



KARMSUND  
HAVN

# PRICELIST CRUISE 2026

PORTFEES, TERMS AND CONDITIONS

# Information

## Port Control (manned 24/7)

Telephone +47 906 23 793  
E-mail [operation@karmsund-havn.no](mailto:operation@karmsund-havn.no)  
VHF Channel 12

### Postal address:

Karmsund Havn IKS, Garpeskjæravn. 2, 5527 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](mailto:regnskap@karmsund-havn.no)

### Visiting address:

Garpeskjæravn. 2, 5527 Haugesund

Org.no. 963 706 820

[www.karmsund-havn.no](http://www.karmsund-havn.no)

### Contact info

Bookings/request/general quiries; [cruise@karmsund-havn.no](mailto:cruise@karmsund-havn.no) / +47 52 70 37 50

Pre-arrival documents / info; [pre-arrival@karmsund-havn.no](mailto:pre-arrival@karmsund-havn.no) / +47 52 70 37 50

Security / ISPS / visitors; [security@karmsund-havn.no](mailto:security@karmsund-havn.no) / +47 52 70 37 50

Cruise coordinator (Rasmus Tveit); [cruise@karmsund-havn.no](mailto:cruise@karmsund-havn.no) / +47 909 33 587

Director of Tourism and Cruise Development; [vigleik@visithaugesund.no](mailto:vigleik@visithaugesund.no) / +47 920 84 689

Gate (during calls); [gate.cruise@karmsund-havn.no](mailto:gate.cruise@karmsund-havn.no) / +47 476 18 231

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).

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# 1. Port charges

## 1.1 Ordinary terms / quay fee

Cruiseships calling at Haugesund Cruise Port will be charged with quay fee as follows:

1. NOK 0.75 per GT/day.
2. The berthing time is calculated from the time the vessel moors and until it casts off. Minimum charges is one day, and start of a new day will be considered a full day.
3. From 1st November to 28th February, a 50% discount in quay fees applies.
4. Minimum quay fee for cruise ships is NOK 35,000.00 per day. For port stays more than five days, please contact Karmsund Port Authority.
5. For calls to other port facilities operated by Karmsund Port Authority, prices on request.

## 1.2 Fairway dues

Ships calling Port of Karmsund will be charged with fairway dues NOK 0.20 per GT.

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.

## 1.3 ISPS and passenger fee

Ships calling at ISPS certified port facilities and users of these port facilities pay fees to cover the port's costs for the security measures established and required through the port facility's approved security plans. The passenger fee also includes other costs related to cruise calls to the region.

ISPS fee ship (per GT and day):	NOK 0.31
ISPS fee passenger (per person):	NOK 25.00
Minimum passenger fee:	NOK 16.000.00

### Other ISPS fee

In the event of raising the level of preparedness on ships/port facilities, the cost of such additional

measures will be charged to the shipping company/vessel.

## 1.4 Environmental fund

Ships calling port facility owned and operated by Karmsund Port Authority are charged NOK 0.16 per GT/day for financing and development of shore power systems for ships.

## 1.5 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 to Port of Karmsund must report data from the call not later than 72 hours after departure. For ships not reporting within this deadline, a surcharge of 150% will be added. The EPI score will provide a discount or add in the quay fee based on the following table:

<b>From</b>	<b>To</b>		<b>%</b>
0	24,99	Add	50
25	74,99	Add	20
75	99,99	Add	10
Shore power*		Discount	-10

\* Discount is given;

- If the ship is connected more than 5 hrs
- If commissioning is carried out during port stay
- If shore power is requested and the port is unable to fulfill the request

## 1.6 Cancellation Policy

When canceling a cruise call, the following fees apply:

- Cancellation within 18 months of ETA will incur 5 % quay fee
- Cancellation within 12 months of ETA will incur 15 % quay fee
- Cancellation within 6 months of ETA will incur 30 % quay fee
- Cancellation within 48 hours of ETA will incur 100 % quay fee

In some cases, after a closer assessment by Port of Karlsund, there may be extraordinary circumstances which mean that the cancellation fee is not invoiced. Direct costs incurred as a result of a cancellation, i.e. ISPS security guard, will still be charged to the ship. All invoices that are forwarded will have a surcharge of 15%.

The cancellation fee does not apply to changing the date and/or changing the ship as far as it is possible to make changes based on capacity.

