

Port of Oslo

Port tariffs and general terms & conditions

For cruise ships and private yachts: see own price list

Valid from January 1st 2020

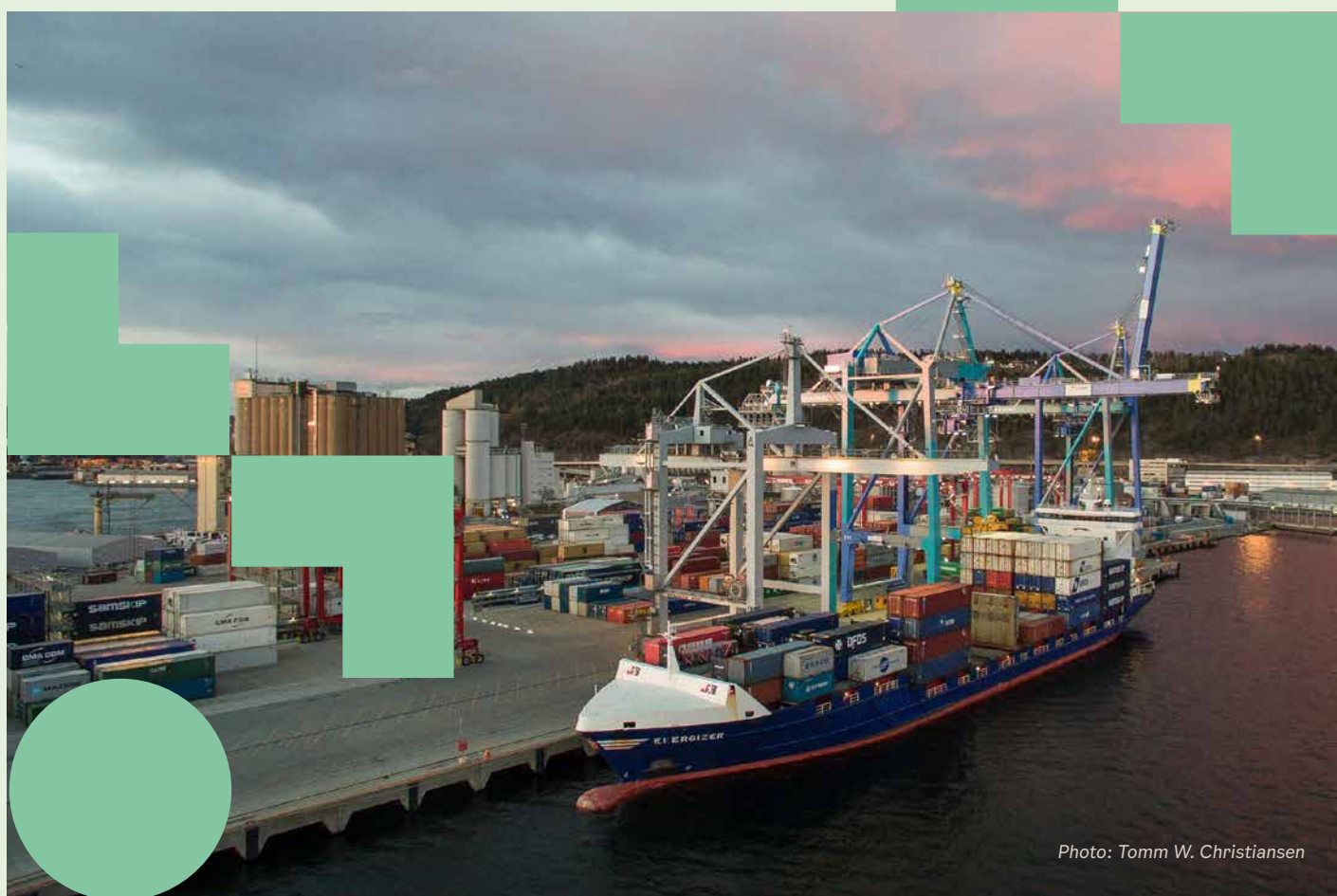


Photo: Tømm W. Christiansen



Oslo



Photo:
Bård Gudim

Welcome to the Port of Oslo

Port of Oslo is Norway's largest public cargo and passenger port. From Oslo half of Norway's population is reached within three hours.

Oslo port is a natural hub for logistics in Norway, with modern and efficient terminals.

More than 6 million tonnes of cargo are shipped by sea to and from Oslo. With nearly 7 million annual travellers, Oslo is Norway's largest and most important passenger port - with international ferries, local traffic and cruises.

Ingvar M. Mathisen
Port Director

Table of contents

Port tariffs and general terms and conditions

1.	Notification obligations and payment of dues and charges	5
2.	Charges for vessels in ordinary traffic	6
3.	Berth Hire Charges	8
4.	Water supplies to ships	9
5.	Ship Waste Disposal	10
6.	Charges for passengers and passenger vehicles, ISPS charges	12
7.	Goods charges	13
8.	Storage and Rental	15
9.	Use of the port area for non-maritime traffic	16
10.	Administration Fee	16
11.	Miscellaneous services, equipment rental, etc	17
12.	Port of Oslo - Area Plan	18

Port tariffs and general terms & conditions at the Port of Oslo

These general terms and conditions apply for the Port of Oslo and the City of Oslo's harbour waters. Any provisions that differ from these terms and conditions may only be made valid insofar as they are explicitly agreed in writing with the Port of Oslo. The terms and conditions are also available in English. In the case of discrepancy between the Norwegian and the English versions, the Norwegian version shall prevail.

