

HAUGESUND CARGO TERMINALS HUSØY



KARMSUND
PORT
AUTHORITY





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The West coast of Norway

A SHOWCASE FOR THE FUTURE

Sometimes referred to as Norway's Gold Coast, the Western coast of Norway is among the most important regions of the country with regards to the development of maritime enterprises and other commercial activities.

As a, in Norwegian terms, highly populated area with a highly trained work force, well developed land-based infrastructure and direct access to the North Sea basin, Western Norway has many advantages as a base of operations compared and to other areas of the country. Haugesund Cargo Terminals will be the natural logistics hub, in the centre of this region.



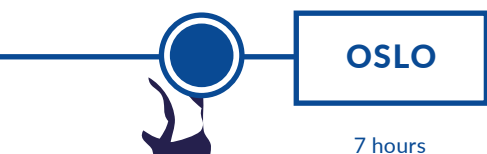


HAUGESUND CARGO TERMINALS, HUSØY

- Norway's third largest port area measured in cargo
- Western Norway's largest port measured in cargo
- Total of 13 berths
- Invested 700 million NOK 2002 – 2018
- Investment plans for over 1 billion NOK from 2019 - 2028
- Over 55,000 annual calls to the port area

Specialized terminals

- Ro-ro terminal with two ramps
- Container terminal (320 reefer plugs)
- Bulk terminal
- General Cargo Terminal
- Break bulk terminal
- Fishery terminal





The Haugesund Region

GEOGRAPHY AND INFRASTRUCTURE

Karmsund Port is located in the Haugesund region, right between the two largest cities on the Western coastline of Norway, Bergen and Stavanger. Haugesund is also the end point of the main east-west road in Norway, something that provides easy road access to all of southern Norway when starting in Haugesund. Estimated time to reach Oslo is about 7 hours, whereas Bergen and Stavanger respectively can be reached in 3 and 1 hour 45 min. Additionally, substantial improvements to the roads in all directions are expected in the coming years, in the form of tunnels under the fjord to Stavanger and Bergen and through/over the mountain to Oslo. This will further cut travel times, making Haugesund an even better port to call no matter where in southern Norway you or your cargo has its final destination.



HISTORY

The region is incredibly rich in history, and especially maritime history. Avaldsnes, where Haugesund Cargo Terminals Husøy is located, was a seat of power since the first seafaring vessels were constructed in the late Stone Age. The Viking longships may be the most widely known ships to sail through the Karmsund sound and into the history books, but the fame of the Vikings are only one example of the connection between success and sea access. Avaldsnes is not only considered to be Norway's historical foundation, it gave the country its name. Norway – the way north, which rings true even to this day.

Haugesund, the regions largest city situated only a few kilometres from Avaldsnes, is still nicknamed «the herring city» even though herring hasn't been the corner stone of the regions economy for many decades. Haugesund's rich tradition of maritime activity, however, continues to be the driving force for development in the region. Modern day Haugesund is true to its roots.

BUSINESS

Whether you arrive in the Haugesund region by ship, plane or car, your final destination is never far away – even if that involves returning back home by other means of transportation.

The airport is located only a five minute drive away from Husøy Cargo Terminals and 15 minutes from downtown Haugesund. The well developed road network will take you and your cargo wherever you need to go in southern Norway. But there's certainly no need to go anywhere, the Haugesund region has everything covered. Hotels, conference centres, restaurants, shopping malls, hospital and everything else you might need is right around the corner, in addition to many high-performing companies, skilled workers and a thriving business scene. This makes the Haugesund region extremely well suited as a maritime hub and a centre for maritime businesses of all kinds.

Haugesund Cargo Terminals

A CENTRAL HUB IN THE NORTH SEA BASIN

Haugesund Cargo Terminals at Husøy is one of the largest traffic ports in Western Norway. The port is already one of the most important hubs in the country, and the port will play an even greater role in the future.

The unique combination of being a National Fishery port in combination with a modern container terminal, ro-ro and general cargo adds benefits to both industries.

Husøy is centrally located in relation to Western Norway and to the Haugesund region. There is no deviation from the main artery that runs through the Karmsund Sound. In conjunction with expanding vessel capacity, the need has grown for a transshipment terminal between international and domestic cargoes in Western Norway, where goods can be transferred to/from smaller vessels plying domestic waters. Husøy meets all the criteria required of such a transshipment hub.

STRENGTHS

- In the middle of the main shipping route in Western Norway
- Central location between Bergen and Stavanger
- All liner vessels go to the same terminal
- Large suitable areas
- Good balance between exports and imports
- Local industry actively uses the port
- Strong growth in our region, and Western Norway
- An estimated 40 000 new inhabitants by 2030

GOODS HANDLED

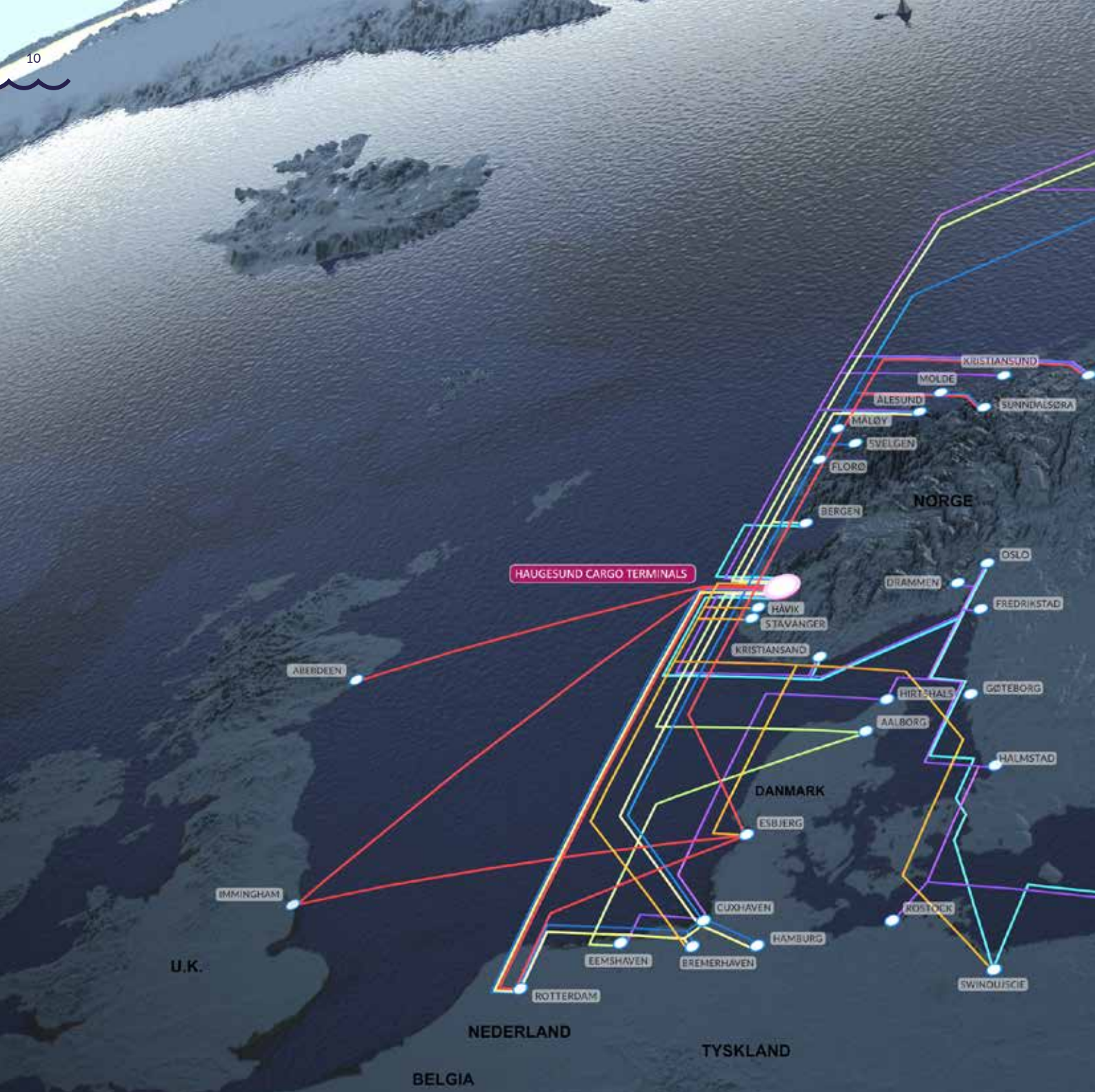
Year	Tonnes	TEU*
1999	600,000	1,000
2013	900,000	6,900
2016	1,050,000	21,000
2017	1,100,000	28,000
2018	1,000,000	32,000
2020	1,700,000	50,000
2025	2,500,000	80,000
2030	3,000,000	100,000

*TEU stands for Twenty-Foot Equivalent Unit which can be used to measure a ship's cargo carrying capacity. The dimensions of one TEU are equal to that of a standard 20' shipping container. 20 feet long, 8 feet tall.



