



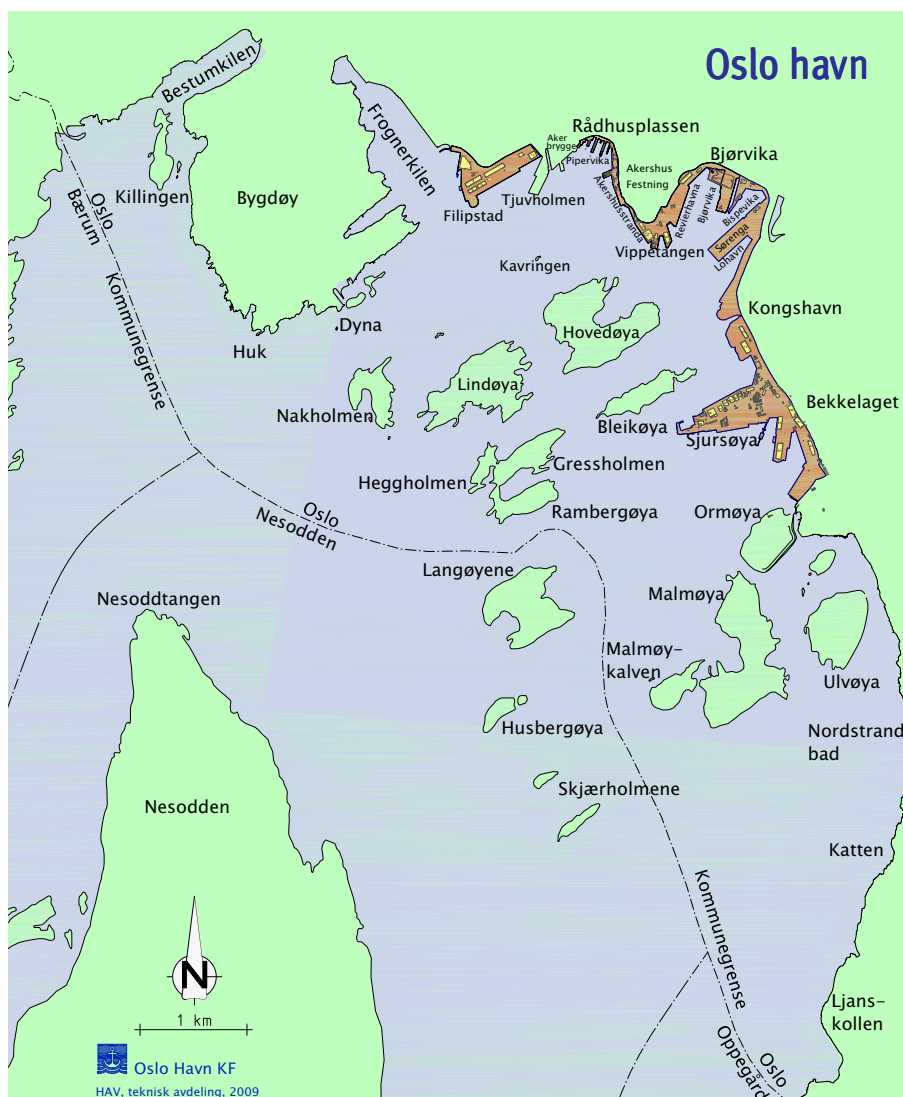
City of Oslo
Port of Oslo



Prices and Commercial Terms and Conditions at the Port of Oslo valid from 1 January 2011 (Section V revised as of 1 May 2011)



Prices and Commercial Terms and Conditions at the Port of Oslo valid from 1 January 2011



These commercial 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 Norwegian. 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 the regulations and statutes for the Port of Oslo district.

No liability accepted for misprints.

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I. Notification obligations and payment of dues and charges

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

Unless otherwise indicated in this document or expressly agreed with the Port of Oslo, payment of dues and charges must be made on the basis of invoices, payable within 30 days of date of issue. In the event of overdue payments, interest will be charged pursuant to the Act relating to Interest on Overdue Payments, etc. Unpaid dues and charges may give grounds for execution proceedings. The Port of Oslo may require that port users provide financial security for payment of dues and charges.