For other provisions that may have relevance for users of the Port of Oslo, please refer to www.oslohavn.no/en/

This document does not apply to prices for cruise ships and private yachts. For these, see separate document for port tariffs and general terms and conditions 2020.

No liability accepted for misprints.

1

Notification of obligations and payment of dues and charges

All customers of Port of Oslo are obligated to provide any information necessary for the purposes of planning traffic, compiling statistics and calculating dues and charges.

Unpaid dues and charges will be subject for debt collection in accordance with the Debt Collection Act. The Port of Oslo may require that port users provide financial security for payment of dues and charges. In the event of overdue payments, interest will be charged pursuant to the Act relating to Interest on Overdue Payments, etc.

Completed assignments, services and measures that are not described in the following sections will be charged with costs incurred, or by appointment. This also applies to measures implemented by the Port of Oslo for environmental or safety reasons.

Provided that documentary evidence can show overpayment of charges or dues due to an error in supporting



Photo: Tomm W. Christiansen

documentation, requests to adjust payments can be sent to the Port of Oslo, though no later than three months after the pertinent date of payment. In special circumstances, the Port of Oslo may reduce or waive accumulated charges or dues.

To the extent that the Port of Oslo should be prevented from delivering an agreed upon service, there cannot be made any compensation claims due to consequential damages unless otherwise is stated in this document. In that case, a documented claim has to be sent to the Port of Oslo within reasonable time and no later than six months after the damage occurred.

All prices quoted in this document are stated in Norwegian kroner (NOK) and are exclusive of value added tax.

2

Charges for vessels in ordinary traffic

A • General terms and conditions

Vessels which call at the Port of Oslo and which use the public quays will be subject to a quay charge. The quay charge is calculated on the basis of the gross tonnage (GT) of a vessel as stated in the vessel's tonnage certificate, pursuant to the International Convention on Tonnage Measurement of Ships of 1969. Oil tankers pursuant to the Act, the volume of segregated ballast tank in tonnage calculated on the vessels size, are not included. This is only valid if it is stated in the Certificate of tonnage. The conditions based on IMO-resolution A.747 (18) needs to be presented as well.

If the gross tonnage of a vessel is not stated in the tonnage certificate, the quay charge will be determined by the Port of Oslo on the basis of the gross tonnage of similar vessels. For Norwegian or foreign naval vessels whose gross tonnage is not stated in the tonnage certificate, the basis of calculation will be set at two thirds of the construction's water line plane.

The quay charge constitutes payment for use of the harbour and of the Port of Oslo's quays, and is equivalent to one 24-hour laytime period. Laytime is calculated from the time of berthing until the time of unberthing. Laytime periods of less than 24 hours will be charged the equivalent of one 24-hour period and thereafter for every 12-hour period commenced. Vessels using the Port of Oslo's anchorages or mooring

alongside another vessel docked at a public quay will be charged one third of the standard quay charge stated in section 2 (b).

By 'sailing schedule' is meant seaway traffic comprising one or more vessels which call at scheduled harbours at regular times throughout the year and which are open for passengers and/or cargo from the general public. Sailing schedules must be approved by the Port of Oslo.

B • Rates

The following tariff applies for 24- hour period per GT:	Rate per 24-hour period
For the first 1,000 GT, per GT	NOK 1,22
For the next 3,000 GT, pr. GT	NOK 0,76
Exceeding 4,000 GT, per GT	NOK 0,61
Minimum rate per 24-hour laytime period	NOK 730,-
Accumulated	Amount
For the first 1,000 GT	NOK 1 220,-
For the first 4,000 GT	NOK 3 500,-



Photo: Tomm W. Christiansen

Example calculations:

Quay charge for a port of call by a vessel not sailing according to a sailing schedule, one 24-hour laytime period or less:

Vessel size 1,500 GT:

Quay charge = $1\,220 + (1\,500 - 1\,000) \times 0,76 =$
NOK 1 600,-

Vessel size 8,000 GT:

Quay charge = $3\,500 + (8\,000 - 4\,000) \times 0,61 =$
NOK 5 940,-

C • Discounts

Discounts may apply to vessels on sailing schedules and ships with low emissions. The purpose of these is to stimulate sustainable shipping:

Discounts for vessels on sailing schedules

- Vessels on sailing schedules are entitled to a 30% discount on normal rates.
- For cargo and passenger ferries serving foreign commercial routes: 62% discount on normal rates.

Discounts for ships with low emission

- Ships registered in the Environmental Ship Index (ESI) with a total score over 40 points are entitled to a 40% discount on normal rates.
- Ships registered in ESI with a total score over 30 points are entitled to a 10% discount on normal rates.
- Discounts may be combined and are each calculated on the basis of the above tariff. Total discount may not exceed 62%.

