING AND SUPPLIES | 8.0137 | 5.6096 | 4.8082 |
| MAJOR REPAIRS – OUTSIDE SHIPYARD | 2.2823 | 1.5976 | 1.3694 |
| SHIP BUILDING/MAJOR REPAIRS – AT SHIPYARD | 0,8580 | 0.6006 | 0.5148 |
| FISHING VESSELS | 0.7722 | 0.5405 | 0.4633 |
| DEPOSIT IN COURT | 1.7160 | 1.2012 | 1.0296 |
| INACTIVE VESSELS | 8.0137 | 5.6096 | 4.8082 |
| PORT SERVICES | 3.9983 | 2.7988 | 2.3990 |
| STAY OVER ONE MONTH | 8.0137 | 5.6096 | 4.8082 |

D) Vessels anchored in zone II and in non-concession waters (*)

| HEADING | FULL AMOUNT IN EUROS |
|--|----------------------|
| D1. GENERAL | |
| VESSELS USED FOR SHORT SEA SHIPPING SERVICES | 1.1520 |
| OTHER VESSELS NOT USED FOR SHORT SEA SHIPPING SERVICES | 1.3728 |
| D.2 UNDER REPAIR, PROVISIONS, AND SUPPLIES | |
| (Repairs carried out by others, not the ship's crew) | 0.8237 |

(*) Payment shall be made from the fourth day of stay, unless trading operations have been carried out, in which case, payment shall be made from the start of operations.

3.- PASSENGER CHARGE

Basic charge: €3.23

Correction coefficient for 2015: 1.00

I. Cruise ships

Charge calculation: for each embarked/disembarked passenger and/or transit passenger per day x the following amounts (including the basic charge, correction coefficient and charge coefficient):

A) At non-concession berths and passenger terminals:

| PRICE BANDS | HEADING | FULL AMOUNT IN EUROS |
|-------------|--------------------------------|----------------------|
| CRUISE SHIP | EMBARKED/DISEMBARKED PASSENGER | 3.8760 |
| CRUISE SHIP | TRANSIT PASSENGER | 2.4225 |

B) At concession passenger terminals without berthing:

| PRICE BANDS | HEADING | FULL AMOUNT IN EUROS |
|-------------|--------------------------------|----------------------|
| CRUISE SHIP | EMBARKED/DISEMBARKED PASSENGER | 2.9070 |
| CRUISE SHIP | TRANSIT PASSENGER | 1.8169 |

C) At concession passenger terminals with berthing:

| PRICE BANDS | HEADING | FULL AMOUNT IN EUROS |
|-------------|--------------------------------|----------------------|
| CRUISE SHIP | EMBARKED/DISEMBARKED PASSENGER | 1.9380 |
| CRUISE SHIP | TRANSIT PASSENGER | 1.2113 |

II. Transport of passengers and passenger vehicles

Charge calculation: for each passenger and/or passenger vehicle x the following amounts (including the basic charge, correction coefficient, and charge coefficient):

A) At non-concession berths and passenger terminals:

| PRICE BANDS | HEADING | FULL AMOUNT IN EUROS | |
|-------------|--------------------------------|----------------------|--------------------------|
| | | GENERAL | REGULAR SHIPPING SERVICE |
| TRANSPORT | SCHENGEN PASSENGER TRAFFIC | 2.4225 | 1.9380 |
| TRANSPORT | NON-SCHENGEN PASSENGER TRAFFIC | 3.2300 | 2.5840 |
| TRANSPORT | MOTORCYCLES | 4.1990 | 3.3592 |
| TRANSPORT | CARS UP TO 5 METRES | 9.3670 | 7.4936 |
| TRANSPORT | CARS OVER 5 METRES | 18.7340 | 14.9872 |
| TRANSPORT | COACHES | 50.3880 | 40.3104 |