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

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

II. Vesels 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.

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 mooring alongside another vessel docked at a public quay will be charged one third of the standard quay charge stated in section II 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 and discounts

The following tariff applies:

Rate per 24-hour period	Accumulated	Amount
For the first 1,000 GT, per GT	0.96	For the first 1,000 GT 960
For the first 1,000 GT, per GT	0.60	For the first 4,000 GT 2,760
For all tonnage exceeding 4,000 GT, per GT ..	0.48	
Minimum rate per 24-hour laytime period ...	576.00	

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 = (1,500-1,000) x 0.60 + NOK 960 = NOK 1,260

Vessel size 8,000 GT: Quay charge = (8,000-4,000) x 0.48 + NOK 2,760 = NOK 4,680

The following discounts apply:

- Vessels on sailing schedules: 30% discount on normal rates.
- For cargo and passenger ferries serving foreign commercial routes: 60% discount on normal rates.
- For cruise ships calling during off-peak season: 60% discount on normal rates. The peak season for cruise ship calls applies from 1 May to 30 September inclusive.
- Cruise ships calling during the peak season are entitled to a 30% discount on the fifth and subsequent calls made by the same vessel during this period.
- Tank ships registered in the Environmental Ship Index (ESI) with a total score of 20 points or more are entitled to a 30% discount on normal rates. This discount is applicable only for calls made within the validity period of the ESI certificate and where notification of registration in the ESI is given in the notice of arrival.

c) 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 III (b).

III. Maritime dues for local vessels at the Port of Oslo

a) General terms and conditions

On application for berths, vessels which are primarily used within the City of Oslo's harbour waters are required to pay berth hire charges and maritime dues for use of the harbour and harbour waters. Berth hire charges and maritime dues are calculated on a monthly basis. Termination of berth hire requires a minimum of one week's written notice. Berth hires which are not terminated within this time limit will be liable to pay the stipulated charge.

Local vessels of all sizes engaged in passenger transport and other such vessels of LOA 24 m or more with no fixed berth allocation at the Port of Oslo will be charged 50% of the maritime dues pursuant to section III (c). Vessels berthing at the Port of Oslo's quays will also be subject to a quay charge pursuant to section II (b) for each port call.

b) Berth hire charges

Berth hire charges constitute payment for the use of public quays, and are calculated on the basis of the longest length measurement of a vessel, given in metres. The following tariff applies:

	Rate, per metre Vessel length, per month
Berths in zones 21-23	30
Berths in other zones	15

An area plan of the Port of Oslo is given in Section VII.

c) Maritime dues

Maritime dues constitute payment for use of the Port of Oslo's maritime infrastructure, and are calculated on the basis of a vessel's gross tonnage (GT). The following tariff applies:

	Rate per month
Vessels up to 10 GT	274
Vessels from 11 to 25 GT	764
Vessels from 26 to 50 GT	1,536
Vessels from 51 to 100 GT	2,736
Vessels from 101 to 200 GT	5,050
Vessels from 201 to 300 GT	7,568
Vessels from 301 to 500 GT	10,092
Vessels from 501 to 1,000 GT	11,920
Surcharge per additional 500 GT	1,271

Vessels with reserved berths at public quays will be charged half-price rates during the low season. By 'low season' is meant months during which a vessel makes five or fewer seagoing trips.

d) Exemptions

The following are exempted from the requirement to pay berth hire charges and maritime dues:

- Training ships not engaged in commercial activities.
- Port Authority Police and Fire Department vessels.
- HNOMY *Norge*.

IV. Water supplies to ships, etc

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 per m³: NOK 14.45
Minimum charge per supply:.....NOK562.00

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.

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.

Local vessels:

To ships permitted to fill using their own water hoses (applies to vessels on scheduled services serving routes within Drøbak and local tugboats in the Port of Oslo. Also applies to charter boats),

per month: NOK 148.00

For hosing down decks using the ship's own water hoses,

per month: NOK 148.00

Periods of up to 15 days will be charged at 50% of the monthly rate. Periods of 16 to 30 days will be charged at the full monthly rate. Subsequent periods will be charged at the full monthly rate.

Car and passenger ferries:

To car and passenger ferries, when connection and filling is carried out by shipowner's personnel, per m³: NOK 9.55

Training ships:

Free of charge.

V. Ship waste disposal (revised as of 1 May 2011)

Pursuant to the Regulations relating to Pollution Control (FOR 2004-06-01 no. 931), Chapter 20 ([link](#)), the 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.

Oily waste, cargo residue and sewage:

The Oslo Vessel Traffic Service 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 Chapter 7 of the Regulations, 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.

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.

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. Waste disposal fee will be calculated on the basis of the number of persons a ship is authorised to carry (crew members plus passengers) or on the basis of the gross tonnage.

Fee per port call:

Cruise ships and passenger ferries serving foreign commercial routes, per person: NOK 9.00
Other vessels in regular traffic, per GT NOK 0.08

Minimum waste disposal fee: NOK 100.00 per port call. A 50% surcharge per 24-hour period will be payable for laytime periods in excess of two 24-hour periods.