D • Exemptions

The following vessels are exempted from payment of quay charges:

- Rescue vessels, salvage vessels and icebreaking vessels engaged in rescue, salvage and icebreaking activities.
- Training ships not engaged in commercial activities.
- Port Authority Police and Fire Department vessels.
- Vessels paying for berth hire pursuant to 3.



3

Berth hire charges

On application for berths, vessels which are primarily used within the City of Oslo's harbour waters are required to pay berth hire charges for use of the harbour and harbour waters. Berth hire charges are calculated on the basis of the longest length measurement of a vessel, given in metres, which has to be stated in a contract. Berth hire is calculated on a monthly basis. An area plan of the Port of Oslo is given in section 12.

Rates per meter vessel length	Rates per month
Vessels with AIS, berths in zones 11 - 37	NOK 185,-
Vessels with AIS, berths in other zones	NOK 106,-
Vessels without AIS, berths in zones 11 - 37	NOK 371,-
Vessels without AIS, berths in other zone	NOK 212,-

Vessels engaged in fjord cruises and excursions, with passengers within the City of Oslo's harbor and do not have fixed berths, shall pay an annual fee of NOK 1 500.

Local work vessels and fishing vessels that occasionally use Port of Oslo's quays, shall pay an annual fee of NOK 15.000 by agreement with Port of Oslo.

Local ferries, per vessel, shall pay an annual fee of NOK 53.000.

Except from duty to pay hire charges are:

- School ships when they do not operate commercially
- Royal Yacht Norge

4

Water and shore supplies to ships

A • Standard rates

To ships and water supply vessels, etc. according to volume measured either by meter or when refilling a pre-gauged tank with a given content.

Fee per m ³	
Ordinary rate per m ³	NOK 19,50
Minimum charge per supply	NOK 754,-
An extra charge will be made on water supplies delivered on Saturdays, Sundays, public holidays or outside normal working hours on weekdays to cover overtime costs for the water supplier:	
Overtime surcharge, Monday to Friday 15:00 – 20:00, per hour	NOK 325,-
Further overtime surcharge, per hour	NOK 650,-

Orders received before 12:00 hours on weekdays can usually be expected to be performed without additional overtime charges unless the customer specifically requests that delivery should take place outside normal working hours.

Orders for delivery of water supplies on Saturdays, Sundays and public holidays must be placed no later than 12:00 hours on Fridays or on the last normal working day preceding a public holiday.

Orders are binding and will be charged at a minimum rate plus any overtime charges according to the standard rates.

Training ships are exempt from paying for water supply.

B • Shore power

Price for shore power is subject to negotiations based on development and operating costs and electricity and power grid prices.

International ferries that do not connect to the shore power plant pay a fee of NOK 200,- per call.