B) At concession passenger terminals without berthing:

| PRICE BANDS | HEADING | FULL AMOUNT IN EUROS | |
|-------------|--------------------------------|----------------------|--------------------------|
| | | GENERAL | REGULAR SHIPPING SERVICE |
| TRANSPORT | SCHENGEN PASSENGER TRAFFIC | 1.8169 | 1.4535 |
| TRANSPORT | NON-SCHENGEN PASSENGER TRAFFIC | 2.4225 | 1.9380 |
| TRANSPORT | MOTORCYCLES | 3.1493 | 2.5194 |
| TRANSPORT | CARS UP TO 5 METRES | 7.0253 | 5.6202 |
| TRANSPORT | CARS OVER 5 METRES | 14.0505 | 11.2404 |
| TRANSPORT | COACHES | 37.7910 | 30.2328 |

c) At concession passenger terminals with berthing:

| PRICE BANDS | HEADING | FULL AMOUNT IN EUROS | |
|-------------|--------------------------------|----------------------|--------------------------|
| | | GENERAL | REGULAR SHIPPING SERVICE |
| TRANSPORT | SCHENGEN PASSENGER TRAFFIC | 1.2113 | 0.9690 |
| TRANSPORT | NON-SCHENGEN PASSENGER TRAFFIC | 1.6150 | 1.2920 |
| TRANSPORT | MOTORCYCLES | 2.0995 | 1.6796 |
| TRANSPORT | CARS UP TO 5 METRES | 4.6835 | 3.7468 |
| TRANSPORT | CARS OVER 5 METRES | 9.3670 | 7.4936 |
| TRANSPORT | COACHES | 25.1940 | 20.1552 |

4.- GOODS CHARGE

Basic charge: €2.95

Correction coefficient for 2015: 1.20

Charge calculation: for every tonne or unit x the following amounts (in which the basic charge, correction coefficient and charge coefficient are included):

A. For goods that are loaded or discharged:

1. Simplified price bands

| HEADING | FULL AMOUNT IN EUROS | | |
|--|--|---------------------|------------------|
| | WITHOUT TERMINAL OR NON-CONCESSION | CONCESSION TERMINAL | |
| | | WITHOUT BERTHING | WITH BERTHING |
| CONTAINER LESS THAN OR EQUAL TO 20' | 35.4000 | 28.3200 | 17.7000 |
| RIGID VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 6.10 METRES | 35.4000 | 28.3200 | 17.7000 |
| CONTAINER OVER 20' | 53.1000 | 42.4800 | 26.5500 |
| SEMI-TRAILER AND TRAILER | 53.1000 | 42.4800 | 26.5500 |
| RIGID VEHICLE WITH BOX TRAILER OR FLATBED TRAILER OVER 6.10 METRES | 53.1000 | 42.4800 | 26.5500 |
| ARTICULATED VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 16.50 METRES | 53.1000 | 42.4800 | 26.5500 |
| RIGID VEHICLE WITH TRAILER (ROAD TRAIN) | 88.5000 | 70.8000 | 44.2500 |
| VEHICLES TRANSPORTED AS GOODS: | | | |
| VEHICLES UP TO 2,500 KG IN WEIGHT | 1.77 | 1.4160 | 0.8850 |
| VEHICLES OVER 2,500 KG IN WEIGHT | 7.08 | 5.6640 | 3.5400 |

(amounts are per unit of equipment/vehicle)

2. Goods group price bands

2.1 For goods:

| WITHOUT TERMINAL OR | FULL AMOUNT IN EUROS | |
|------------------------|----------------------|--|
| | CONCESSION TERMINAL | |

| | NON-CONCESSION | WITHOUT BERTHING | WITH BERTHING |
|--------------|-----------------------|-------------------------|----------------------|
| FIRST GROUP | 0.5664 | 0.4531 | 0.2832 |
| SECOND GROUP | 0.9558 | 0.7646 | 0.4779 |
| THIRD GROUP | 1.5222 | 1.2178 | 0.7611 |
| FOURTH GROUP | 2.5488 | 2.0390 | 1.2744 |
| FIFTH GROUP | 3.5400 | 2.8320 | 1.7700 |

