



KARMSUND
HAVN

PRICELIST 2021

Port fees, terms and conditions



Information

Port Control

Telephone +47 52 70 37 50
E-mail havnevakt@karmsund-havn.no

Port Control opening hours

Monday – Friday 06.30 – 22.00
Saturday and Sunday 10.00 – 17.30

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

Postal address:

Karmsund Havn IKS, Postboks 186, 5501 Haugesund

Invoice / Credit note must be sent electronically in accordance with the EHF standard, or as a pdf file by e-mail to regnskap@karmsund-havn.no

Visiting address:

Garpeskjæravn. 2, 5527 Haugesund

org.no. 963 706 820

www.karmsund-havn.no

Prices listed are exclusive of VAT.

VAT is calculated based on current regulations.

The owner of - or agent for vessels that call at the Port of Karmsund and make use of one or more services specified in this price list, has at the same time accepted all prices and conditions set out in this document (price list).

Content

Information	2
1. Port charges	4
1.1 Ordinary terms	4
1.2 Environmental Port Index (EPI)	5
1.3 Exemptions	5
1.4 Festivals and special events	5
2. Quay areas and storage places	6
2.1 Charges for using port areas	6
2.2 Charges for reefer containers at Haugesund Cargo Terminals	6
2.3 Charges for using quay areas at Killingøy	6
3. Rental of mooring spaces (leisure boats) at guest harbour Haugesund (Indre kai) ..	7
4. Charges for goods unloaded at quayside	8
4.1 Price list	8
4.2 Exemptions	8
5. Lay-up of ships	9
6. Variousoperasjoner	9
7. <i>Charges for hiring personnel, equipment and services</i>	10
8. Mobile harbour crane.....	11
9. Waste charges	12
10. ISPS fee	13
11. Arrival fees.....	14
Terms and conditions for use of quay facilities and areas operated by Port of Karmsund (KH).....	15

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 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 15% 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 quay 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 day 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).

1.2 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 to 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. Fees will be paid according to agreement.

Ship baptism is exempt from payment, but can only be carried out by further 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

Minimum long term rental area is 1000m². Area over 1000m² is subject to negotiation.

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

Port Director defines area pricing.

2.2 Charges for reefer containers at Haugesund Cargo Terminals

Refrigerateds/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

Quay area may be rented for 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	Kommentar
Vessel under 10 metres	NOK 220,00 pr day	To be calculated from moment of arrival
Vessel over 10 metres	NOK 270,00 pr day	To be calculated from moment of arrival
Electricity for leisure boats under 10 metres	NOK 50,00 pr day	
Electricity for leisure boats over 10 metres	NOK 100,00 pr 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.

Quay stay without valid receipt is charged NOK 750,- per day



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, motorcycles	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.

5. 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	Price
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

Agreements entered after 1 January 2020 are index regulated annual.

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.

6. Variousoperasjoner

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



7. Charges for hiring personnel, equipment and services

Category	Price	Comment
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	Invoice + 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,-	
EI-truck (1,500 kg)	NOK 300,- per hour. Minimum rate NOK 1.500,-	
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.

8. Mobile harbour crane

At Haugesund Cargo Terminals we are proud to have Norway's largest mobile harbour crane with a lifting capacity of 154 tonnes. The crane is a Liebherr LHM 550, and is one of the largest of its kind in the Nordic countries. With this, we handle container operations with a Stini container spreader for 20', 30', 40' and 45' containers.

We also have good experience from various operations with project cargo, where we can offer a capacity of up to 300 tonnes. The largest of these projects is a wind turbine project, where the Port of Karlsund has received over 300 wind turbine modules and 45 wind turbine blades for storage at Haugesund Cargo Terminals, Husøy. In total, the project has required approx. 50,000 square m. Using the Karlsund Port's mobile harbour crane, the modules and blades have been safely lifted ashore.

The crane can be powered by electricity, and it is supplied with extra insulation for further noise cancellation. The upgrades on the crane are in accordance with Intelliport, Karlsund Port's concept to strive for increased efficiency, new technology and more sustainable solutions in everything we do. In an hour on electricity vs diesel, CO₂ emissions are cut by as much as 52 kg. In 2021, the Port of Karlsund will receive a second crane of the same model. We will then be able to offer tandem lift with our two cranes, with a total capacity of 308 tons. The cranes are very flexible in use, and can perform most lifting tasks.