SHIPPING LINES

- Maersk
- North Sea Container Line (NCL)
- Samskip
- Baltic Line
- NOR Lines
- Cargow
- Eimskip



**KARMSUND
PORT
AUTHORITY**

- SEA CARGO
- NORTH SEA CONTAINER LINE (NCL)
- SAMSKIP
- SCAN SHIPPING
- BALTIC LINE
- NOR LINES
- MAERSK



ncl North Sea
Container Line

SEA-CARGO

samskip

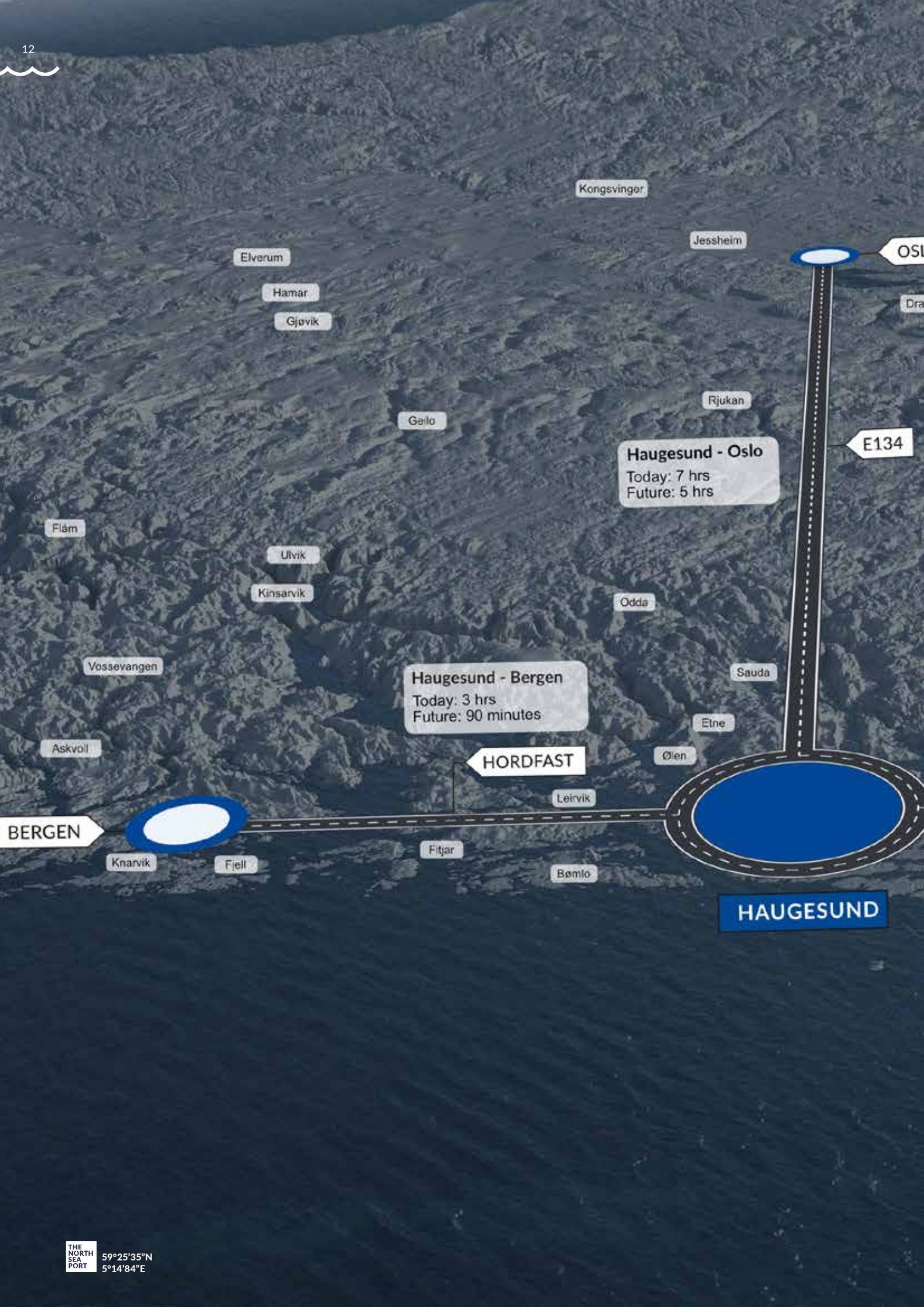
NOR LINES
a samskip company

CARGOW

MAERSK

BALTIC LINE

EIMSKIP





Haugesund - Stavanger
Today: 1 hrs 45 minutes
Future: 50 minutes

ROGFAST

STAVANGER

Sola

Gøteborg

Halden

Fredrikstad

Moss

Sandefjord

Skien

Porsgrunn

Kongsberg

Nolodden

Seljord

Arendal

Grimstad

Kristiansand

Mandal

Lyngdal

Egersund







300,000 square meters
of outdoor
and indoor
storage

400,000 tonnes of
dry bulk

1,000,000 tonnes of cargo at
Haugesund Cargo
Terminals

12,000,000 tonnes of
cargo in the
total port
area



32,000 TEU's

Norway's fastest growing
container terminal



55,000 PORT
calls



180,000 tonnes of fish delivered

The container terminal at Haugesund Cargo Terminals, Husøy

The container terminals at Haugesund Cargo Terminals, Husøy (HCT) are among the most advanced terminals in the Norway. State-of-the-art equipment and the largest cranes ensure fast, safe and reliable transshipment of containers.

The terminals are directly connected to the North Sea and provide excellent connections to the Europe, UK, Scandinavia and the Baltics. There are great inland road network, directly connected to the terminal (E-134 and E-39 road networks).

HCT is one of the most important ports in Scandinavia when it comes to the import and export of refrigerated and frozen cargo in reefer containers. The port is well equipped to handle all types of refrigerated cargo, but especially excels in handling and services for transport by refrigerated containers. HCT has 320 reefer plugs for reefer containers, excellent facilities for refrigerated and frozen storage and an elaborate supply of specialized service providers, such as reefer container maintenance services.

- The most advanced terminal in the Norway with high handling capacities
- Maximum size container ships (4.500+ TEU) can be accommodated 24/7
- Four berths for container vessels
- High degree of sustainability
- Excellent road connections
- 320 reefer plugs +
- Airdraft: 60 meters
- All terminals are approved according to "International Ship And Port Facility Security Code" ISPS-code







The ro-ro at Haugesund Cargo Terminals

For roll-on/roll-off shipping, Haugesund Cargo Terminals, Husøy (HCT) is a logical choice offering versatile solutions. Thanks to permanent investments in specialized infrastructure and equipment, skilled workers, a varied offer of maritime lines and services, HCT is an ideal link in the global supply chains of rolling stock.

- Two ro-ro berths/ramps
- 100 parking slots for ro-ro cargos



Ro-ro services to

- Rotterdam
- Eemshaven
- Cuxhaven
- Esbjerg
- Immingham
- Aberdeen
- Swinoujscie
- Well-equipped terminals with latest development in handling
- Fast operations with a high average productivity
- Professional and dedicated staff
- Easy access located next to the port entrance
- Large areas for future expansion within the terminal
- All terminals are approved according to "International Ship And Port Facility Security Code" ISPS-code
- Excellent road connections (E-134 and E-39)



Break bulk at Haugesund Cargo Terminals

Whether it concerns cars, project cargo and heavy lift, forest products, or steel - the port has specialized terminals for any type of break bulk cargo. Dedicated service providers who are standing by 24/7 ensure that break bulk can be processed at any time of the day. This, combined with one of the largest mobile harbor cranes in Scandinavia, makes Haugesund Cargo Terminals the leading break bulk port in Norway.

- 24/7 access to the port
- Deep port basins
- Large fleet of floating cranes
- Norway's largest mobile harbour crane
- Specialised terminals and service providers for any type of break bulk







Future development plan to be completed by 2027











Dry bulk terminal

Karmsund Bulk Terminal (KBT) opened in 2016 and is part of Haugesund Cargo Terminal, Husøy, situated just south of Haugesund. The terminal has a unique geographical position and can handle both dry bulk and other breakbulk commodities based on tailor made logistic solutions.



The terminal is owned by Karmsund Port Authority and is operated by Karmsund Bulk Terminal AS which is a joint venture between KTM Shipping AS and Navigare Logistics AS. The business idea is to develop new and more efficient solutions for the Norwegian and North European markets.

The terminal is abt 15.000 m² and has a capacity of over 35.000 tons. The loading/discharging capacity is about 400 t/hour and is open 24/7. The quay front of 50 meters and the two dolphins enable vessels of abt 170 meters to berth safely. The draft is 8,3 meters.

Apart from the services Karmsund Bulk Terminal can offer, Karmsund Port Authority can also offer dedicated areas for bulk handling, warehouses etc.

With the unique position, most ports in the North Sea region, lower Baltic, UK and the Norwegian coast can be reach within 48 hours. Modern port facilities combined with high maritime experience and knowledge make HCT to an ideal partner in handling, storage and distribution of dry cargoes.