A 50% surcharge will be payable by vessels whose last port of call prior to arrival in Oslo was outside Northern Europe. By northern European harbours is meant European harbours located north of 48° N latitude.

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 chapter 7 of the Regulations.

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.

Fees for waste disposal are collected by the Port of Oslo and are invoiced along with quay charges.

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.

Special rules concerning cruise ships:

Cruise ships that deliver source separated waste, as confirmed and documented by the waste disposal company, are entitled to a 40% fee discount. For cruise ships the waste fee payable to the Port of Oslo also covers the disposal of liquid oily waste, within the normal working hours of the port, i.e. on weekdays from 07.00 – 15.30. Reasonable quantities of liquid oily waste, defined as the quantity produced in the ordinary operation of the ship since the last port called at, shall be accepted. This quantity shall not exceed 3 cubic metres. An additional charge to cover the extra costs will be payable by cruise ships requesting to dispose of liquid oily waste outside of normal working hours or exceeding reasonable quantities.

VI. Charges for passengers and passenger vehicles, ISPS charges, etc

a) Charges for passengers, passenger vehicles and buses

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:

	Rate
Passengers (children and adults), per person	2.50
Passenger vehicles, per vehicle	10.00
Buses, per vehicle	20.00

The provisions for discounts granted for the prompt reporting of information regarding goods given in section VII (a) shall correspondingly apply to information regarding passengers, etc that is reported along with information regarding goods.

b) International Ship and Port Facility Security (ISPS) charge and cruise ship passenger fees

ISPS charges and passenger fees will be payable when the Port of Oslo conducts controls for entry into enclosed areas by cruise ships and other passenger ships. When no such entry control is conducted, only passenger fees will be charged.

ISPS charges are charged on the basis of each 24-hour laytime period. Laytime is calculated from the time of berthing until the time of unberthing. Laytimes of less than 24 hours duration will be charged at the 24-hour period rate and thereafter for each 12-hour period commenced.

The following tariff applies:

	Rate
ISPS charges, per person, per 24 hours	17.50
Passenger fee, per person, per port call	2.50
Minimum ISPS charge, per port call, per 24 hours	1,750.00

Dues and charges will be calculated on the basis of number of passengers in transit and the number of disembarking and embarking passengers.

The use of inspection boats, if requested by a ship or due to elevated security level, will be charged at NOK 2,100 per hour.

c) Turnaround fee

When cruise ship passengers start or finish their cruise trip in Oslo, a turnaround fee will be charged in addition to the ISPS charge. The amount of the fee will be determined by agreement with the ship's broker/agent.

VII. Goods charges

a) Charges on goods that are loaded or unloaded

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 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 or for up to 7 days prior to loading a ship. The port management may allow up to one working week of free time in the case of large cargo loads.

Basis of calculation:

The basis of calculation is the weight of the goods given in metric tonnes. Volume cargo is converted into weight units according to the following conversion table:

Sawn timber	1 m ³ = 0.650 tonne
Round timber	1 m ³ = 0.825 tonne
Leca pellets	1 m ³ = 0.600 tonne
Woodchip	1 m ³ = 0.600 tonne
Insulation materials	1 m ³ = 0.850 tonne

Other volume cargo is converted into units of weight, where 1 m³ is no less than half a tonne. Only cargo for which information regarding the weight of the consignment or the net weight of the cargo is not stated on the consignment note, bill of lading or manifest will be treated as volume cargo. If such information is available, it must be used as the basis for declaring the weight of the cargo.

Tariff 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:

Goods Category	Description of goods	Rate
	Goods in containers, per container ¹⁾	148,00
	Goods on wheeled ro/ro-units, per unit ²⁾	121,00
1	Cereals	5,45
4	Wood and cork	6,05
6A	Animal fodder, molasses (Norwegian Customs Tariff nos. 17.03 and 23)	5,45
6B	Malt (Norwegian Customs Tariff no 11.07)	5,45
10	Petroleum products	5,65
11A	Iron and steel waste and scrap, etc (Norwegian Customs Tariff no. 72.04)	7,20
13	Metal products	7,20
14	Cement, Lime, manufactures building materials	4,75
15	Crude and manufactured minerals	4,50
15A	Dredge-/fill material ³⁾	2,15
16	Natural and chemical fertiliser	5,35
18A	Bioethanol (Norwegian Customs Tariff no. 2207) and biodiesel (Norwegian Customs Tariff no. 38.24)	5,65
19	Paper pulp and waste paper	6,05
20A	Motorvehicles, including tractors	53,35
23A	Newsprint (Norwegian Customs Tariff no. 48.01) and magazine paper (Norwegian Customs Tariff no. 48.10).	7,90
	Varer som ikke spesifisert ovenfor	11,00

¹⁾ Applies to goods in containers of 20 feet or more which can be lifted on or off a vessel that carries them out to sea, regardless of the type or quantity of goods (cf. Council Directive 95/64/EC, Annex I and Annex II. Swap bodies not included.

