

PRICE LIST 2020

**KARMSUND PORT
AUTHORITIES IKS**

Port charges, fees and compensation



Information

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Port Control may be contacted outside opening hours in case of emergency or otherwise urgent circumstances on telephone number 52 70 37 50

Prices listed are exclusive of VAT.
VAT is calculated based on current regulations.

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Introduction

Karmsund Port Authority (KH) is established for the purpose of rendering port and port-related services on a commercial basis. The activities of KH are partly based on services intended for the interaction between ships and port, partly on the letting of offices, industrial facilities, quays, quay space and warehouse facilities in the port area. KH is the property of the municipalities of Bokn, Bømlo, Haugesund, Karmøy, Sveio and Tysvær.

KH administers/owns quays, land areas, warehouses and terminal buildings in accordance with agreement with the owner municipalities. KH administers the letting of these properties and quay facilities. Moreover, the firm administrates the general running of the facilities on a commercial basis.

The main facilities are secured in accordance with the ISPS requirements (International Ship and Port Facility Security Code), the EU Regulation 725/2004 and the EU Directive 2005/65.

In addition, the KH can render a number of different services:

- Allocation of mooring places
- Information on different services
- Water supply
- Electricity supply
- Waste disposal
- Mooring services
- Other services according to need

Objectives

KH's price policy must always be adjusted to the market in which it operates. One objective is to make use of buildings, outdoor areas and quay facilities and to render services in an optimal manner to cover the needs of the customers within the framework set by the owner municipalities, cf. Act relating to Ports and Sea Waters and the articles of association.

When appropriate, e.g. for major long-term customers, prices may be subject to special agreement. Any discounts are to be granted based on the KH price list. In order to reduce the administrative work of the customers as well as the KH, we have taken care to establish a price list which is as simple and clear as possible.

Any owner or agent of vessels mooring at the port facilities and using one or several of the services specified in this price list have accepted all prices and conditions laid out in this document (i.e. price list).

1. Port charges

1.1 Ordinary terms

Port charges are paid for ships using quays owned or administered by KH. The charges consist of two parts, one for each time the ship is moored at the quay, and one depending on duration of stay. Port charges do not cover use of the quay areas. Prices are fixed according to gross tons (GT), which is common practice.

Vessels calling at the public quays of the diverse municipalities will be charged as follows:

1.	For the first	300 GT, per ton/day	NOK	1,00
	For the next	300 GT, per ton/day	NOK	0,80
	For the next	600 GT, per ton/day	NOK	0,63
	For the next	800 GT, per ton/day	NOK	0,60
	For the next	1000 GT, per ton/day	NOK	0,53
	For the next	2000 GT, per ton/day	NOK	0,50
	For the next	5000 GT, per ton/day	NOK	0,46
	Anything over	10000 GT, per ton/day	NOK	0,40

Minimum fee: NOK 300.00 per day

Cargo vessels calling regularly will receive a 10% discount on their port fees. The port director decides what is to be defined as 'calling regularly'.

2. Laytime is calculated from the time of mooring until casting off. 6 hours or less is defined as half a day. Port charges are always to be paid for a minimum of one day. A vessel moored for more than a fortnight will receive a discount of 50% for the rest of its laytime; with minimum charges still applicable. If a vessel changes quays within the KH area without going into the open sea, laytime will be calculated as if the vessel had been moored at the quay without interruption.
3. Vessels calling at KH quays several times within one date after leaving the waters will only pay for the two first calls
4. Registered fishing boats of less than 15 metres length may opt to pay an annual charge for using guest wharfs and quays intended for small boats. Annual charge is fixed at NOK 4,000.00, and does not entitle the payer to a fixed mooring place at the installations of KH. A fixed mooring place costs NOK 5,000.00 a year (applying to all small boats of less than 15 metres length), unless a higher rate has been agreed upon (at particular installations).

1.3 Environmental Port Index (EPI)

Environmental Port Index (EPI) is a model for quantifying and reporting the environmental impact of cruise ships during port stays. The goal is that this will provide incentives for investing in green technological solutions, as well as increase port costs for the most polluting vessels.