Equipment at the terminal

Harbour Crane with 154 tonnes lifting capacity

Front Loader: 3 units

Reach Stackers: 4 units

Mobile conveyors 400 tonnes per hour

Various fork lifts: Up to 16 tonnes

Lorries, container trucks, side loaders and tipper chassis

Mafi tugs and Mafi flats

Dedicated container cleaning area with equipment

Automatic Stinis container spreader for 20', 30', 40' and 45' containers

Spreader bar set up to 100 tonnes SWL







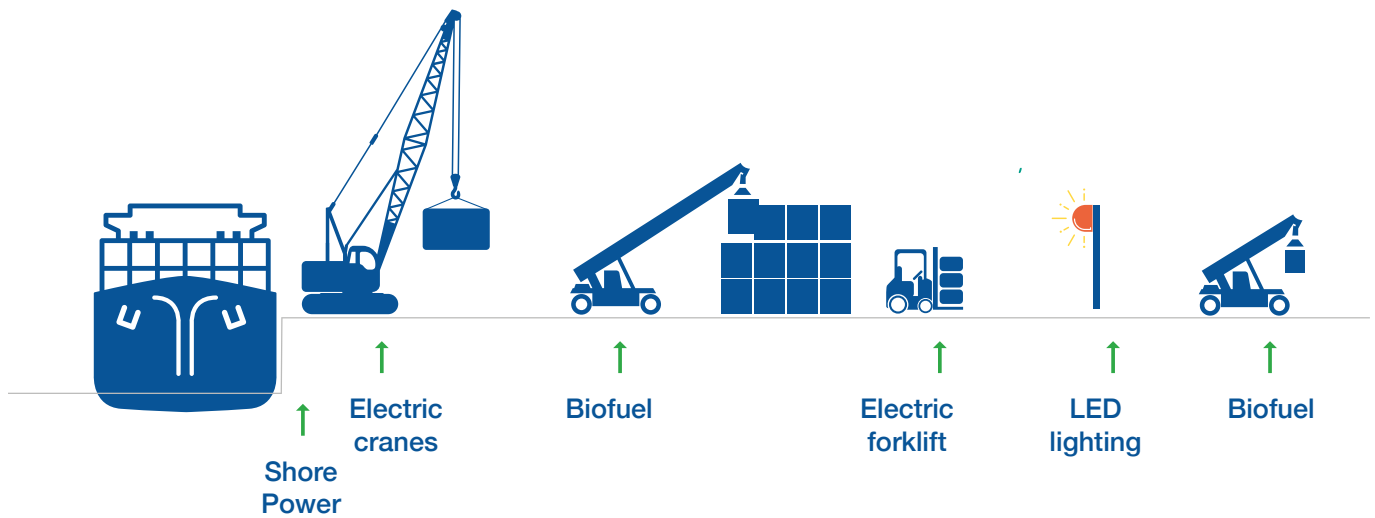
Karmsund Fishery Port, Husøy

The Husøy fishery port is one of Norway's leading fishery ports, and it is directly linked to Haugesund Cargo Terminals, giving excellent logistics solutions for the fishing industries. Within the same area there are two modern fish meal and fish oil factories that received about 180.000 tonnes of fish in 2018. The port can also accommodate pelagic fish like mackerel and herring for refrigeration and worldwide distribution via the various liner services from Haugesund Cargo Terminals, Husøy. Within the fishery ports there are several waiting berths, and all kind of services, provisions, electronics etc. The fishery port has status as a National Fishery Port.



Intelliport

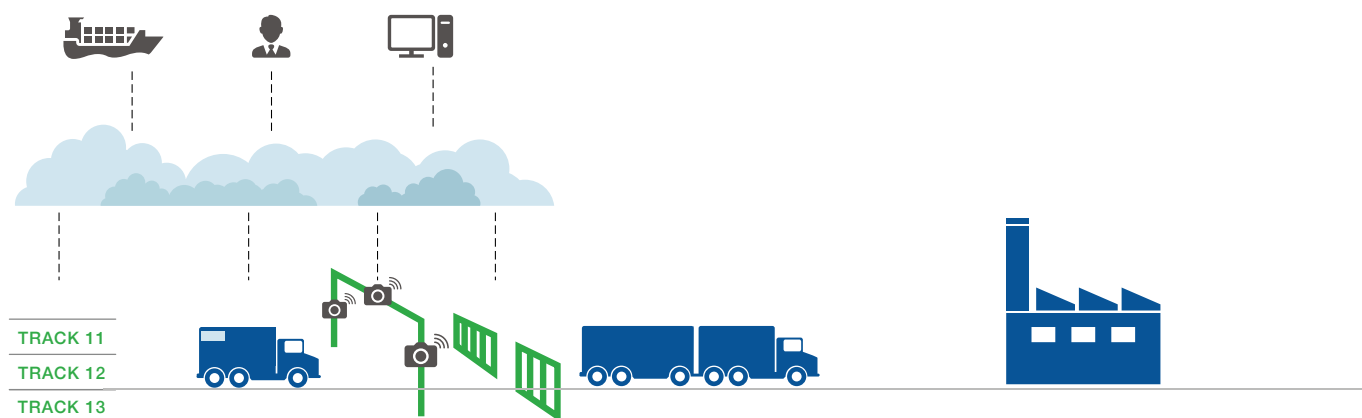
LEAN CLEAN GREEN



Haugesund Cargo Terminals, Husøy

A SHOWCASE FOR THE PORT OF THE FUTURE

Many exciting developments are taking place at the interface between environmental concern and new technology. With that in mind, the Karmsund Port Authority has adopted “lean, clean and green” as a guideline for its work. This conveys such goals as being efficient, low-cost and simple, being well-organised and unfussy, and using as much renewable energy as possible. Attention will not be devoted to the environment at the expense of efficient and economic operation. The Karmsund Port Authority is considering a number of technological solutions which will yield a highly efficient and cost-effective port. Its technology, efficiency and environmental project has been named Intelliport – the intelligent port system.



THE WAY FORWARD

Taking a long view is important when assessing the solutions to be introduced. The Karmsund Port Authority aims to build a terminal which not only ranks as modern today, but will also be bold and forward-looking – a port for the future. It wants to do this in collaboration with other players. Suppliers and developers of innovative and environment-friendly technology are interesting partners in that context.

A steering committee drawn from the biggest port users and important partners has been appointed to ensure that the development work is pursued in line with user views of their future needs. That provides important inputs for the Karmsund Port Authority in its desire to adopt efficient, capacity-expanding technology solutions which its customers want to utilise.

The Karmsund Port Authority aims to be not only a facilitator but also a driver for persuading its users to make environment-friendly choices.

Industrial area connected to Haugesund Cargo Terminals, Husøy

With a total area of over 300 hektars directly linked to the port, the industrial area provides unique and especially good logistics opportunities for the establishments who choose to establish themselves here.

The industrial area will be developed for industries, warehousing and other activities that need to have access to an efficient port.

The large area gives great flexibility. Size and location will be agreed with the client to find optimal solutions.

Development potentials

The purple fields in the illustration show industrial areas. The area is regulated to industry and process industry, as well as warehouse space both outdoors and indoors. Part of the area will be within ISPS secured area. The regulation plan opens for spacious building height and optimized use of land.

The light green areas on the illustration are the future development areas of the terminal. This area will provide development opportunities for parties with a need for storage close to the quay side. Over the next few years, the terminal area will be developed in line with the market demand.