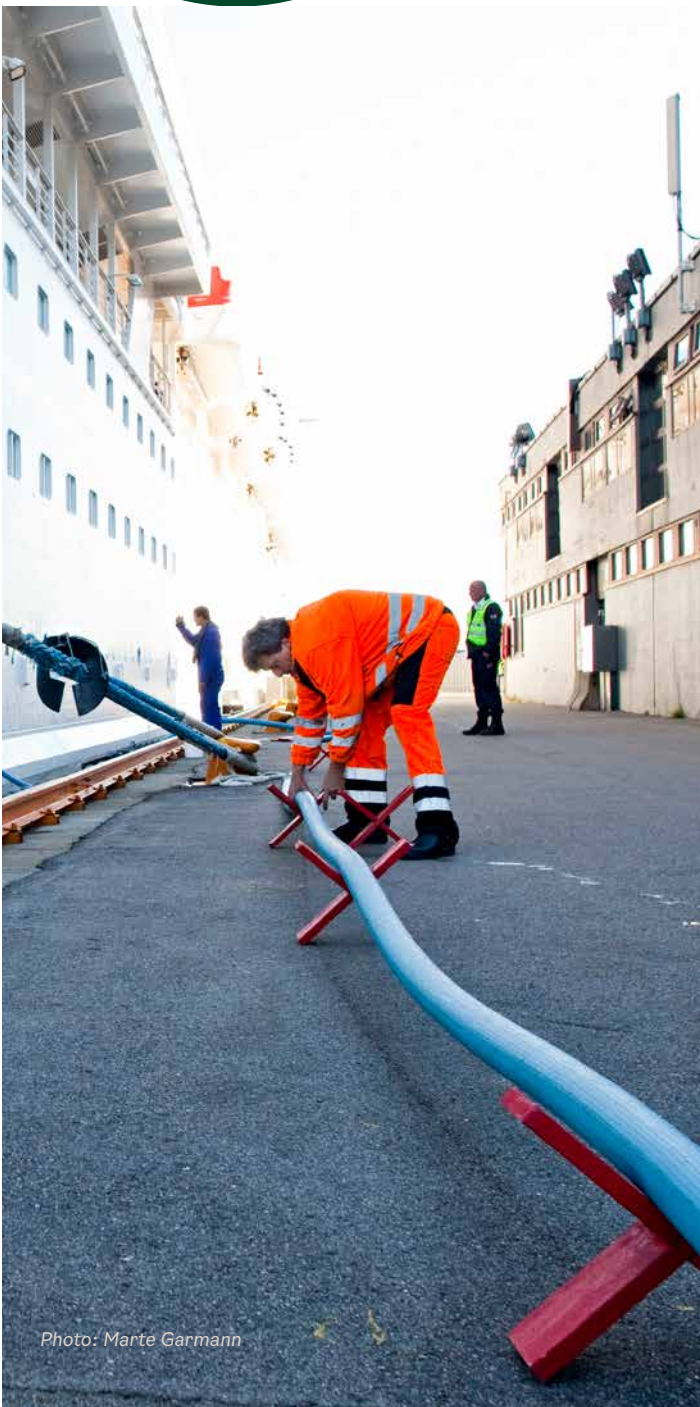


Photo: Marte Garmann

5

Ship waste

Pursuant to the Regulations relating to Pollution Control (FOR 2004-06-01 no. 931), Chapter 20, Port of Oslo has established facilities for the disposal of waste and cargo residue from ships. Detailed information concerning the port waste management can be found at: www.oslohavn.no/en/

A • Oily waste, cargo residue and sewage

Port of Oslo Port Security will provide assistance in contacting companies dealing with oily waste, cargo residue and sewage from ships. In order to deliver such waste fractions for disposal, vessels must have complied with the notification requirement laid down in the regulation act § 20-7, and must be located at a berth where reception of waste is practicable. Charges for oily waste, cargo residue and sewage will be calculated on an individual basis according to type and quantity of waste and time of delivery. These charges will be collected by the waste disposal company involved.

B • Garbage

Garbage must be deposited in the waste containers located in the harbour. Hazardous waste must only be deposited at the dedicated waste disposal points. Disposal of garbage is covered by the fees for ship-generated waste collected by Port of Oslo.

C • Fees for ship-generated waste

All vessels calling at public quays will be charged for waste disposal services, regardless of whether or not they deliver waste to the disposal facilities. Leisure craft which do not pay the quay charge are exempted from this scheme and will therefore not be charged.

The waste disposal fee will be calculated according to the number of persons on the ships arrival notification in SafeSeaNet (crew members plus passengers) or on the basis of the gross tonnage.

	Fee per port call	
Passenger ferries serving foreign commercial routes, per person		NOK 8,-
Other vessels in regular traffic, per GT		NOK 0,14

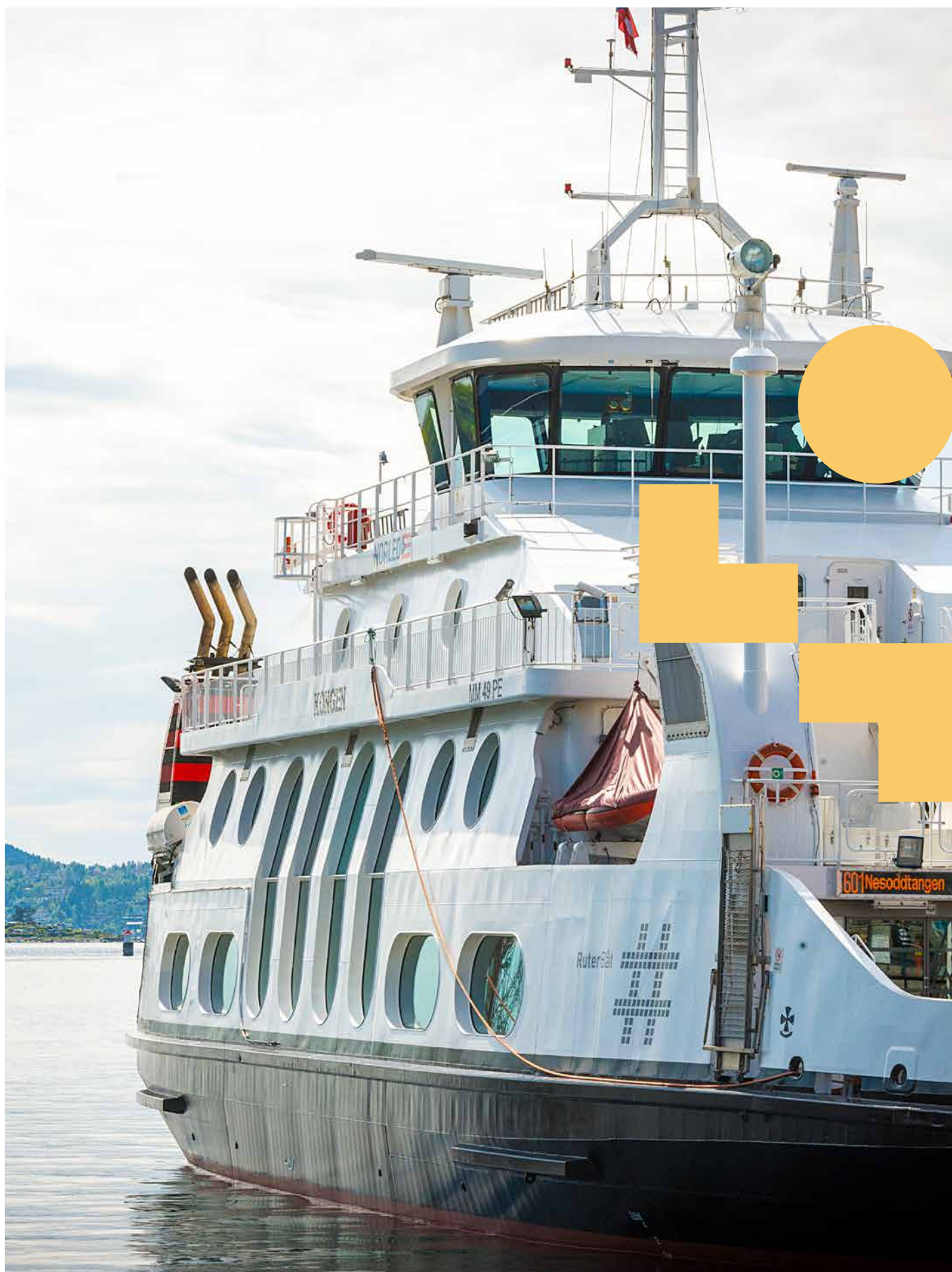
Minimum waste disposal fee per port call NOK 100. Surcharge for vessels whose last port of call prior of Oslo was outside of North Europe 50 %.