Cruise ships arriving Karlsund Port must report data from the call not later than 72 hours after departure. For ships not reporting within this deadline, the port charges will be added 150%. The EPI score will provide a discount or add in the port charges based on the following table:

From	To	%
0	4,99	Add 24
5	9,99	Add 20
10	14,99	Add 16
15	19,99	Add 12
20	24,99	Add 8
25	29,99	Add 4
30	34,99	Discount -1
35	39,99	Discount -2
40	44,99	Discount -3
45	49,99	Discount -4
50	54,99	Discount -5
55	59,99	Discount -6
60	64,99	Discount -7
65	69,99	Discount -8
70	74,99	Discount -9
75	100	Discount -15

1.3 Exemptions

Any exemption from or reduction of port charges must be agreed upon with KH in writing.

1.4 Festivals and special events

In particular cases customers may need to rent quays and quay areas in order to use the facilities for activities related to port events. This is particularly relevant to the areas at Indre Kai, and in Skudeneshavn. Fees will be paid according to agreement.

2. Quay areas and storage places

Customers wishing to use quays and adjacent areas belonging to KH for quay-related purposes will need a permit from KH. An assessment will be made of whether the intended use is in accordance with current rules and safety requirements. Such use will incur a fee to be paid to KH.

2.1 Charges for using port areas

Long term rental more than 30 days*:

- Husøy: NOK 17,00 m²/month
- Killingøy NOK 27,00 m²/month

Short term rental (30 days or less), or storage at other port areas, charges after prior agreement.

* Minimum long term rental area is 1000m². Area over 1000m² is subject to negotiation. Port Director defines area pricing.

2.2 Charges for reefer containers at Haugesund Cargo Terminals

Refrigerators/reefer containers NOK 165,00 pr day/cont
Electricity for PTI-Test, (Pré-Trip Inspection), NOK 95,00 pr cont/day

Daily prices are per day started.

2.3 Charges for using quay areas at Killingøy

Rental of quay area during mobilization, demobilization, repair and rebuilding of vessels:

Quay area Killingøy is defined as the area from quay edge inwards throughout the quay length.

Commodity payments according to regulations are included. Rental of quay area should always be pre-booked with PO number. The charges per day shall be paid from the arrival of the vessel until the quay area has been cleared and cleaned and returned to the Port Authorities.

Daily rate for renting one quay area NOK 4.000,-

3. Rental of mooring spaces (leisure boats)at guest harbour Haugesund (Indre kai)

Vessel type	Price	Comment
Vessel under 13 metres	NOK 160,00 per day	To be calculated from moment of arrival
Vessel over 13 metres	NOK 220,00 per day	To be calculated from moment of arrival
Electricity for leisure boats under 13 metres	NOK 50,00 per day	
Electricity for leisure boats over 13 metres	NOK 100,00 per day	

Part of day is treated as 24 hours. There will be a 50 % discount of these charges from October 1st till March 31st. This discount does not apply to charges for electricity.

4. Charges for goods unloaded at quayside

4.1 Price list

Prices apply to all goods shipped to or from quays owned or administered by KH. Weight is calculated based on metric tons. Volume goods are converted into a weight unit where 2 m³ is equivalent to 1 ton. Unless no written agreement has been made, the following prices apply:

Description	Price
Sand, gravel, asphalt and salt	NOK 8,00 pr 1000kg/2m ³
Other bulk products	NOK 13,00 pr 1000kg/2m ³
Fish products	NOK 13,00 pr 1000kg/2m ³
Building materials/lumber/timber	NOK 17,00 pr 1000kg/2m ³
PVC-tanks	NOK 70,00 pr 1000kg/2m ³
Metal products	NOK 17,50 pr 1000kg/2m ³
Lorries, dump trucks, excavators and tractors	NOK 500,00 Per piece
Workmen's huts, caravans, campers, house wagons	NOK 380,00 Per piece
Private cars, small vans, motor cycles	NOK 270,00 Per piece
Boats under 15 feet	NOK 200,00 Per piece
Alternative rate*	NOK 21,00 pr 1000kg/2m ³
Shortsea and deepsea container, as well as trolleys	NOK 215,00 Per piece

* As an alternative to rates based on merchandise type, rates to be paid to KH can be calculated as follows: *The total of all incoming and outgoing cargo per call, multiplied by alternative rate.*

Factory plants/industry established within the port district regularly loading and unloading cargoes at the ports of KH can be granted a discount.

1/3 fee is payable where goods are transferred from one vessel moored at the quay to another, without passing through the quay. Transit cargo must be approved by the port inspector.