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		Customer Karmsund Havnevesen IKS	Size A3
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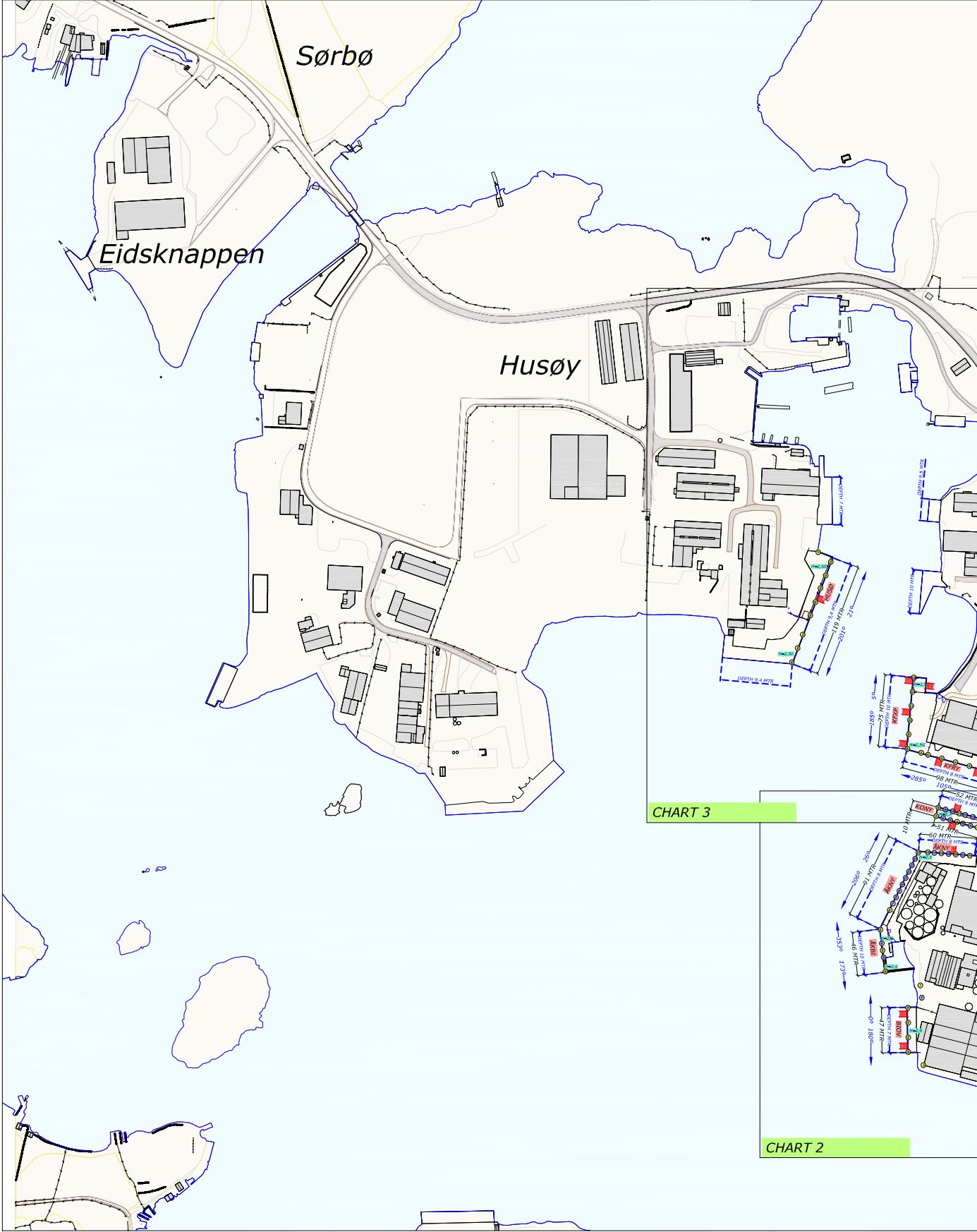


CHART 3

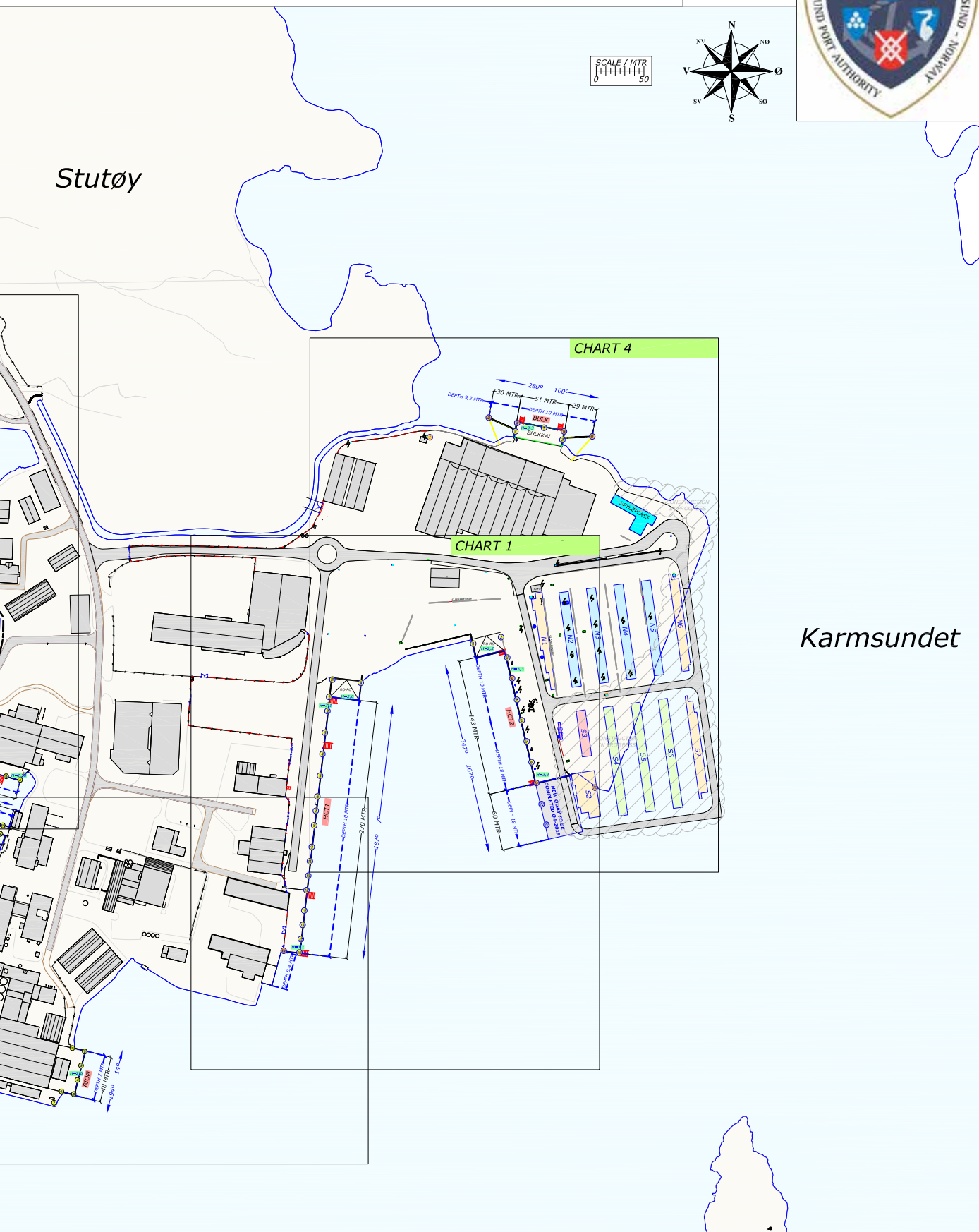
CHART 2

PORT DETAILS KARMSUND HARBOUR - HUSØY OVERVIEW MAP-SECTIONS

Section scale 1:1500

USE !

REV.NR. 09 - 30.04.2019



Karmsundet



Rev.