A 50% surcharge per 24-hour period will be payable for laytime periods in excess of two 24-hour periods.

An additional charge may be payable by vessels requesting to dispose of quantities that are larger than those considered reasonable in proportion to vessel's size, normal operation and time at sea since their last port of call. An additional charge may also be payable by vessels which have failed to comply with the notification requirements laid down in the pollution regulation act § 20-11.

Fees may be reduced or waived if a vessel can provide documentation that its waste is regularly disposed of at another harbour or if justified by other special considerations.

Charges payable by naval vessels are calculated on an individual basis according to type and quantity of waste and time of delivery. Charges in such cases are collected by the waste disposal company concerned.



6

Charges for passengers and passenger vehicles, ISPS

A • Charges in foreign ferry routes

For arriving and departing passengers, passenger vehicles and buses engaged in foreign ferry routes, the Port of Oslo will charge shipowners according to the following tariff:

Passengers (children and adults), per person	NOK 3,0
Passenger vehicles, per vehicle	NOK 11,60
Buses, per vehicle	NOK 23,-

B • Charges for passengers on vessels engaged in local traffic

For passengers on vessels engaged in local traffic, where the voyage starts or ends at a quay that belongs to the Port of Oslo, a charge of NOK 0.64 per passenger will apply.

C • ISPS charges:

ISPS is taken care of by the individual PFSO at the port facility, which is responsible of all security measures and routines at the terminal. These services can also be ordered via the Port of Oslo. Price depends on scope and time consumption.

When using an inspection boat as a result of a request from the ship or as a result of an increased level of safety, a fee of NOK 3 000 per hour is paid.

7

Goods charges

A • Tariffs of goods charges

The goods categories are based on the EU Commission's Council Directive 95/64/EC of 8 December 1995. This categorisation is based on the nomenclature of goods NST/R. Unless otherwise indicated, prices are stated in NOK per tonne.

The following tariff applies:		
Category	Description of goods	Rate
.	Goods in containers, per container 1)	NOK 177,-
.	Goods on wheeled ro-ro units, per unit 1)	NOK 177,-
1	Cereals	NOK 6,5
4	Wood and cork	NOK 7,3
6A	Animal fodder, molasses (Norwegian Customs Tariff nos. 17.03 and 23)	NOK 6,5
10	Petroleum products	NOK 6,8
11A	Iron and steel waste and scrap, etc (Norwegian Customs Tariff no. 72.04)	NOK 8,7
13	Metal products	NOK 8,7
14	Cement. Lime. manufactures building materials	NOK 5,7
15	Minerals. landfill mass, dredge material 2)	NOK 5,5
16	Natural and chemical fertiliser	NOK 6,4
18A	Bioethanol (Norwegian Customs Tariff no. 22.07) and biodiesel (Norwegian Customs Tariff no. 38.24)	NOK 6,7
20A	Motor vehicles, including tractors	NOK 64,-
.	Goods not specified above	NOK 13,5



Goods charges constitute payment for use of the quays and port areas, and are payable on all goods that are transported by ship to or from the port and that are transported across the Port of Oslo's quays. The basis of calculation is the weight of the goods given in metric tonnes.

The charge covers the storage of goods on municipal quays and areas, or in installations connected with these, for up to 48 hours after unloading from a ship.

For storage beyond 48 hours provisions in chapter 9 A apply.

1) The goods charges on containers and ro-ro is reduced by 50% if the goods' country of origin and final destination is Europe and this can be documented.