Goods arriving at the port by sea to be further transmitted by sea are charged at arrival

4.2 Exemptions

Supplies, bunker oil, lube oil and other ship necessities for individual use.

4.3 Collection regulations

1. Goods must only be stored in places indicated by KH. They must be removed from the quay area as soon as possible, unless otherwise requested and KH consider they may remain.

2. Port users, including vessels, forwarding agents and others, have a duty to submit to KH all information required in order that KH may meet all governmental statistics requirements and have a basis for calculating compensation and fees correctly. This may include an obligation to submit accurate statements of cargoes (on a special form), to KH for each call, alternatively at other intervals subject to agreement with KH.
3. KH may request, and is entitled to demand, the transmittal of further relevant information about the cargo from forwarding agents and cargo owners, in order to calculate correct compensation.
4. KH has no responsibility for goods stored in warehouses, in quay areas or open places.

4.4 *Right of inspection /duty of information*

1. KH has a right to inspect the vessel's cargo at arrival and departure. KH may also demand to see the material required for a proper inspection.
2. KH may demand to receive a copy of documentation in order to meet governmental statistics requirements, or to be able to check the calculation of the port's claim for charges or fees, including copies of the manifest containing statement of measurements, weights and local recipients or sender.
3. KH has a right to undertake inspections and spot checks without prior notice. The obligation to comply with inspection measures also applies to the port's brokers, including shipbrokers, forwarding agents and other agents.

5. Consequences in the event of breach and omissions

If;

- a) disclosure information is not complied with
- b) the port is not allowed access to perform inspection
- c) documentation is not submitted or delivery is delayed or made difficult without good reason
- d) it is detected that incorrect information is given to the port

KH may, with basis in its own judgment, refuse the relevant party the use of the port/terminate the business relations.

Breach may also be reason for termination of lease agreements etc.

If KH discovers that a user of the port submits incorrect information, KH may increase the charges by 30 percent of total, correct charges relating to the transaction in question. For incorrectly stated load on private quay facilities, time spent to correct loading lists will be invoiced.

The same applies if a user retains relevant information or refuses to let KH perform the required inspection as specified above. Moreover, the rules of the Act relating to ports and seaways, and general principles of contract law apply.

6. Use of information acquired under the ISPS rules

KH has obligation and responsibilities to fulfil toward public authorities under the ISPS rules.

KH may use information acquired under the ISPS rules to calculate the charges for commercial services offered by KH, according to the price stipulations and other business terms applying at any time.

7. General duty of loyalty

KH and KH's users have a general and reciprocal duty of loyalty to ensure that the obligations and assumptions that may be derived from the business terms are observed at all times.

8. Lay-up of ships

Applies to approved lay-up places within the waters of the owner municipalities. Written lay-up contracts must be made between the customer and KH. Lay-up fees are to be determined on the basis of vessel size, regardless of whether the vessel is anchored or not. Unless otherwise agreed upon, the following prices apply:

Size of vessel	Pris
Vessels 0-150 metres	Kr 35.000 pr måned
Vessels 151-200 metres	Kr 55.000 pr måned
Vessels 201-250 metres	Kr 70.000 pr måned
Vessels over 250 metres	Kr 80.000 pr måned

Avtaler inngått etter 1. januar 2020 indeksreguleres årlig.

Lay-up at the quays of the Port Authorities must be agreed upon between the parties. For objects placed at sea/seabed, special price arrangements must be made.

KH employee(s) must be present at arrival/departure (see employee tariff). If the port manager decides so, a KH Harbour boat must participate in the operation, (see port ship tariff).

All above-mentioned costs are to be charged to the vessel laid-up or departing.

9. Various operations

Work operations performed in the waters (lay-up places) are subject to special fees.

