PORTS OF NORWAY

SHIP TO NORWAY
Annually between 12 and 14 million tonnes of cargo is imported and exported by truck to and from Norway. Norwegian ports work closely with authorities and shipping companies to reduce this amount by transferring more cargo transport from road to sea.

An increasing amount of transport customers have clear goals on reducing the environmental impact of their operations. Moving transport from road to sea reduces CO2 emissions by between 60 and 70 percent and is a direct contribution to more environmentally friendly transport.

In addition to the apparent environmental impact, choosing the sea also helps reducing costs. Compared with corresponding road transport, customers experience up to 55 percent cost reductions when choosing to transport cargo by sea. The greatest savings are found in longer distances with short distances to the port.

Choosing to transport cargo by sea ensures high predictability and good punctuality. Easy ordering of door-to-door transport with flexible collection and delivery times, combined with convenient short-term storage, gives customers a variety of both flexible, efficient and cost saving options.
The Port of Trondheim has established a regional port structure with Trondheim, Orkanger and Verdal as the main hubs. This allows us to offer extensive capacity and flexibility.

The ports handle all types of cargo and vessels, ranging from offshore in Verdal to containers in Orkanger, and bulk and general cargo at all ports. The Port of Trondheim has adopted a shortsea strategy with connections both to Britain and the Continent, including scheduled weekly services to Rotterdam, Bremerhaven, Amsterdam, Aberdeen and Hamburg. Transit times from the Continent to Trondheim are almost down to 60 hours, even with 3 calls along the Norwegian coast.

The Port of Trondheim continues to develop and is working strategically to shift cargo from road to sea by improving facilities for future freight transport. One facility in the planning is a modern container port in Orkanger. Versatility, security and infrastructure are good reasons for choosing the Port of Trondheim.

Turnover 2012: NOK 115 million
Port calls 2012: 4,459
Cargo volume 2012: 2 million tonnes
Scheduled services: Wilson Line, NCL, Sea Cargo, Nor Lines
Public berth length: 7,000 m for the three main hubs combined
Ro-ro facilities: Two ro-ro berths, one in Verdal and one in Trondheim

PORT OF BERGEN
A modern port with extensive capacity

Bergen is a modern cargo port offering users a number of benefits. In addition to well equipped facilities and quick service, the port is free of ice during the winter and has no problems with tidal range.

- Turnover 2011: NOK 125 million
- Port calls 2011: 23,085
- Cargo volume 2011: 53,366,632 tonnes
- 24/7 service
- Public berth length: 5,500 m
- Max. depth: 12.2 m
- 50,000 m² quay storage capacity
- Facilities for freezer containers
- Quay crane: 50 tonnes
- Rail facilities
- Fjord Line (daily departures from Bergen to Hirtshals from August/September)

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Half the population of Norway lives within a three-hour drive of our terminals. The Port of Oslo can therefore be described as the gateway to Norway and is Norway’s largest port by far.

- Ice-free port open 24/7
- Nine weekly container services to Europe: Hamburg, Bremerhaven, Rotterdam, Antwerp, Hirtshals, Eemshaven/Cuxhaven
- Three daily ferry services to Germany (Kiel) and Denmark (Copenhagen and Frederikshavn)
- Intermodal port capable of handling all types of cargo
- SSG and RTG cranes ensure efficient cargo handling
- Only 15 minutes from gate to gate
- Short distance to main road network for forwarding cargo to the end customer
- New container terminal will double capacity by 2015

The Port of Drammen is one of Norway’s most effective transport hubs for handling cargo. The Port of Drammen is an intermodal hub from which rail, road and sea freight can be reloaded efficiently and cost-effectively. Centrally located in the eastern part of Norway, it has a customer base of 2 million people within a radius of 100 km.

The Port of Drammen is one of Norway’s national transport network ports and represents a key element in the infrastructure for facilitating environmentally friendly transport to and from the region.

For many decades the Port of Drammen has been Norway’s largest port for car imports, although today containers, subsea equipment, project cargo, steel, general cargo and wet/dry bulk are also shipped via the Port of Drammen.

The following ports on the European continent and in the UK are served by container and ro-ro carriers every week: Bremerhaven, Rotterdam, Zeebrugge, Esbjerg, Southampton, Immingham and Tyne.

- Multimodal port in eastern Norway
- Excellent road and rail infrastructure
- New rail terminal under construction
- 46,000 m² warehouse
- Large areas for future expansion
- Well trained and dedicated staff at your service 24/7

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Centrally located in southern Norway, Grenland is home to Norway’s largest processing industry cluster. (This industry generates large volumes of cargo).

The processing industry’s demand for transport services and the port’s central location make the Port of Grenland one of Norway’s most important and busiest industrial and commercial ports with scheduled services worldwide. We handle more than 10 million tonnes of cargo each year consisting of general cargo, liquid bulk and dry bulk. Scheduled general cargo services from Grenland include the largest continental ports, the UK, Sweden and Denmark, with transshipment connections worldwide.

The Port of Grenland has 8,300 m of quay. Depths vary from 7 to 15 m. We are able to berth vessels up to 150,000 dwt. There is only a short distance between the pilot boarding point and the quay.

**Port of Grenland facilities**

The Port of Grenland is a multimodal hub with several terminals for handling industrial cargo, liquid bulk, dry bulk, timber, general cargo, lo-lo, ro-ro, ro-pax and rail cargo.

**Liner services at the general cargo terminals:**

**Ro-ro:** Brevik-Gothenburg-Immingham-Ghent

**Lo-lo:** Brevik-Hamburg-Bremerhaven-Rotterdam

**Ro-pax:** Langesund-Hirtshals-Stavanger-Bergen

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The Port of Kristiansand is southern Norway’s main port for cargo and ferry traffic and offers the shortest sailing distance to Central Europe. The port handles all types of cargo and vessels. The terminals benefit from good depths and navigable waters.

The Port of Kristiansand has seen formidable growth in recent years: in 2012 growth exceeded 12 percent. The terminals handle containers effectively using mobile cranes and are staffed 24 hours a day.

FACTS:
- Turnover: 45,000 TEUs, more than 1 million tonnes of cargo, 1.3 million passengers. Turnover of NOK 92 million forecast for 2013
- Berthing facilities: 3,000 m berth length across 7 terminals, max. depth 14 m. Ro-ro, heavy-lifting, bulk, project cargo, passenger terminal, container terminal and general cargo
- Cranes: 5 quay cranes with a capacity of 100 tonnes and a max. reach of 52 m
- Scheduled services: Color Line Cargo, DFDS Logistics, Fjord Line, Maersk Line, MSC, Nor Lines, Samskip, Team Lines, Unifeeder
- Fednav service to Canada every 10 days. BBC direct service to Korea/Singapore every 14 days. Services are tailor-made for project cargo for the oil industry, and the port serves as a Scandinavian logistics hub
- An offshore centre in the port offers services to rig and supply companies
- The Port of Kristiansand is open 24 hours a day, 365 days a year and is on standby on VHF channel 12

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PORTS OF NORWAY

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