2) In the case of major shipments, discounts on storage and goods charge can be given in special cases.



Photo: Tomm W. Christiansen

B • Exemptions

The following items are exempted from goods charges:

- Passenger luggage.
- Provisions, oil and other necessities that are loaded for the vessel's own requirements.
- Containers, pallets and similar items that are not commodity goods.

Goods arriving by sea for foreign export are exempted from domestic goods charges. Imported goods by sea for forwarding by sea to domestic destinations within three months of arrival and for which documentary evidence can be provided that goods charges were paid on inward transport are exempted from domestic goods charges.

Petroleum products arriving at the Port of Oslo by ship from the coast are exempted from outgoing domestic goods charges if the goods are delivered for bunkering ships in the Port of Oslo.

C • Collection provisions

Liability for payment of goods charges on inward-bound goods shall lie with the consignee. Liability for payment of goods charges on outward-bound goods shall lie with the consignor. Charges are collected by the vessel's shipping agent or are invoiced by the Port of Oslo. The vessels' shipping agent may be held liable for payment of the charges. Shipping agents who collect goods charges on behalf of the Port of Oslo will be remunerated with a 10% collection fee.

Information regarding the goods must be submitted in the form entitled Notification to the Port of Oslo regarding passengers and loading/unloading of goods or by electronic means by agreement.

8

Storage and rental

A • Storage of cargo and equipment

In areas not otherwise covered by rental agreements or terminal contracts, the Port of Oslo may on written application permit the storage of cargo, equipment, trucks, containers, etc. for short periods of time at the following rates, which will apply from the first day:

1	Paved open storage area, per m ² , per month	NOK 22,-
2	Overrun of the stipulated area, per m ² , per month	NOK 80,-
3	Special areas linked to container terminals, per m ² , per month	NOK 7,5

1) Applies to goods that remain on the quay in excess of the periods of free time stated in sections 7 and 10.

Storage periods of less than 7 days will be charged at 50% of the monthly rate. Full monthly rates shall otherwise apply.

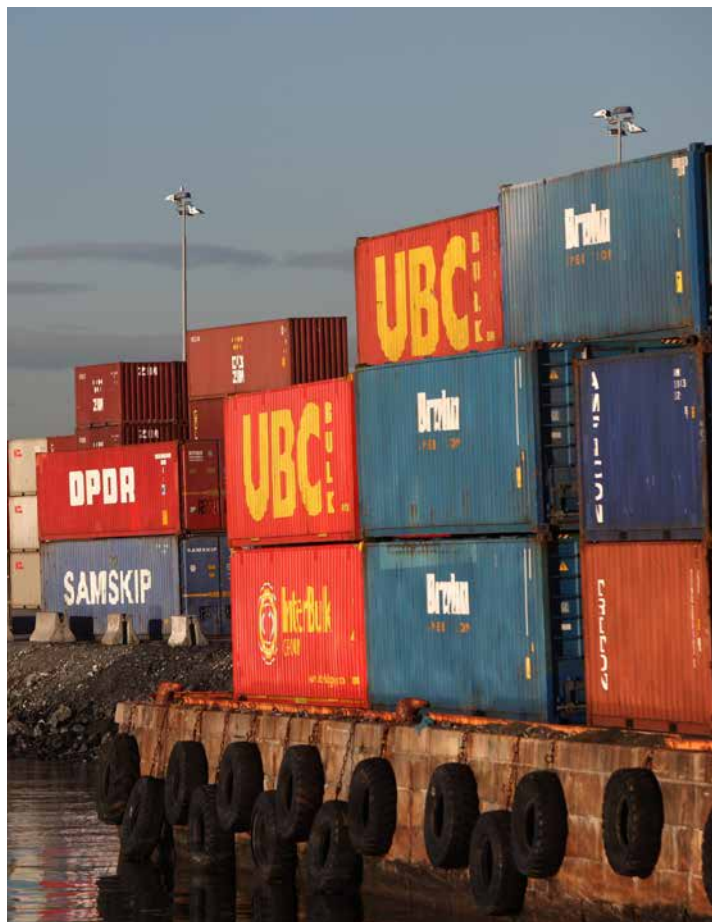
Cargo, containers, equipment, etc. which are left on quays or in sheds without prior permission or which are left longer than permitted may be removed by

the Port of Oslo and stored at the consignee's or consignor's expense. Should such items fail to be collected within three months, the Port of Oslo may sell them at public auction after announcing through the normal channels. Cargo which does not provide security for accrued costs or which is perishable or which may cause damage may be sold by the Port of Oslo before expiry of the 3 months or be destroyed if deemed necessary.

The Port of Oslo shall not be liable for cargo that is left on quay or in sheds, nor for any damage resulting from any measures which the Port of Oslo may deem necessary to implement.

B • Special arrangements

The Port of Oslo may, upon application, enter into agreements with regards to rental of areas and parking spaces.



9

Use of the port area for non-maritime traffic

When the port area is used for *the* handling/reloading of rail cars, motor vehicles, articulated lorries and trailers with goods which neither arrived by nor are to leave by sea, the shipping agent/representative must collect a freight charge for reloaded goods and a vehicle charge for the type of transport involved.