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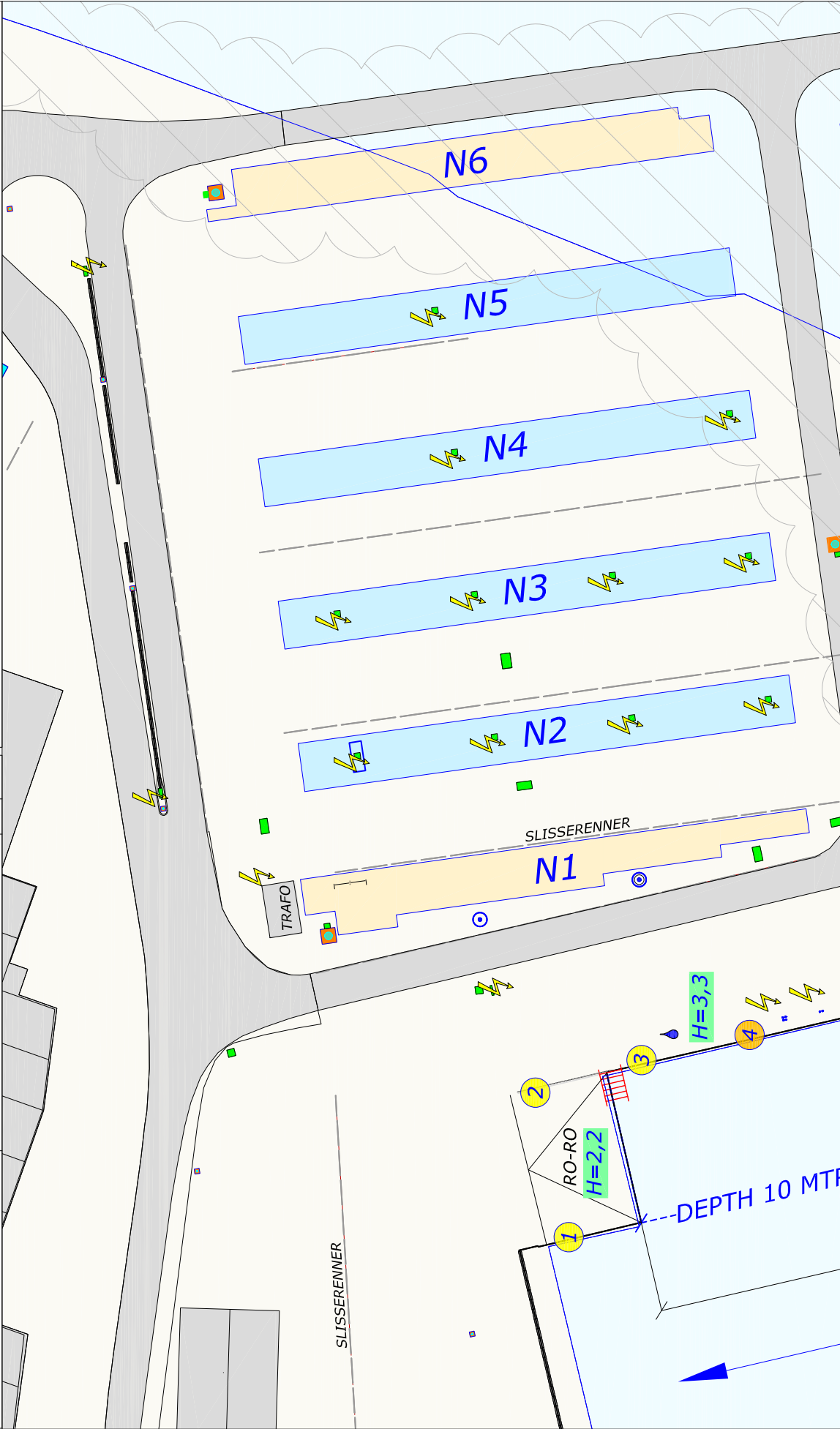
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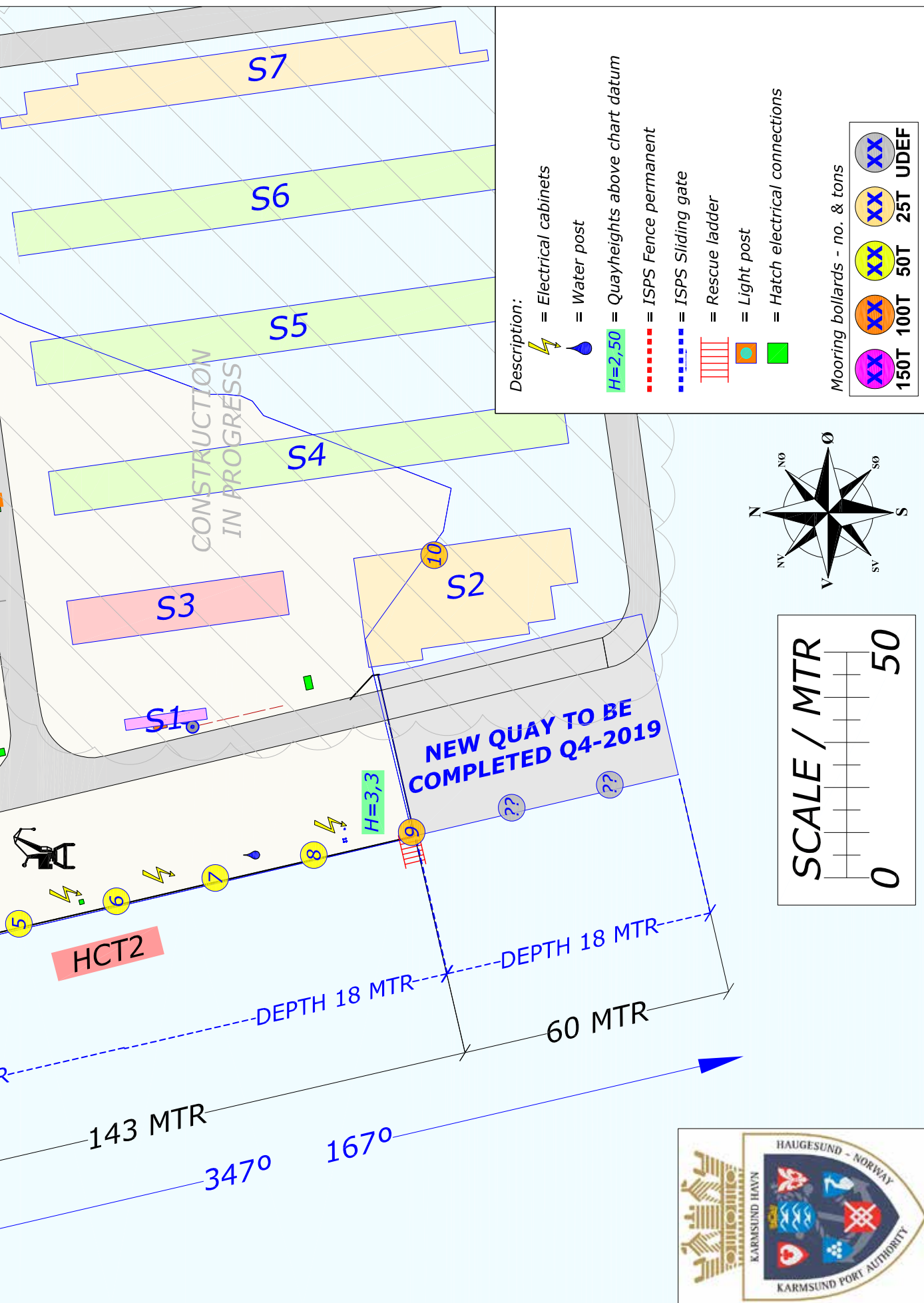
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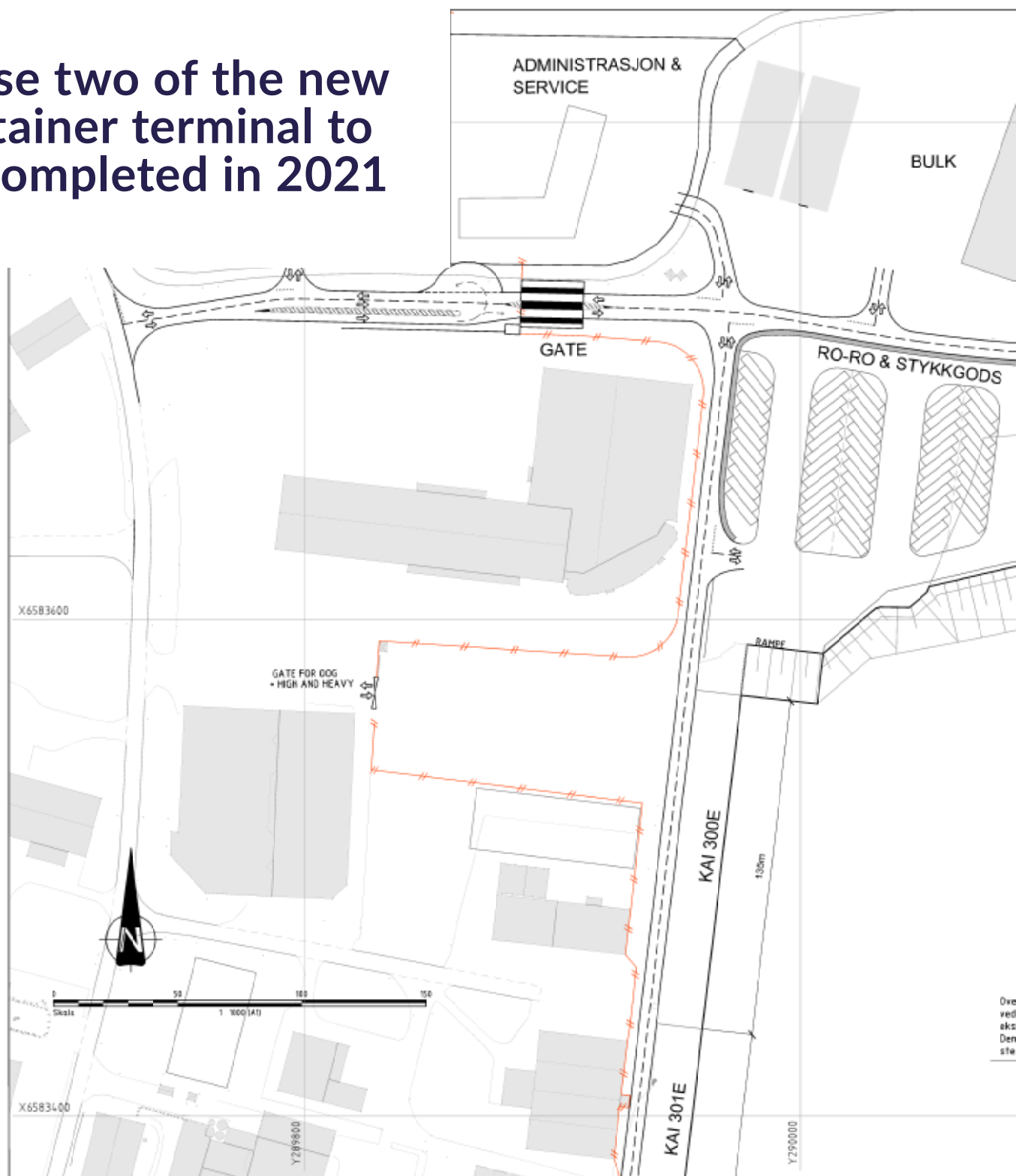
CHART DETAILS KARMSUND HARBOUR
HUSØY CONTAINER TERMINAL
Installations, lengths and heights of quays
Heights above chart datum