Prices upon request



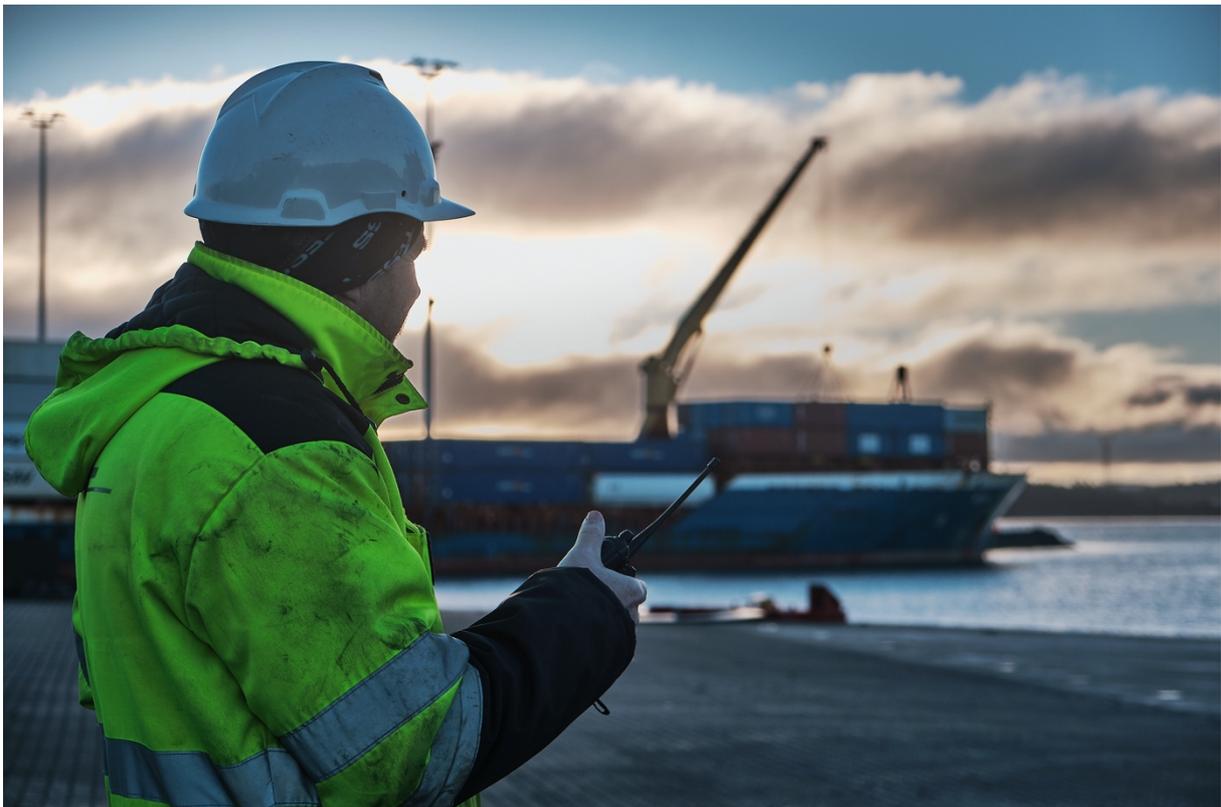
9. Waste charges

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, Karmsund 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 pr call:	NOK 0,26 pr GT
Minimum fee:	NOK 260,00



10. 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.

11. Arrival fees

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

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.



Terms and conditions for use of quay facilities and areas operated by Port of Karmsund (KH)