10. Charges for hiring personnel, equipment and services

Kategori	Pris	Kommentar
Hiring skilled labour	Ordinary working hours NOK 690,- /t 50 % overtime NOK 1050,-/t 100 % overtime NOK 1380,-/t	Minimum rate 2 hours ordinary working hours Minimum rate 2 hours overtime
Water supply for vessels during normal working hours	NOK 27,- per ton/m ³	Water supply calculated based on cold-water meter
Water supply: Connecting and disconnecting, inclusive of hose rent	NOK 875,- each time	After ordinary working hours: see tariff skilled labour
Electricity rates 220/380 volt	Invpice + 15%	Supply from electricity storage device to vessel
Electricity: connecting and disconnecting	NOK 825,- each time	After ordinary working hours: see tariff skilled labour
Connecting to shore power/ frequency converters	First time connection or new crew: NOK 4,140, - Connection to existing customer: NOK 2,070, -	After ordinary working hours: see tariff skilled labour
Mobile power box rental.	NOK 650,- per day	Part of day counts as one day
Mobile lift. Lifting height 10 metres	NOK 160,- per hour. Minimum rate NOK 500,-	
ISPS fences	NOK 6 pr m./day. Minimum rate NOK 1000,- Transport, assembly and return of fences, daytime NOK 12,500, -	Part of day counts as one day
Lorry with crane and driver	NOK 1 950,- per hour	Leietiden beregnes fra klargjøring til den er tilbake på utleiested.
Fire/ drainage pump	NOK 200,- per hour. Minimum rate kr 1 000,-	
El-truck (1,500 kg)	NOK 300,- per hour. Minimum rate NOK 700,-	
Guard boat (driver obligatory) Guard boat with two men	NOK 3 500,- per hour NOK 4 250,- per hour	Rental hours calculated from preparation to return of boat. Paid overtime for crew applicable in accordance with HSE standard
Rental of bollard for bollard testing	NOK 1 500,- /each time	
Rental of Yokohama fenders 6x3,5 m Rental of Yokohama fenders 3x1,5 m	NOK 6 500,- per. day for 2 NOK 3 500,- per day for 2	Mobilization charges in addition to rental, to be pre-arranged prior to rental
Mooring/cast-off	see tariff skilled labour. Min 2hr	Does not apply to laid-up ships
Permanent rent of parking space	Per month: NOK 820,-	
Hire of certified gangway	NOK 3 300,- per. day	Part of day is treated as 24 hours. If lorry with crane is needed, vessel will be charged extra.

VAT is calculated according to the applicable rules.

11. Waste charges

According to international agreements and national regulations the port authorities are obliged to make arrangements for waste disposal facilities, so that all vessels calling at their ports can dispose of their waste as dictated by current regulations. The arrangement is to be financed through the principle of cost responsibility.

Therefore, Karlsund Port Authority has introduced a fee to cover the costs of the port authorities related to the arrangement. Exempt from paying the fee are liners, passenger ferries and other vessels with special agreements and approved arrangements for ship waste disposal.

All other vessels must pay fees corresponding to gross tonnage as follows:

Waste per call:	NOK 0,26 per gross ton
Minimum fee:	NOK 260,00

12. ISPS fee

KH must, through their PFSO (Port Facility Security Officer), ensure that all terminal operators comply with the safety measures required in pursuance of acts and regulations. KH has therefore implemented measures in accordance with these acts and regulations. The costs of the safety measures are charged to each individual user of the terminals.

Vessels pay a fee for using the ISPS certified quay areas, calculated on the basis of the vessel gross tonnage, GT. Each vehicle used on the ISPS certified quay areas/terminals must be equipped with an access permit valid for one year, entitling its holder to enter and leave the area an unlimited number of times. Drivers who do not have a valid annual access permit must pay for a temporary access permit, valid for one day at a time. These vehicles must notify their arrival in advance to the ISPS terminal. Personnel will be issued with an access card. The card is valid for five years. Visitors must notify ISPS terminals of their arrival, and will be equipped with a visitor's card. Furthermore, an obligatory ISPS basic course must be undergone by all who require access before receiving access card and/or access permit for vehicles. The course is valid for five years. The ISPS terminal users are themselves responsible for the validity of their permits. All users may be inspected and reviewed by the Norwegian coastal authorities and/or ESA without prior notice. All companies using an ISPS terminal, such as terminal administrators, transport firms and taxi firms, are obliged to establish a security organisation, in accordance with instructions and EU decree/directive. This organisation is subject to annual audit by KH.

Vessels calling at public quays at ISPS secured terminals:	NOK 0,26,- GT/day
Minimum rate:	NOK 360,- per day
International cargoes:	NOK 2,80 per ton

Each particular vessel is responsible for paying ISPS fees. Broker is responsible for ISPS fees for international cargoes.