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Phase two of the new container terminal to be completed in 2021



GROUNDLOTS (GSL) OG TEU- KAPASITET

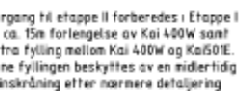
Rekke	Type	GSL			Kapasitet	
Rekke	Type	FFU	FFU	TEU	Høyde	TEU
N1	Tomme	-	-	57	4	228
N2	Reefer	4	24	56	3	168
N3	Reefer	4	24	56	3	168
N4	Reefer	4	24	56	3	168
N5	Reefer	4	24	56	3	168
N6	Tomme	-	-	60	4	240
S1	Spesielle	-	-	3	1	3
S2	Tomme	-	-	69	4	276
S3	IMDG 5.1	-	-	32	4	128
S4	Dry goods	-	-	72	4	288
S5	Dry goods	-	-	72	4	288
S6	Dry goods	-	-	72	4	288
S7	Tomme	-	-	64	4	256
Ved 100% utnyttelse				725		2667

MERKNADER

Alle mål er angitt i meter (m)
 GSL Groundlot basert på 2750mm x 6400mm modellert for TEU
 FFFU 45-fots enhet
 FFU 40-fots enhet
 TEU 20-fots ekvivalent enhet
 TRAFØ mulig plassering av transformatorbygning

KAPASITETSOVERSIKT, CONTAINERTERMINAL

Disponering	TEU	Fleksibilitet
Tomme	1800	37% av total, kan økes jfr nedenfor
Dry goods	864	Kan også brukes til tomme
Reefer	672	Kan også brukes til dry eller tomme
IMDG 5.1	128	Kan også brukes til dry eller tomme
Spesielle	3	Kan også brukes til dry eller tomme
Teoretisk maks	2667	-



-  Zn rabatt ned beløgningsbarriere
-  Tomme containere
-  Reaffer (kan også anvendes til dry goods)
-  Dry goods
-  IMO-DG 5.1
-  Spesielle
-  Høy lystmast (foreløpig plassering)
-  ISPS- grense

Dybdetektor angitt etter Parker Matime
Prosjekt nr 1602009- Tegning 30 93 2016
Og innmålinger av Hydrograf i 2013 (Kartverket)
Data mottatt fra Kartverket.
Referanse: Siekartnull.

Port operations **+47 52 70 37 50** karmsund-havn.no

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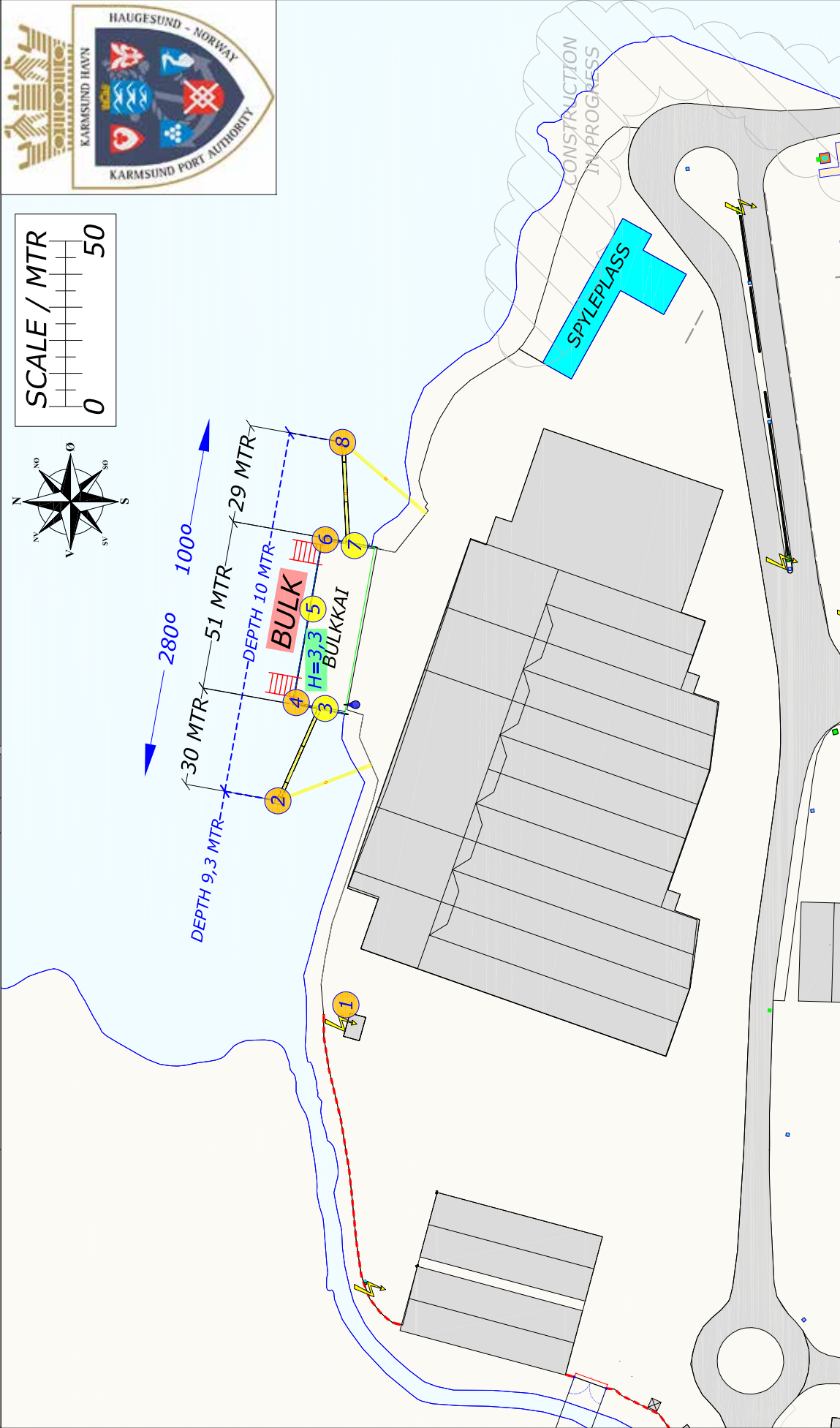
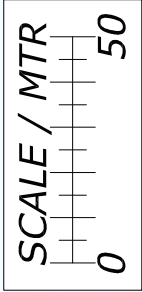
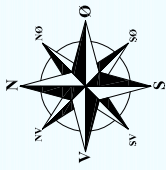
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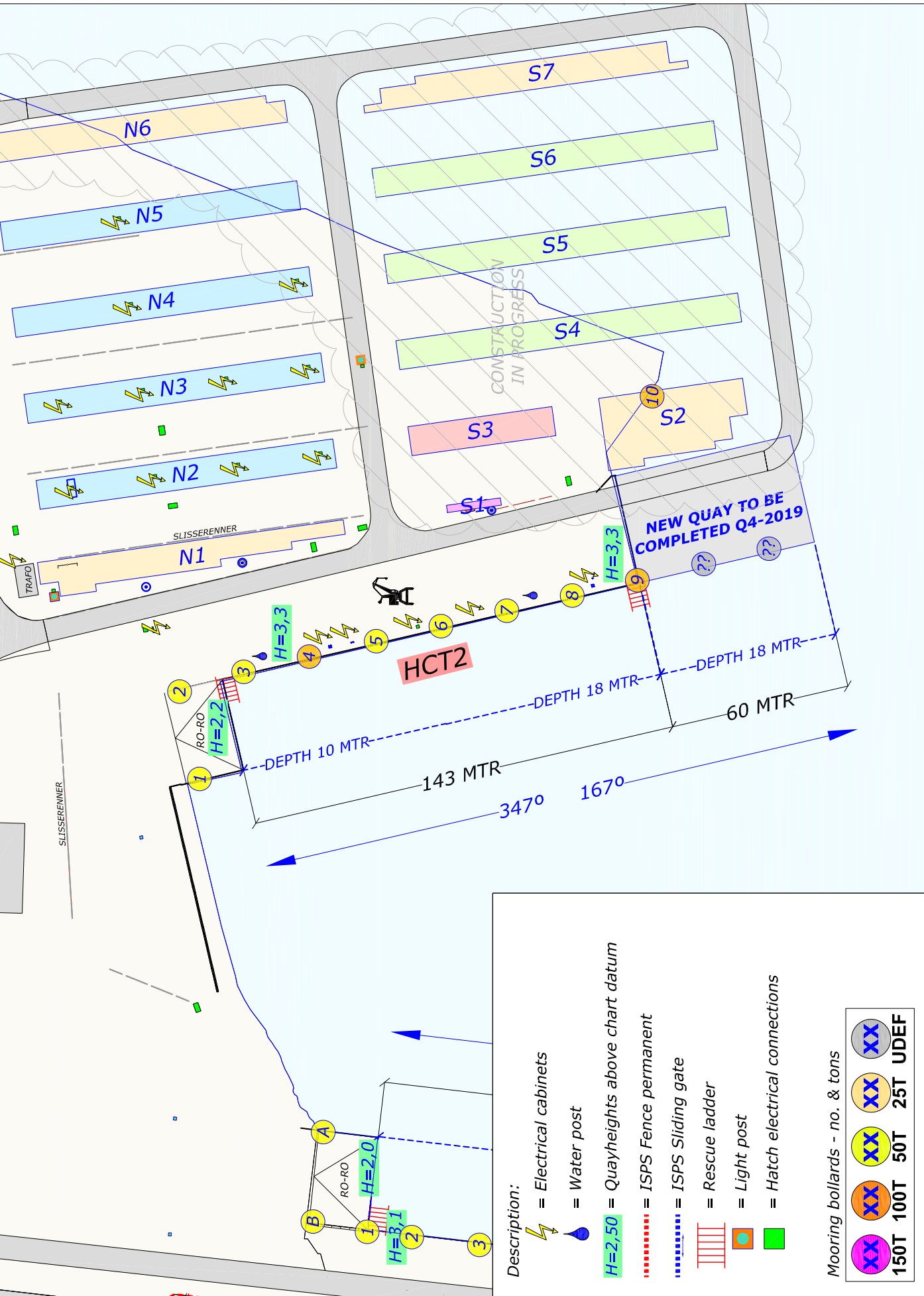
CHART DETAILS KARMSUND HARBOUR
HUSØY CHART 4
Installations, lengths and heights of quays