A statement of the type and registration number of the vehicle and of the weight of the goods must be declared on the standard form and sent to the Port of Oslo within 10 days after the end of each calendar month. A 10% discount will be given provided that a statement of the non-maritime traffic is submitted on time.

The Port of Oslo has the right to withdraw such permission if traffic conditions necessitate or if outstanding charges are not paid.

Freight charge, per tonne	NOK 15,-
Vehicle charge, per day, per unit ¹⁾	NOK 125,-

¹⁾ 1 unit = 1 rail car, motor vehicle, semi-trailer or articulated lorry and trailer.

The vehicle charge is calculated for transportation one way only. The freight charge is not payable on goods on which a goods charge is payable under section 7 (a).

Payment of the goods charge entitles goods to remain on the quay for two working days. Goods that remain on the quay in excess of this period will be charged for demurrage at the rates stated in section 9 (a).

10

Administration fee

To cover the Port of Oslo's costs related to the processing of applications for permission for measures pursuant to section § 34, first paragraph, of the Port and Water Act, the beneficiary shall pay the following:

- If there is no need for an examination for processing the application, the fee is set at NOK 3000 for each decision
- When required for examination in connection with processing the application, the fee is set at NOK 6000 for each decision.

The invoice is issued when a decision is made. For further information, see the regulations on the administration fee for the Oslo municipality.



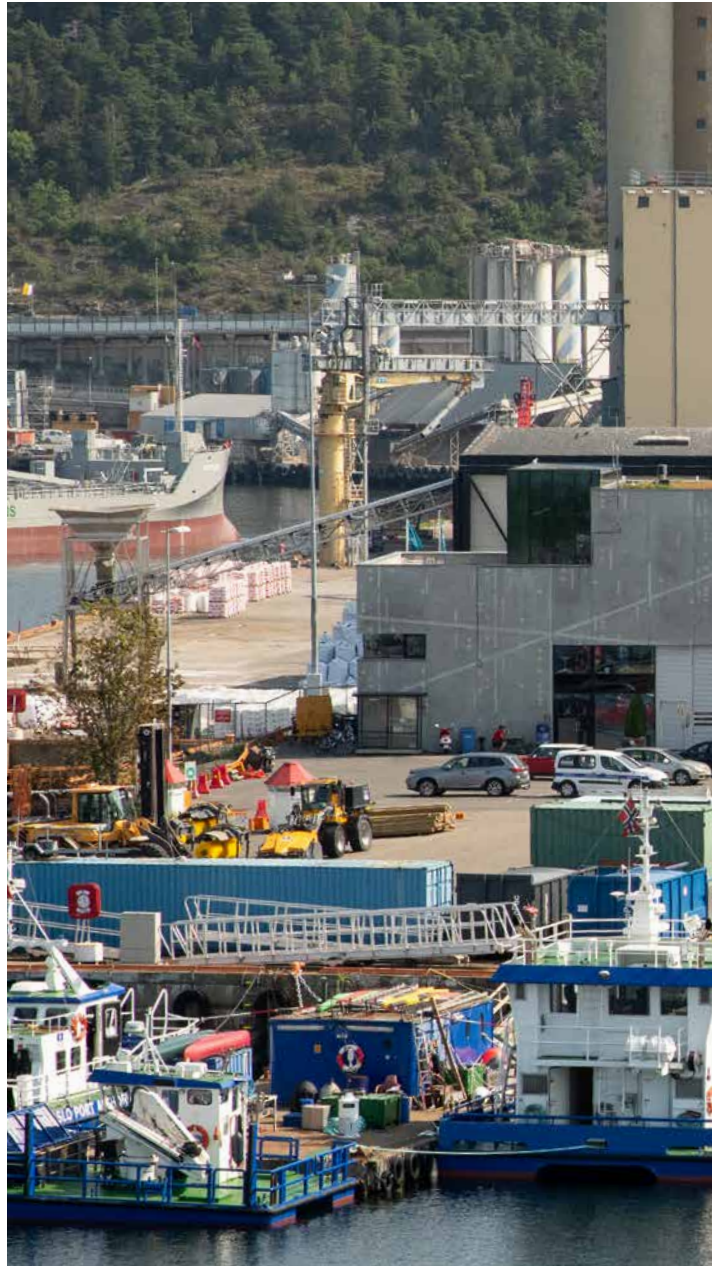
11

Rent of floating and rolling equipment etc. in connection with ordered work

Floating equipment/ vessels:

· Falk, per hour in regular working hours 1)	NOK 3 000,-
· Pelikan, per hour in regular working hours 1)	NOK 2 100,-
· Hauk, per hour in regular working hours 1)	NOK 3 200,-
· Work pram, per hour	NOK 2 600,-
· Footpath, per 24 hours (length 5/8/10 meters respectively)	NOK 2 000,-
· Fender Yokohama - type, per 24 hours (diameter 2.5 meters and length 3.5 meters)	NOK 2 500,- NOK 5 000,-
· Additional manning, per person per hour 1)	NOK 650,-

1) The hourly rates for assignment work are applicable during ordinary working hours. For overtime work during weekdays between 3pm to 8 pm, the price increases with 50%. For additional overtime, the price increases to 100 %. Assignments during the weekend and other public holidays, the minimum charge in 4 hours.