General terms and conditions

- Anyone who has used KH's quay facilities and areas for unloading, loading or other operations, is obliged to remove waste, packaging, remains of cargo etc. as soon as possible after the work operation is completed. If necessary, areas shall be flushed. Waste shall be handled in accordance with KH's waste plan.
- Unloading, loading and transport shall take place properly so that quay facilities and areas are not damaged. Goods must not be moved on the quay without the use of rollers or trolleys. Vehicles driven by belts must be driven as short as possible on plates etc.
- Vehicles parked in violation with instructions given by KH, or is regarded as a disadvantage of the port business, can be removed by KH on the owner's expense and risk.
- KH may restrict or prohibit access to its own facilities and areas.
- KH's areas shall not be used for production trading activities, storage of goods etc. without permission. No events etc. which occupies a large space or entails large crowds shall be held unless this is agreed in advance with KH.
- Anyone who has caused damage to KH's quay facilities, areas, equipment and other facilities is obliged to report this in writing to havnevakt@karmsund-havn.no as soon as possible.
- Vessels and objects must be secured so that they cannot cause danger or damage. Should danger or damage nevertheless occur, the owner or the person responsible is obliged to immediately take the necessary measures to prevent or limit the danger or damage and notify KH of the incident to havnevakt@karmsund-havn.no.
- Vessels coming from areas with dangerous infectious diseases must immediately after mooring at the quay take the necessary precautions to prevent infection or pests from coming ashore. In case of suspicion of possible infection in the event of a pandemic outbreak, the vessel's master must report this before arrival via www.shipprep.no.
- KH may decide that a vessel shall be moved or removed if the considerations of traffic conditions or the operation of the port make this necessary. Vessels with a maximum length of more than 20 meters must always have available sufficient crew, unless KH has waived this requirement. In special cases, KH may decide that this shall also apply to smaller vessels.
- KH may, at the shipowner's expense, order a vessel to use a suitable tugboat if this is necessary for safety reasons or for reasons of other traffic.
- During a stay at quay, unnecessary use of the propeller must be avoided. Propellers, including side propellers, shall not be operated before the vessel is intended to leave the quay. When maneuvering to or from the quay, the utmost care must be taken so that the propeller water does not cause damage to other vessels or port facilities. The same applies to other types of propulsion and maneuvering systems.
- KH may impose stopping of auxiliary machinery, noisy maintenance etc. which significantly disturbs working conditions and surroundings.
- KH may prohibit the use of light that is a significant nuisance to the surroundings or considered a safety problem for navigation.
- While berthed, vessels openings for waste water, steam etc. facing the quay or other vessels shall not be used. KH has no local restrictions on the use of scrubbers beyond national and international requirements.
- Vessels in port shall not cause unnecessary emission which may be nuisance or cause damage. KH has no local restrictions on the use of incinerators beyond national and international requirements.

- The Port Operations shall be informed when diving is planned. Diving by berthed shall be marked with the international signal flag «A». At night, the marking shall be illuminated.
- Wrecks, sinking vessels or objects that may cause danger or damage shall not be berthed without permission from KH.
- The shipping company is responsible for damage that may occur to own vessel, in cases where shore power is used. In the event of misuse or incorrect use that causes damage to KH's shore power installation and associated equipment, the shipping company will be held financially responsible.
- ISPS and services connected to port security are handled by KH, any additional services shall be clarified with KH.
- In the event of unforeseen and extraordinary situations in the port, outside KH's control, force majeure may occur. Parties who are affected and who wish to claim force majeure shall, within a reasonable time, give the other parties written notice of the force majeure situation. All parties affected must bear their own costs due to a force majeure situation.
- KH requests the use of shore power when possible, to save the environment and reduce noise from auxiliary engines.
- Use of a mobile crane at KH's port facilities shall be clarified with KH, and is not permitted if the crane operation is in competition with KH's own crane offer

Terms regarding information and payment

- Anyone who has used KH's quay facilities and areas shall provide information necessary for traffic planning, statistics and calculation of relevant fees.
- Outstanding and overdue receivables and claims are recovered in accordance with Act on debt collection activities and other collection of overdue monetary claims. KH may demand that financial security are provided for the payment of fees and remuneration. In the event of late payment, default interest is paid in accordance with the Act on interest in the event of late payment, etc.
- Services and measures that are not described in this document are invoiced with incurred costs or by separate agreement. This also applies to services and measures implemented by KH, based on environmental or safety considerations.
- If errors have been found in the basic information, and it can be documented that there has been paid too much in fees or remuneration as a result of these errors, adjustment may be done at the request of KH, but not later than 3 months from the date of payment. KH may, when special reasons exist, reduce or waive the accrued fee or remuneration.
- If KH is prevented from delivering an agreed service, no compensation can be claimed for consequential damages unless otherwise is specified in this document. In such cases, a documented claim shall be sent to KH within a reasonable time and no later than 6 months after the damage occurred.