Heights above chart datum

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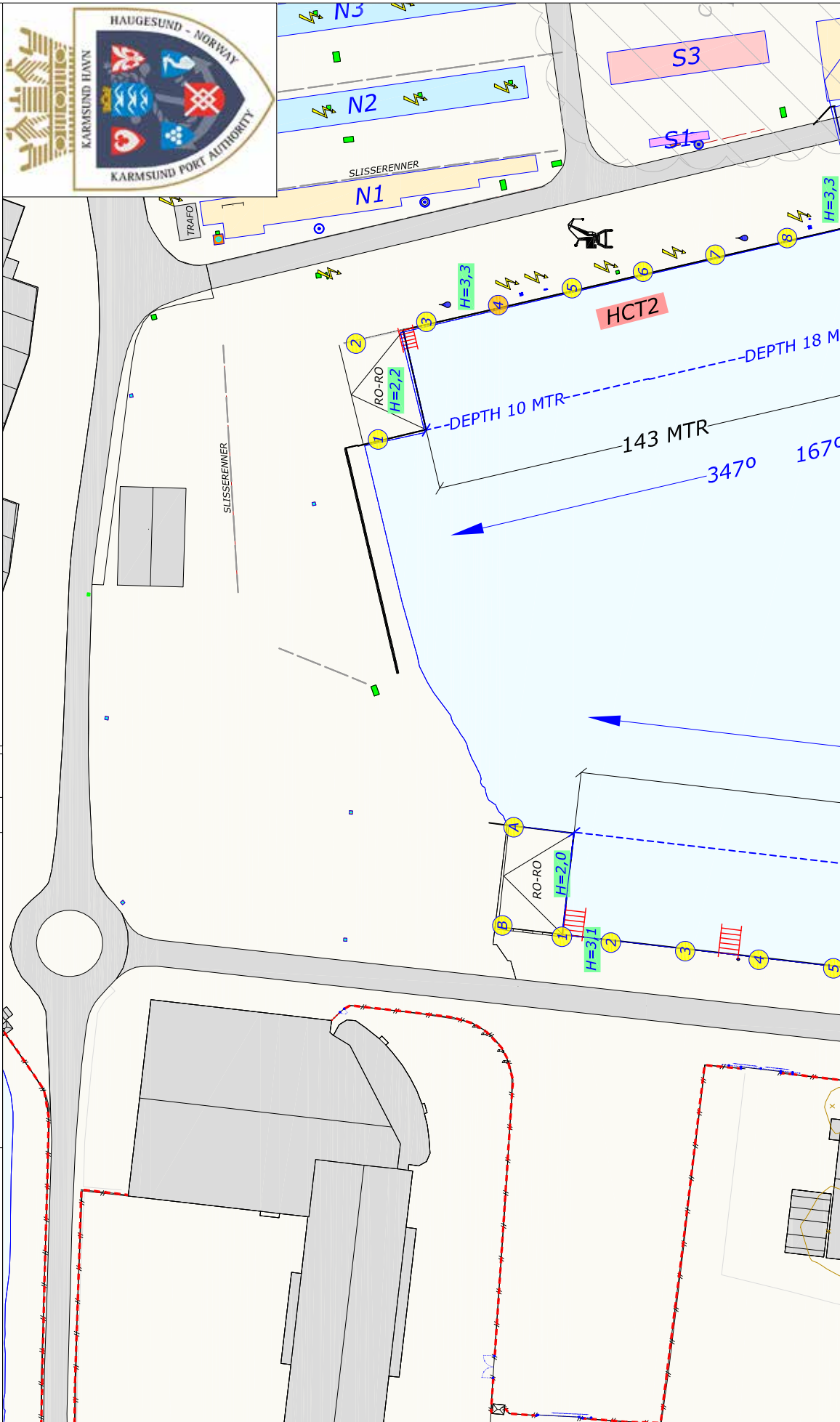
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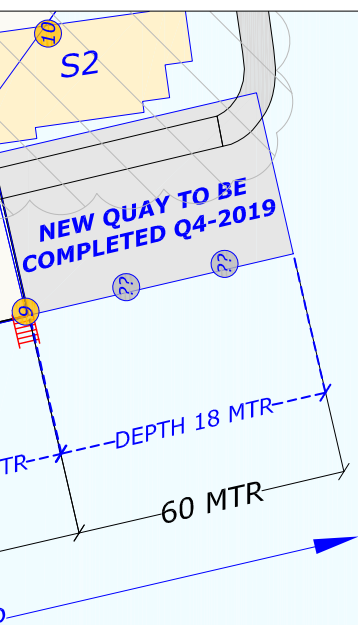
CHART DETAILS KARMSUND HARBOUR

