

MANAGEMENT OF THE HARBOUR OF PORT GRIMAUD

Questions & Answers • April 2023

A word from the Mayor

Ladies and Gentlemen,

Dear friends,

It is with pleasure that I offer you an updated version of the Frequently Asked Questions regarding the new management of the port, which I presented to you last year during a public meeting.

After one year of operation under municipal management, I am delighted to announce that the Port is once again profitable after being in deficiency. The feedback from boaters, whether that be owners or not in Port Grimaud are increasingly positive, and a large majority of you appreciate the benefits of the new management.

Questions remain, and sometimes misinformation is circulated, intentionally or not. That is why I wanted to present to you, clear and concise answers to the most frequently asked questions. The entire municipal action can be summed up in this formula that I have already used on many occasions: Port Grimaud must remain Port Grimaud. With the new contracts for owners, the spirit is preserved: your boat remains in front of your quay and obviously, your home.

I wish you a beautiful spring and summer. Look forward to seeing you in our beloved community.

Alain BENEDETTO

Mayor of Grimaud



Is the management of the project transitional before giving the delegation to a private group? **FALSE**

- > The municipal council has deliberated to take over the management of the port. This decision led to a reorganization of the Port's services and a lot of work by the municipal services.
- > This work has been carried out meticulously so that it remains sustainable.

Is the management method of Grimaud a «fantasy»? **FALSE**

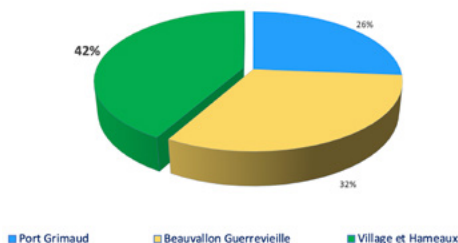
- > The management by the city is a reality.
- > Many French ports are switching to this type of management, which is favourable to the users (in Cogolin, Villefranche-sur-Mer, Deauville, etc.).

Does the takeover of the Port aim to control the money of the people from Port Grimaud? **FALSE**

- > It is a separate governance that has been created. The money from the boaters will remain in the port.
- > As the opponents have expressed that we are "getting a hold of your money", it is simply not possible as this would increase local taxes, which has not been affected.

Are people from Port Grimaud the main tax contributors to the city budget? **FALSE**

Source of municipal tax revenue 2021



Is the town hall going to turn Port Grimaud into a «Disney Land» or a Port of the Ultra Rich? **FALSE**

- > Absolutely not. The idea of Port Grimaud is to remain within the spirit of Port Grimaud. Meaning one boat, per house.
- > The municipality's objective is to preserve Port Grimaud as it has always preserved Grimaud.
- > The work will be decided in collaboration with the Port Grimaud architect, Mr. BOHL.
- > The human resources made available to the harbor office are the sum of the human resources of the three Port Grimaud offices.

Is Grimaud's town hall making ugly plans? **FALSE**

- > Grimaud has been voted France's number one dream destination on several occasions, notably for the preservation of its heritage and environment.
- > You can walk around Grimaud and see if the latest projects are «ugly».
- > As for the harbor office, the least integrated container is the oldest.
- > New public toilets had to be installed, following the request of Port Grimaud to have the toilets on the beach removed.



Do I have to sign a new contract for 2023?

TRUE

- > The lease contracts that were signed previously included a clause for termination of the contracts in the event of the end of the concessions:
 - Article 9 to PG1
 - Article 7 to PG2
 - Article 10 to PG3
- > To be entitled to occupy the public domain (water), I must sign a new contract.
- > Until the guarantees of use are implemented (35-year contract), an annual contract is proposed to the former leaseholders.

If I sign the new contract, do I lose the ownership of the quay?

FALSE

- > Port Grimaud is made up of public and private quays.
- > The quays that were private until the end of the concessions are still private today.
- > They are part of the heritage of the owners.
- > The name of the contract in French is simply the wording found in the Code (Article R5314-31) and which corresponds to the situation of the users.
- > This contract does not define the ownership of the platform. For information, the notion of a leasehold contract no longer exists.

If I sign the new contract, will the size of my berth be reduced?

FALSE

- > The contracts offered for signature since 2022 are the same size as the previous lease contracts.

Without the termination, would I have paid nothing until 2025?

FALSE

- > Each year, the owners paid their charges for the maintenance costs of the port.
- > They also paid a fee for occupying the water area of 440,000 euros.

Is the €20/m² rate excessive?

FALSE

- > The price is based on the management fees passed on by the former licensees and on the fee for occupying the water body.
- > The price results in the sum of the previous amounts collected by all three ports, divided by the total surface area leased.
- > It is well below the average for the Mediterranean.
- > It mainly includes the following services:
 - Surveillance of the lake (harbour master's office agents, municipal police, night watchman and private company).
 - Dredging: 2,000 m³ before the 2023 season and major work in winter.
 - Including the fee for occupying the public domain.
 - Replacement of mooring lines and main chain.
 - Participation in the normal maintenance of the port.

Will the €20/m² rate increase significantly in the future?

FALSE

- > Like all municipal services, it will increase by the amount of inflation (this is a political will).
- > It has been 20 years since taxes have increased in Grimaud because there is a political will not to increase the tax burden on local taxpayers.
- > Between 2022 and 2023, the rate has not been re-evaluated.

In PG1, are landlords losing money because of termination?

FALSE

- > This is normally not true as PG1 has been declaring a loss-making port for many, many years:
 - 2017 account: - 308 792 €
 - 2018 account: - 165 361 €
 - 2019 account: - 439 605 €
 - 2020 account: - 893 914 €
- > The end of the concession should reduce PG1's budget by the amount of the losses recorded each year.
- > An audit will be launched to precisely analyse the origin of this chronic deficit.
- > The decision to terminate was necessarily

taken on the basis of these declared deficits. It is difficult to blame the town hall for having taken a decision on the basis of potentially false data.

The current situation is more favourable to owners?

TRUE

- > The uncertainty of 2025 no longer exists today.
- > The guarantee of use contract that will be proposed is considered a real property right that can be transferred.
- > It guarantees 35 years of enjoyment in our canals.

Will the guarantee of use contract cost 100,000, 200,000 or 300,000 euros?

FALSE

- > The cost of the guarantee of use contract will depend on the amount of work that will be included in the PPI.
- > It can be paid in one go or over 10 years.
- > It is estimated to be between €15,000 and €20,000 excluding tax for an average square (4*12m).

Does the Pluriannual Investment Plan (PPI) aim to create a second Port Grimaud?

FALSE

- > The PPI aims to create new port facilities to protect Port Grimaud.
- > The projects will be decided in consultation with the extra-municipal commission for port affairs and local stakeholders.

Does the municipality refuse dialogue and mediation?

FALSE

- > The commune is open to dialogue on the terms of the takeover.
- > The municipality can not go back on the

fundamentals of its decision, such as the termination of the takeover.

- > The municipality even offered to participate in financing the guarding and maintenance of Port Grimaud to create synergies. This was refused by the union councillors.
- > The municipality is pleased with the new discussions that have begun with PG2 and PG3 to try to find a solution that will benefit all parties.

Has the commune lost its case against former delegates?

FALSE

- > The municipality had asked to have the urgent nature of some of these requests recognized to limit the duration of some of the twenty lawsuits brought by the various delegates. The Toulon administrative court did not recognize the urgent nature of the requests. Therefore, the cases will be judged through the classic procedure before the administrative court.
- > The municipality won the case against the concessionaires who refused to provide information of the ex-amodiataires.
- > It is this refusal to transmit data that causes delays in the transmission of contracts to users.