(amounts are per tonne)

2.2 For transport elements which contain or do not contain goods:

| HEADING | FULL AMOUNT IN EUROS | | |
|---|---|----------------------------|----------------------|
| | WITHOUT TERMINAL OR NON-CONCESSION | CONCESSION TERMINAL | |
| | | WITHOUT BERTHING | WITH BERTHING |
| CONTAINER LESS THAN OR EQUAL TO 20' (PER UNIT) | 3.1860 | 2.5488 | 1.5930 |
| RIGID VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 6.10 METRES (PER UNIT) | 3.1860 | 2.5488 | 1.5930 |
| FLATBED TRAILER UP TO 6.10 METRES (PER UNIT) | 3.1860 | 2.5488 | 1.5930 |
| CONTAINER LESS THAN 20' (PER UNIT) | 6.3720 | 5.0976 | 3.1860 |
| SEMI-TRAILER AND TRAILER (PER UNIT) | 6.3720 | 5.0976 | 3.1860 |
| RIGID VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 6.10 METRES (PER UNIT) | 6.3720 | 5.0976 | 3.1860 |
| ARTICULATED VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 16.50 METRES (PER UNIT) | 6.3720 | 5.0976 | 3.1860 |
| FLATBED TRAILER OVER 6.10 METRES (PER UNIT) | 6.3720 | 5.0976 | 3.1860 |
| TRACTORS (PER UNIT) | 2.1240 | 1.6992 | 1.0620 |
| RIGID VEHICLE WITH TRAILER (ROAD TRAIN) (PER UNIT) | 10.2660 | 8.2128 | 5.1330 |
| OTHER NON-RELATED EQUIPMENT (PER TONNE) | 1.7700 | 1.4160 | 0.8850 |

(amounts are per unit, except other non-related equipment which is per tonne)

B. For goods in transit:

A correction coefficient of 0.25 will be added to the amounts in section A, except in the case of concession terminals including berthing, to which the following amounts will be added:

| HEADING | FULL AMOUNT IN EUROS |
|--|-----------------------------|
| CONTAINER LESS THAN OR EQUAL TO 20' | 8.8500 |
| RIGID VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 6.10 METRES | 8.8500 |
| CONTAINER OVER 20' | 13.2750 |
| SEMI-TRAILER AND TRAILER | 13.2750 |
| RIGID VEHICLE WITH BOX TRAILER OR FLATBED TRAILER OVER 6.10 METRES | 13.2750 |
| ARTICULATED VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 16.50 METRES | 13.2750 |
| RIGID VEHICLE WITH TRAILER (ROAD TRAIN) | 22.1250 |
| VEHICLES TRANSPORTED AS GOODS: | |
| VEHICLES UP TO 2,500 KG IN WEIGHT | 0.4425 |
| VEHICLES OVER 2,500 KG IN WEIGHT | 1.7700 |

| GOODS GROUP PRICE BANDS | | | |
|--------------------------------|-------------------------------------|---|-------------------------------------|
| FOR GOODS | FOR TRANSPORT ELEMENTS | | |
| | FULL AMOUNT IN EUROS | | FULL AMOUNT IN EUROS |
| | | CONTAINER LESS THAN OR EQUAL TO 20' (PER UNIT) | 0.7965 |
| | | RIGID VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 6.10 METRES (PER UNIT) | 0.7965 |
| | | FLATBED TRAILER UP TO 6.10 METRES (PER UNIT) | 0.7965 |
| | | CONTAINER LESS THAN 20' (PER UNIT) | 1.5930 |
| | | SEMI-TRAILER AND TRAILER (PER UNIT) | 1.5930 |
| | | RIGID VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 6.10 METRES (PER UNIT) | 1.5930 |
| FIRST GROUP | 0.1416 | ARTICULATED VEHICLE WITH BOX TRAILER OR FLATBED TRAILER UP TO 16.50 METRES (PER UNIT) | 1.5930 |
| SECOND GROUP | 0.2390 | FLATBED TRAILER OVER 6.10 METRES (PER UNIT) | 1.5930 |
| THIRD GROUP | 0.3806 | TRACTORS (PER UNIT) | 0.5310 |
| FOURTH GROUP | 0.6372 | RIGID VEHICLE WITH TRAILER (ROAD TRAIN) (PER UNIT) | 2.5665 |
| FIFTH GROUP | 0.8850 | OTHER NON-RELATED EQUIPMENT (PER TONNE) | 0.4425 |