HUSØY CHART 1

Installations, lengths and heights of quays

Heights above chart datum





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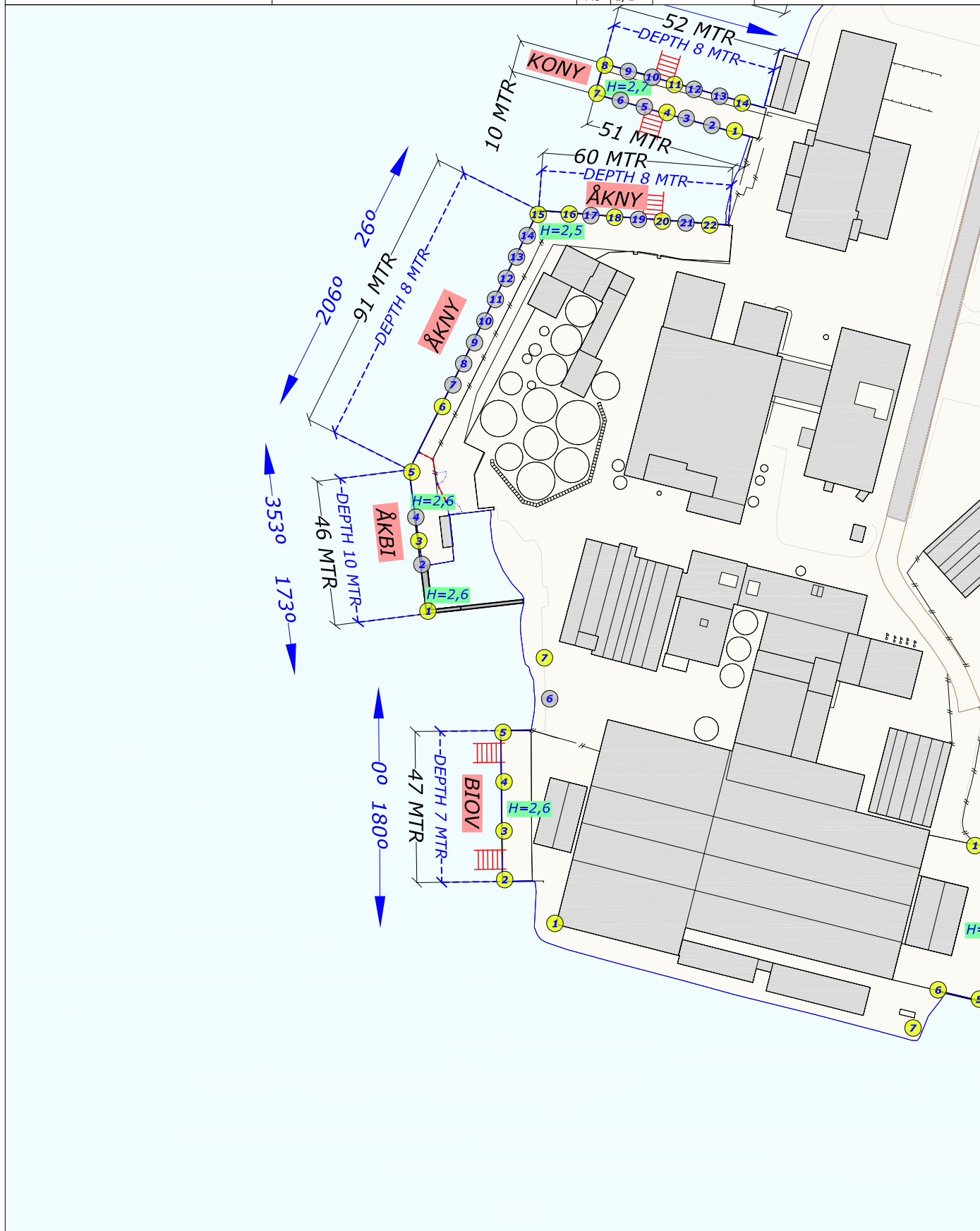
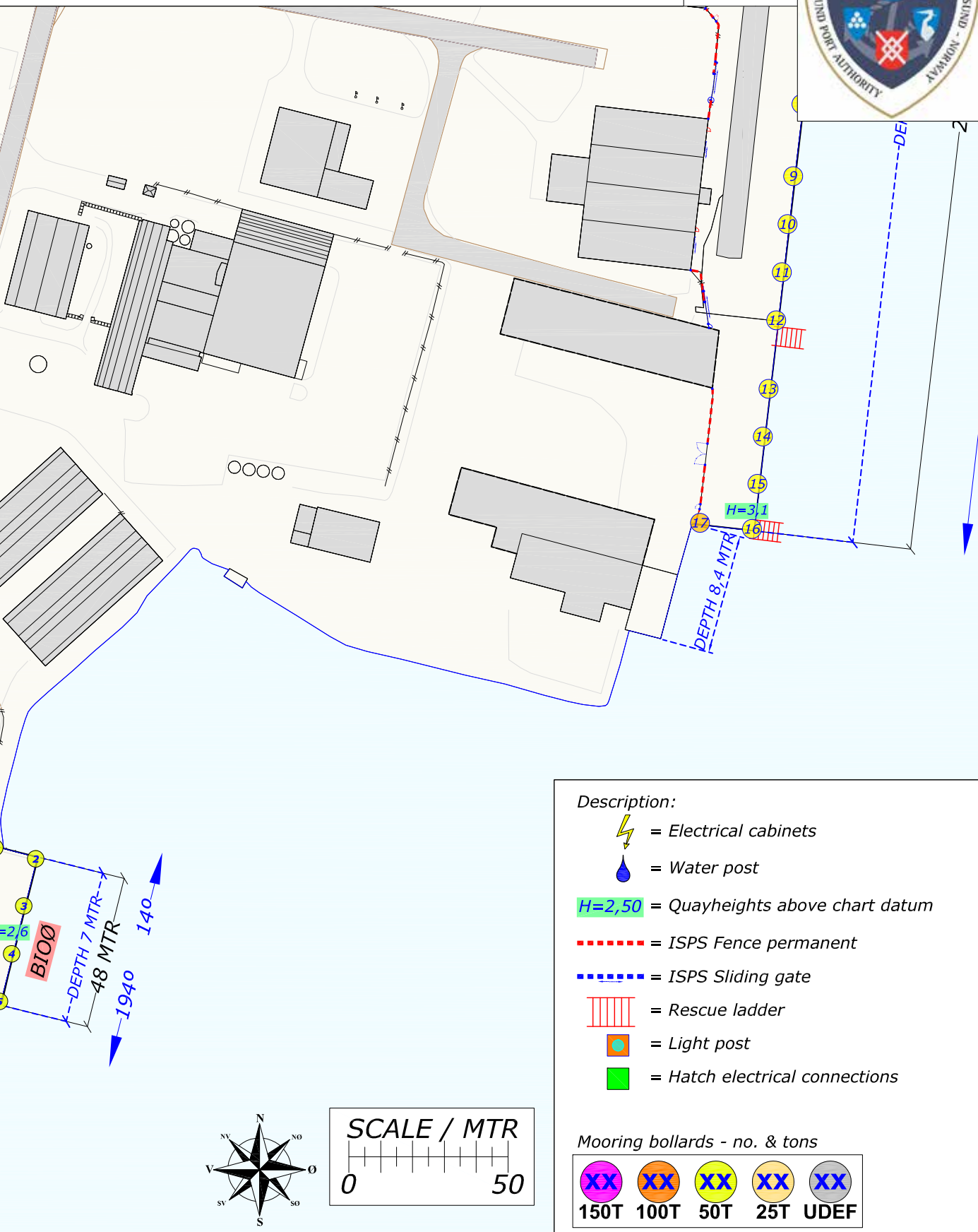


CHART DETAILS KARMSUND HARBOUR HUSØY CHART 2

Installations, lengths and heights of quays
Heights above chart datum

USE !

REV.NR. 08 - 30.04.2019



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CHART DETAILS KARMSUND HARBOUR

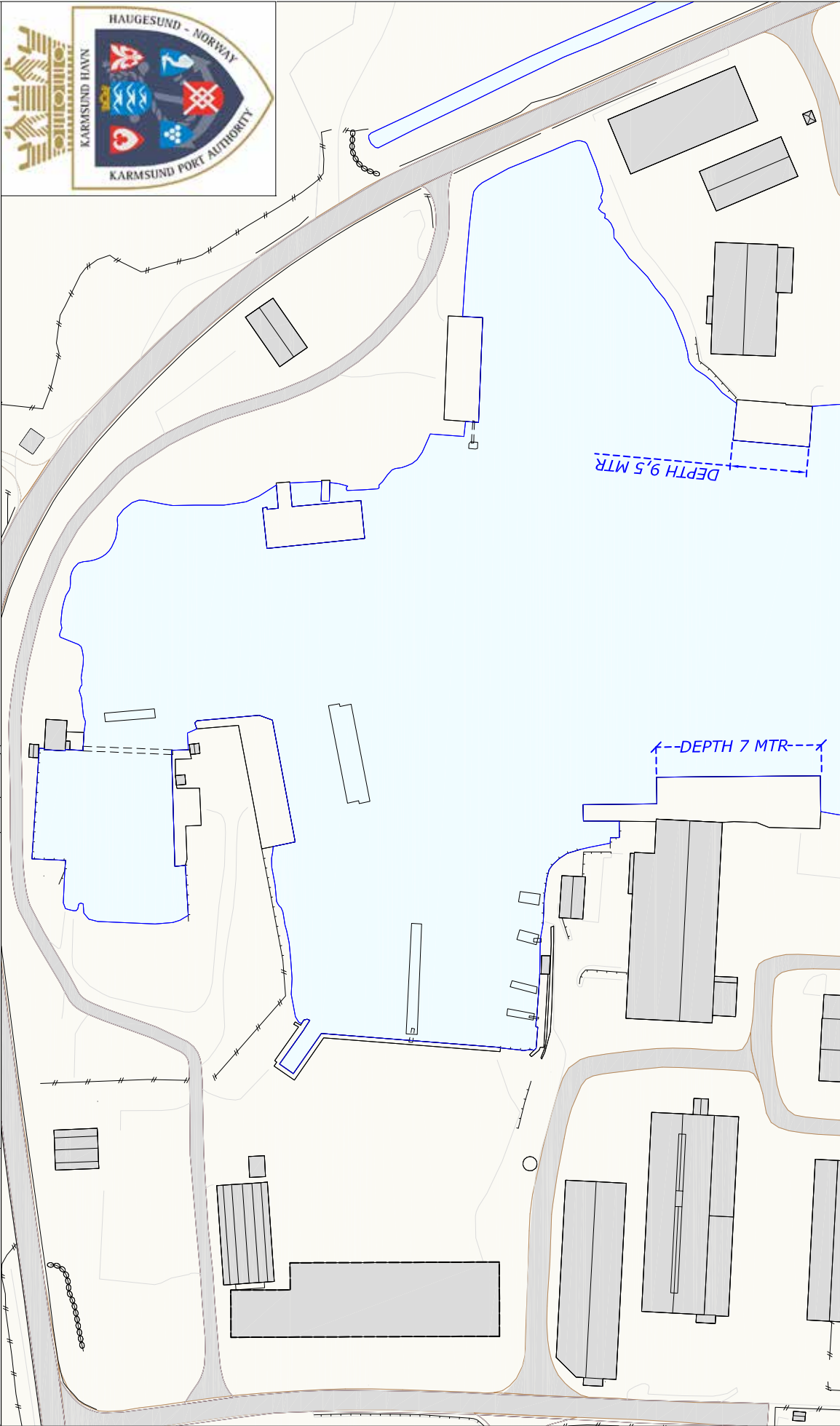
HUSØY CHART 3

Installations, lengths and heights of quays

Heights above chart datum

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Geirmund Eikje

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THE NORTH SEA PORT

TADA NO NOVEMBER 2019

THE
NORTH
SEA
PORT

59°25'35"N
5°14'84"E