Other ISPS fees	
ISPS access permit:	NOK 265,- per year
ISPS access card (valid five years):	NOK 525,-
Temporary access permit:	NOK 80,- per day
Passenger fee per passenger for cruise vessels:	NOK 15,50,-
Minimum fee	NOK. 10.000,-

If a vessel needs extra security efforts during the stay due to higher preparedness onboard, the extra cost will be charged to the ship-owner/vessel.

If a cruise vessel reports change in Estimated Time of Arrival (ETA) or Estimated Time of Departure (ETD) later than 24 hours prior to ETA/ETD, and extra guards are needed, the extra cost will be charged to the ship-owner/vessel.

If a vessel requires Yokohama fenders or other special fenders, the vessel will be charged for the extra costs. Rental of barges used along the quay will also be charged extra.

13. Regulation related to arrival fees

Set by the Harbour Council 15.12.2011 as item 10/2011

Legal authority: Set by Karmsund port authority IKS, (henceforth referred to as KH IKS) by the Harbour Council (date) with legal authority in FOR 2010-12-20 nr. 1760: Regulation related to the municipalities' calculations and collections of port charges §2, given by the Ministry of Trade, Industry and Fisheries pursuant to LOV-2009-04-17 nr. 19: Law on ports and waterways, §8, §25 and §52, as well as delegation from the municipalities Bokn, Bømlo, Haugesund, Karmøy, Tysvær and Sveio in accordance with LOV-2009-04-17 nr. 19: Law on ports and waterways, §10.

§1 Area of effect

The regulation concerns calculation and collection of arrival fees for vessels calling at port in the municipalities Bokn, Bømlo, Haugesund, Karmøy, Tysvær and Sveio. The definition of port is made clear in LOV-2009-04-17 nr.19 (henceforth referred to as the Harbour Act) §4.

§2 Payment obligations, basis for calculation and size

Arrival fees are imposed per calling at port. By calling is understood an arrival and departure. At the event of multiple calls at port in the municipal sea areas during the same day, the charge is only imposed once. The arrival fees shall cover KH IKS' costs in exercising their public authority as warranted in the Harbour Act with regulations, as well as costs incurred by facilitating security and navigability in the municipal sea areas, in accordance with §1, cf. §25. The arrival fees are calculated on basis of the size of the vessel's gross tonnage (BT) as it is specified in the vessel's international measurement certificates, in accordance with the 1969 international convention on measurement of vessels. If the vessel's BT is not specified in the certificate, this is determined by the municipality based on calculations of BT of similar vessels. For tanker vessels with segregated ballast tanks the volume of the segregated ballast tanks are deducted when the BT of the vessel is calculated, if this volume is specified in the measurement certificate. For oil tanker vessels, the conditions stated in the IMO-resolution A.747 (18) must also be met. A minimum charge can be determined instead of a charge based on the vessel's BT.

The arrival fees shall be paid at the following rates per call:

NOK 0,15 pr gross ton (GT)

Minimum fee NOK 96,00

Excluded from the duty to pay the call charge are:

- (a) vessels of maximum length less than 15 meters.
- (b) salvage and icebreaking vessels in connection with salvage and icebreaking
- (c) warships, Norwegian and foreign
- (d) The Norwegian Coastal Administration's vessels in connection with work in the water
- (e) vessels entering port due to injury or emergency and the vessel does not load, unload cargo or take on passengers

§ 3 Reduction and remission

KH IKS may, when special reasons exist, reduce or waive accrued tariff charges.

§ 4 Collection of call charge

Owners or operators of ports or port terminals organized as their own legal entities shall provide information as a basis for KH IKS collection of tariff charges.

§ 5 Obligation to pay

The shipowner and the agent are jointly and severally liable for the call charge. KH IKS may require the shipowner or agent to provide financial security for payment of the call fee, cf. Section 25, subsection 4 of the Port Act.

§ 6 Complaint

Individual decisions made pursuant to these regulations may be appealed in accordance with the provisions of the Act of 10 February 1967 on the manner of handling administrative matters. The Norwegian Coastal Administration's head office is the appeal body for decisions made by KH IKS.

ESI

Vessels that are registered in the Environmental Ship Index (ESI) from World Port Climate Initiative will be granted a 25 % discount in arrival fees if the ESI exceeds 30 points, and 50% discount if the ESI exceeds 50 points. The discount will be calculated according to total fees payable after other deductions awarded. The discount will be awarded according to the validity of the ESI certificate and where this is stated in the arrival notification.