C. For goods and their arrival/departure transport elements transported in vessels used for regular short sea shipping services:

1. General: a correction coefficient of 0.80 will be applied to the values in section A.
2. When the goods are rolled on to or rolled off of Ro-ro type vessels or similar: a correction coefficient of 0.6 will be applied to the values in section A.

D. For goods and their arrival/departure transport elements, which enter or leave the port service area by rail:

A correction coefficient of 0.50 will be applied to the values in section A.

The rebates included in Spanish Law 36/2014, of 26th December, on the General State Budget for 2015 (Official State Gazette No. 315, of 30th December), and approved by the Port Authority of Valencia's Board of Directors at the board meeting of 22nd December 2014, the minutes of which are attached, shall be applied to the aforementioned charges.

GENERAL MANAGER

Signed: Mr. Ramón Gómez-Ferrer Boldova

REBATES FOR 2015 (ART 245.3) Aimed at promoting shipping services and increasing maritime traffic that contribute to economic and social development.

| Vessel charge | | | |
|---|--------------------------------|--------------|--|
| SENSITIVE, PRIORITY AND STRATEGIC MARITIME TRAFFIC AND SHIPPING SERVICES | Price band | Value | SPECIFIC TERMS AND CONDITIONS |
| CONTAINERS that arrive or depart by sea on regular shipping service. Lifted on and lifted off. | See table 1 for conditions. | | Applied from the first call or TEU of the corresponding price band in the conditions specified in the attached table. |
| Cruise ships | From 25 calls per year onwards | 10 % | Applied from the shipping company's first call of the year, once minimum traffic requirements have been reached. |
| Freight consolidation. FLATBED TRAILERS. Ro-ro traffic shipping services (excluding Ropax-type shipping services) Sagunto | From 52 calls onwards | 25 % | Applied from the first call, according to the total volume generated by a single shipping company in the current year. Rebates on the corresponding price band are established according to the total volume of calls accumulated by the shipping company. |
| Freight consolidation on Ro-ro traffic shipping services (excluding Ropax-type shipping services). Valencia | Over 600 calls | 40 % | Applied from the first call, according to the total volume generated by a single shipping company in the current year. Rebates on the corresponding price band are established according to the total volume of calls accumulated by the shipping company. |
| | Between 501 and 600 calls | 35 % | |
| | Between 401 and 500 calls | 25 % | |
| | Between 201 and 400 calls | 20 % | |
| | Between 101 and 200 calls | 15 % | |
| NATURAL GAS (including transit) | From the first call onwards | 5 % | The corresponding rebate percentage is applied both from the first call and/or tonne in each of the different price bands, but only when the charge payer has reached the minimum traffic requirements specified for each of the bands and the percentage marked for each one. The vessel charge rebate is not applied to calls that only handle goods in transit. |
| Regular container shipping services. Port of Gandia | From 20 calls per year onwards | 20 % | Applied from the first call of the year, once the charge payer has reached the minimum traffic requirements. |