## 1.7 Exemptions

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



## 2. Fees for hiring personnel, equipment and services

Category	Price	Comments
Hiring skilled labour	Ordinary work hours NOK 821/hrs 50 % overtime NOK 1296 /hrs 100 % overtime NOK 1729/hrs	Minimum rate 2 hours
ISPS security guard	Ordinary work hours NOK 650/hrs 50 % overtime NOK 975 /hrs 100 % overtime NOK 1300/hrs	Included in ISPS and passenger fee.
Water supply for vessels during normal working hours*	NOK 36.50 per ton/m <sup>3</sup>	Based on delivered volum
Water supply: Connecting and disconnecting, inclusive of hose rent	NOK 1200.00 each time	After ordinary working hours: see tariff skilled labour
Shore power		See <a href="http://www.havnekraft.com">www.havnekraft.com</a>
Telescopic truck, 3.3t / reach 3.5m / lift hight 6.6m	NOK 2,050.00 per hour	Minimum 2 hour incl. driver. Minimum 3 hours for provisioning and waste handling (incl. driver)
Harbour boat** (driver obligatory)	NOK 4,155.00 per hour	Rental hours calculated from preparation to return of boat. Paid overtime for crew applicable ref. the HSE standard
Delivery of waste and sludge		Contact agent
Mooring/cast-off		Contact agent
Hire of certified gangway 8x1,5 m	NOK 4,800.00 per day	Part of day is treated as 24 hours. Mobilisation costs are added.
Rent of parking space at Cruise Terminal		Contact <a href="mailto:cruise@karmsund-havn.no">cruise@karmsund-havn.no</a> for prices and availability
Sale and use of area at Cruise Terminal		Contact <a href="mailto:cruise@karmsund-havn.no">cruise@karmsund-havn.no</a> for prices and availability

\* Price for water supply may change during the year, based on costs from the municipality.

# Terms and conditions for use of quay facilities and areas operated by Karmsund Port Authority (KPA)

## General terms and conditions

1. Terms for the use of KPA's quay facilities and areas apply to all KPA's ports and quay facilities, unless otherwise agreed in writing. Everyone who uses and stays in the harbor accepts KPA's current business terms and conditions.
2. Anyone who has used KPA'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 and delivered in accordance with KPA's approved Port Waste Reception, Handling Plan and MORPOL Annex V.
3. 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.
4. Vehicles parked in violation with instructions given by KPA, or is regarded as a disadvantage of the port business, can be removed by KPA at the owner's expense and risk. KPA may restrict or deny access to facilities at any time for safety, ISPS or operational reasons without prior notice.
5. KPA may restrict or prohibit access to its own facilities and areas.
6. KPA'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 KPA.
7. Anyone who has caused damage to KPA's quay facilities, areas, equipment and other facilities is obliged to report this in writing to [operation@karmsund-havn.no](mailto:operation@karmsund-havn.no) as soon as possible.
8. 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 KPA of the incident to [operation@karmsund-havn.no](mailto:operation@karmsund-havn.no).
9. 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.shiprep.no](http://www.shiprep.no).
10. KPA 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 metres must always have available sufficient crew, unless KPA has

waived this requirement. In special cases, KPA may decide that this shall also apply to smaller vessels.

11. Crew who carry out work in the port are obliged to follow Norwegian minimum tariffs. In the event of a breach of this condition, KPA is free to report it to the Norwegian Labor Inspection Authority and to withdraw the access permit to the port. KPA 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.
12. 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.
13. KPA may impose stopping of auxiliary machinery, noisy maintenance, announcement etc. which significantly disturbs working conditions and surroundings. Permission for noisy activities during calls shall be obtained from KPA in advance.
14. KPA requests the use of shore power when possible, to save the environment and reduce noise from auxiliary engines.
15. KPA may prohibit the use of light that is a significant nuisance to the surroundings or considered a safety problem for navigation.
16. While berthed, vessels openings for waste water, steam etc. facing the quay or other vessels shall not be used.
17. Vessels in port shall not cause unnecessary emission which may be nuisance or cause damage. KPA has no local restrictions on the use of incinerators beyond national and international requirements.
18. Scrubbers, if used during port stay, shall be in closed loop.
19. KPA shall be notified in advance if hull washing is planned at one of KPA's port facilities. During hull washing a collection method shall be used.
20. 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.
21. Wrecks, sinking vessels or objects that may cause danger or damage shall not be berthed without permission from KPA.
22. 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 KPA's shore power installation and associated equipment, the shipping company will

be held financially responsible. See separate terms and conditions for shore power installations owned by Havnekraft AS.

23. ISPS and services connected to port security are handled by KPA. Any additional services shall be clarified with KPA.
24. In the event of unforeseen and extraordinary situations in the port, outside KPA'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.
25. Use of a mobile crane at KPA`s port facilities shall be clarified with KPA and is not permitted if the crane operation is in competition with KPA's own crane offer.

26. Anyone covered by the Terms and Conditions is obliged to fulfill KPA's basic requirements for corporate social responsibility.
27. All types of sales and other business at the cruise terminal is prohibited unless an agreement has been concluded with KPA.
28. In special cases, the Port Director may deviate from the current price list.

**Terms regarding information and payment**

29. Anyone who has used KPA's quay facilities and areas shall provide information necessary for traffic planning, statistics and calculation of relevant fees.
30. If the owner of a vessel does not pay the required port fee, KPA can take the necessary measures to have the vessel removed. The owner will be invoiced for any expenses related to the removal and possible destruction of the vessel.
31. Outstanding and overdue receivables and claims are recovered in accordance with Act on debt collection activities and other collection of overdue monetary claims. KPA may demand that financial security be 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.
32. 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 KPA, based on environmental or safety considerations.
33. 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 KPA, but not later than 3 months from the date of payment. KPA may, when special reasons exist, reduce or waive the accrued fee or remuneration.
34. If KPA is prevented from delivering an agreed service, no compensation can be claimed for consequential damages unless otherwise specified in this document. In such cases, a documented claim shall be sent to KPA within a reasonable time and no later than 6 months after the damage occurred.