Rolling equipment etc.:

· Lorry with driver, per hour	NOK 1 150,-
· Lift truck with driver, per hour	NOK 2 900,-
· Small working machine with snowplough, loading shovel or sweeping equipment with driver, per. hour	NOK 1 450,-
· Excavator with driver, per hour	NOK 1 450,-
· Removal sweepings	by volume
· Access card to the gate at South Harbour	NOK 380,-
· Equipment for removal of graffiti including van and driver, per hour	NOK 2 200,-

12

Port of Oslo 2020 Area plan

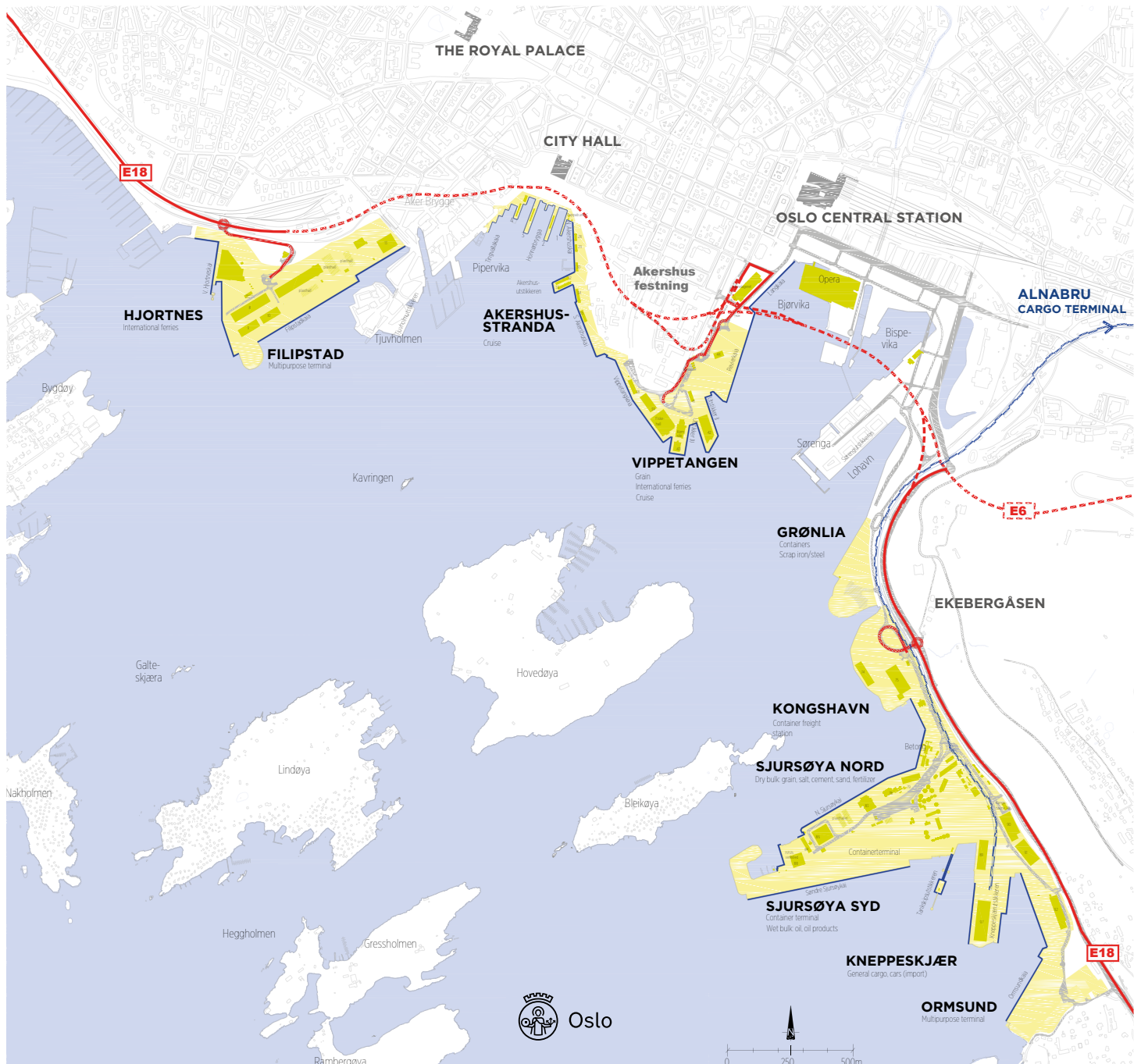




Photo: Tomm W. Christiansen

INVOICING ADDRESS

Oslo Havn KF –
Oslo kommune fakturasentralen
Postboks 6532 Etterstad
N-0606 Oslo

*Invoices and credit notes must be sent in
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(EHF).*

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Port Of Oslo



Oslo