| Goods charge | | | | |
|--|---------------|--|-------|--|
| SENSITIVE, PRIORITY AND STRATEGIC MARITIME TRAFFIC AND SHIPPING SERVICES | Customs codes | Price band | Value | SPECIFIC TERMS AND CONDITIONS |
| CONTAINERS that arrive or depart by sea on regular shipping service. Lifted on and lifted off. | | See tables 3 & 4 for conditions. | | Applied from the first call or TEU of the corresponding price band in the conditions specified in the attached table. |
| CONTAINERS in transit. Lifted on and lifted off. | | See table 2 for conditions. | | Applied from the first TEU of the corresponding price band in the conditions specified in the attached table. |
| Empty CONTAINERS (excluding transit) | | From 1,000 TEUs onwards | 10 % | Applied from the first TEU, once the charge payer has reached the minimum traffic requirements. |
| Freight consolidation. FLATBED TRAILERS. Ro-ro traffic shipping services (excluding Ropax-type shipping services)) | | Between 50,000 and 60,000 flatbed trailers | 5 % | Rebates are applied to the ITU of the T3, and where applicable, to the loading and unloading of FLATBED TRAILERS on Ro-ro shipping services (EXCLUDING ROPAX), as long as the following conditions are met: - At least 50,000 flatbed trailers must be handled during the year. - Rebates on the corresponding price band are established according to the total cumulative volume of flatbed trailers, and are calculated by applying the rebate percentage to the average value of the T3 per ITU in the current year. Rebates are applied from the first flatbed trailer onwards. – Flatbed trailers are defined as: trailers up to 6.10m, trailers up to 12.30m, trailers over 12.30m, semi-trailers or flatbed trailers up to 6.10m, semi-trailers or flatbed trailers up to 12.30m, and semi-trailers or flatbed trailers over 12.30m. Rebates are calculated according to the total traffic shipped by the charge payers at all the ports managed by the port authority. |
| | | Over 60,000 flatbed trailers | 15 % | |
| NATURAL GAS (including transit) | 2711 B | Over 300,000 t. | 35 % | The corresponding rebate percentage is applied both from the first call and/or tonne in each of the different price bands, but only when the charge payer has reached the minimum traffic requirements specified for each of the bands and the percentage marked for each one. The vessel charge rebate is not applied to calls that only handle goods in transit. |
| | | Between 200,001 and 300,000 t. | 20 % | |
| | | Between 100,001 and 200,000 t. | 10 % | |

| | | | | |
|--|----------------------------------|---|------|---|
| CEMENT loading | 2523 A y B | From 80,000 t. onwards | 20 % | Applied from the first tonne of the year, once the charge payer has reached the minimum traffic requirements, but only for loaded conventional general cargo. Traffic is counted separately for each code. Rebates on code 2523B are restricted to bulk cement pumped from a truck via a hose connection to the vessel. |
| Loading and discharge (excluding transit) of IRON AND STEEL PRODUCTS | 7208 A y B 7209 A y B 7210 | From 60,000 t. | 20 % | Applied from the first tonne of the year, once the charge payer has reached the minimum traffic requirements. Only applied to conventional general cargo. |
| Loading and discharge (excluding transit) of PAPER AND PULP | 4701 a 4706 4801 a 4812 | Over 100,000 t. | 10 % | Applied from the first tonne of the year, once the charge payer has reached the minimum traffic requirements. Only applied to conventional general cargo. |
| | | Between 50,001 and 100,000 t. | 5 % | |
| | 4801-2-5-10-11-16-17-23 | From 25,000 t. onwards | 25 % | Applied from the first tonne of the year, once the charge payer has reached the minimum traffic requirements. Only applied to containerised cargo. |
| Loading and discharge (excluding transit) of GRAIN, green and dry fodder, and other bulk food products | 1001-3-5-7 1903 2302 | Over 300,000 t. | 35 % | Applied from the first tonne of the year, once the charge payer has reached the minimum traffic requirements. Only applied to bulk cargo. |
| | | Between 50,001 and 300,000 t. | 25 % | |
| Loading and discharge (excluding transit) of AUTOMOTIVE components | 8407, 8408, 8708 | From 20,000 t. onwards | 20 % | Rebates are applied to the traffic shipped by the charge payer, from 20,000 tonnes onwards. The first 19,999 tonnes are not entitled to a rebate. Se bonifica el tráfico aportado por el sujeto pasivo a partir de 20.000 t. Las primeras 19.999 t., no tienen bonificación. |
| Establishment at the Port of Valencia's Logistics Activities Area (ZAL) | | From the first TEU onwards | 40 % | Applied from the first TEU shipped by the charge payer, and only to container traffic to/from the Port of Valencia's ZAL. |
| Promoting intermodality at the Port of Valencia Container rail freight, new non-registered vehicles and flatbed trailers | | From the first TEU, the first vehicle, and the first platform onwards | 30 % | Applied from the first container, new vehicle or flatbed trailer shipped by the charge payer into and out of the port facility by rail |
| Loading and discharge (excluding transit) of wine and wine by-products. | 2204 A y B 2205 A y B | Over 20,000 t | 20 % | Applied from the first tonne of the year, according to the percentage marked for each price band, once the charge payer has reached the minimum traffic requirements. |
| | | Between 10,001 and 20,000 t. | 15 % | |
| | | Between 5,000 and 10,000 t. | 10 % | |
| Loading and discharge (excluding | 2520 | Over 50,000 t. | 10 % | |

| | | | | |
|--|--------------|-------------------------------|------|--|
| transit) of bulk plaster | | Between 20,001 and 49,999 t. | 5 % | |
| Loading of bulk sodium sulphate | 2833 | From 100,001 t. | 16 % | |
| | | Between 50,000 and 100,000 t. | 12 % | |
| Loading and discharge (excluding transit) of aluminium at the Port of Gandia | 7601 | From 25,000 t. onwards | 20 % | Applied from the first tonne of the year, once the charge payer has reached the minimum traffic requirements. |
| Loading of bulk wood chips | 4401 A | Over 100,000 t.. | 20 % | The corresponding rebate percentage is applied from the first tonne in each of the different price bands, but only when the charge payer has reached the minimum traffic requirements corresponding to each of the price bands and the percentage marked for each one. |
| | | Between 60,001 and 99,999 t. | 10 % | |
| Loading and discharge of methanol | 2905 A | From 200,000 t. onwards | 15 % | Rebates are applied to the traffic shipped by the charge payer, from 200,000 tonnes onwards. The first 199,999 tonnes are not entitled to a rebate. |
| Loading and discharge of soya beans | 1201 | From the first tonne onwards | 30 % | Applied from the first tonne of the year once the charge payer has reached the minimum traffic requirements, but only for conventional general cargo. |
| Loading and discharge of soya flour | 1208 | From the first tonne onwards | 30 % | Applied from the first tonne of the year once the charge payer has reached the minimum traffic requirements, but only for conventional general cargo. |
| Loading and discharge of wooden board at the Port of Gandia | 4410 4411 | From 50,000 tonnes onwards | 10 % | Applied from the first tonne of the year once the charge payer has reached the minimum traffic requirements, but only for conventional general cargo. |

Port Authority of Valencia.

General terms and conditions.

The total amount of the rebates set out in article 245.3 to be applied in 2015 by this port authority shall not exceed 20% of the total joint annual income from the vessel charge, passenger charge, and goods charge for 2013.

The port authority shall automatically suspend the application of these rebates once the limit for the year has been reached.

The maximum rebate on a single charge (vessel, goods, or passenger charges) shall not exceed 40% for sensitive, priority, and strategic traffic and shipping services.

Traffic and services shall be accumulated during a calendar year.

Excluded price bands: 0% rebate



Applied to all calls, tonnes, units, and passengers included in sensitive, priority, and strategic traffic and shipping services, according to the aforementioned price bands and conditions.

Applied to all charge payers included in sensitive, priority and strategic traffic and shipping services, according to the aforementioned price bands and conditions.

“Shipping transit”, “arrival/departure by ship” “shipping service” and “regular shipping service” are used in accordance with the definitions included in Appendix II of Spanish Law 48/2003, modified by Spanish Law 33/2010.

These rebates shall not be applicable to port traffic that uses administrative concession facilities which, when Spanish Law 48/2003 came into force, opted for the application of the usage charges envisaged for non-concession facilities and the rebates established in their concession authorisation.

| TABLE 1: SPECIFIC TERMS AND CONDITIONS FOR CONTAINERS. Lo-lo vessel charge Ports of Valencia and Sagunto | | | | | | | |
|---|---------------|-------------------------------------|-----------|-------------------------|--------------------------|--------------------------|-----------|
| Minimum traffic requirements | | Difference in 2015 compared to 2014 | Up to +5% | Between +5.01% and +10% | Between +10,01% and +20% | Between +20,01% and +30% | Over +30% |
| Calls | Million G.T. | | | | | | |
| 75 to 100 | 1,50 to 1,99 | Rebate (%) | 3 | 5 | 7 | 9 | 10 |
| 101 to 175 | 2,00 to 3,49 | | 11 | 12 | 13 | 14 | 15 |
| 176 to 499 | 3,50 to 7,99 | | 20 | 22 | 24 | 26 | 28 |
| 500 to 999 | 8,00 to 14,99 | | 28 | 30 | 31 | 32 | 34 |
| 1.000 | 15 | | 35 | 36 | 37 | 38 | 40 |

- a) The corresponding rebate percentage shall be applied to total annual traffic shipped.
- b) The rebate to be applied shall be established based on the volume of calls or of G.T. contributed by the charge payer.
- c) Rebates shall not exceed 40% of the amount of the charge.
- d) The Port Authority of Valencia shall apply the most advantageous criterion for the operator, i.e. calls or G.T.

| Table 2: SPECIFIC TERMS AND CONDITIONS FOR CONTAINERS. Goods charge. Containers in transit. Lifted on and lifted off (Lo-lo) Ports of Valencia and Sagunto | | | | | | |
|---|-------------------------------------|-----------|------------------------|-------------------------|-------------------------|-----------|
| Minimum traffic requirements for full containers (TEUs) | Difference in 2015 compared to 2014 | Up to +5% | Between+5,01% and +10% | Between+10,01% and +20% | Between+20,01% and +30% | Over +30% |
| 7.000 – 14.999 | Rebate (%) | 3 | 5 | 7 | 9 | 10 |
| 15.000 – 24.999 | | 11 | 12 | 13 | 14 | 15 |
| 25.000 – 49.999 | | 20 | 22 | 24 | 26 | 28 |
| 50.000 – 99.999 | | 28 | 30 | 31 | 32 | 34 |
| Superior a 100.000 | | 35 | 36 | 37 | 38 | 40 |

- a) The corresponding rebate percentage shall be applied to total annual traffic.
- b) Rebates shall not exceed 40% of the charge amount.

| Table 3: SPECIFIC TERMS AND CONDITIONS FOR CONTAINERS. Goods charge. Full containers that arrive or depart by sea. Lifted on and lifted off (Lo-lo) Ports of Valencia and Sagunto | | | | | |
|--|--|-------------------------|-------------------------|-------------------------|-----------|
| Minimum traffic requirements in 2015: 8,000 full TEUs loaded /discharged excluding transit. | Percentage difference in 2015 compared to 2014 | | | | |
| | Up to +10% | Between+10,01% and +15% | Between+15,01% and +20% | Between+20,01% and +30% | Over +30% |
| Rebate percentage | 0,00% | 4,68% | 8,04% | 11,27% | 17,10% |

- a) The corresponding rebate percentage shall be applied to total annual traffic.
- b) Rebates shall not exceed 40% of the charge amount.

Table 4: SPECIFIC TERMS AND CONDITIONS FOR CONTAINERS.
Goods charge. Full containers that arrive or depart by sea. Port of Gandia.

| | Rebate percentage |
|---|--|
| Minimum traffic requirements in 2015: 800 TEUs. | 20% applicable from the first TEU once minimum traffic requirements have been reached. |