²⁾ Applies to goods which are carried on motor vehicles, heavy goods vehicles, semi-trailers or similar vehicles, regardless of the type and quantity of goods. Does not apply to goods in containers on chassis, slave trailers or similar vehicles that are not wheel-driven.

- ³⁾ Does not apply to approved fill material used by the Port of Oslo for its deep water disposal sites.

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 which arrive by sea for foreign export by sea are exempted from domestic goods charges. Goods which are imported 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 which arrive 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 or other ports or aircraft and are transported from Sjursjøya by bunkering vessel or similar vessel.

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 the form entitled *Notification to the Port of Oslo regarding passengers and loading/unloading of goods* ([link](#)) or by electronic means by agreement. This form and the guide to completing it ([link](#)) can be obtained by contacting the Port of Oslo.

A 2% discount will be given if the notification is received by the Port of Oslo's district office within 7 working days of the vessel's departure. In the case of vessels departing during the period from 16 June to 31 August, receipt of notification within 2 weeks of the vessel's departure will suffice.

b) Demurrage

Goods that are left on the quays or in the sheds of the Port of Oslo must be removed as soon as possible unless the Port of Oslo deems that they may remain there.

Demurrage must be paid to the Port of Oslo for goods that are left for more than 2 working days after unloading has been completed. Demurrage will be charged for every 24-hour period or part thereof at the rates stated below. The same shall apply to goods that are unloaded onto quays or into cargo sheds more than 7 working days before they are due to be loaded onto a vessel. Demurrage must also be paid on empty containers.

The currently valid basic rates are:

Containers, per TEU ¹⁾	NOK	96.10
Other goods on site, per m ²	NOK	6.50
Cargo held in sheds, per m ²	NOK	12.90

¹⁾ 1 TEU = one 20-foot unit

Rates charged per working day:

8 days or more prior to loading	1 x basic rate
Between 7 and 1 days prior to loading	No charge
Loading/unloading day	No charge
1 2 days after unloading	No charge
3 5 days after unloading	1 x basic rate
6 days or more after unloading	2 x basic rate

The minimum charge for demurrage is NOK 50. Demurrage will not be charged for Christmas Eve, New Year's Eve, Saturdays, Sundays, public holidays, 1 May and 17 May. A shipping agent who delivers goods on which demurrage is payable but which has not been paid will be held liable for such amounts.

Liability for payment of demurrage on inward-bound goods shall lie with the consignee. Liability for payment of demurrage on outward-bound goods shall lie with the consignor. Liability for payment of demurrage on empty containers shall lie with the shipowner.

Demurrage may be collected by a shipping agent by means of an invoice issued by the Port of Oslo, subject to agreement. In such cases, a 10% collection of fee will be paid to the agent.

VIII. Cranage and use of cranes

a) General terms and conditions

Subject to payment and in accordance with the provisions in this tariff, the following cranes are available to users of the Port of Oslo:

- A. Rail-mounted 12-tonne crane
- B. Rail-mounted 23-tonne crane
- C. Mobile cranes
- D. Mobile harbour crane (MHC)
- E. Container cranes
- F. RTG cranes

b) Provisions for ordering and use, etc

- a. Cranes are rented out for the primary purpose of loading and unloading ships. They can be ordered by contacting the Crane Office.
- b. Orders for cranes intended for work during normal working hours, i.e. between Monday and Friday between 07:00 and 15:30, must be placed at least two hours in advance. Orders for cranes required at 07:00 must be placed by 13:00 on the preceding day.

- c. Orders for cranes required for work after normal working hours and notification of overtime work after normal working hours must be made by 12:30, or by 10:30 on days preceding public holidays that fall between two Sundays. Orders for cranes required for work on Saturdays, Sundays and subsequent weekdays must be placed by 12:30 on the preceding Friday at the latest. A statement of estimated usage time must also be submitted. Orders for crane operating services where the crane operator is required to turn up more than two hours after normal working hours will be subject to a minimum charge of NOK 753.
- d. Orders shall be binding and shall be charged at a minimum usage time of one hour. Any waiting time will thereafter be charged at 50% of normal rates. Calculations for container cranes and RTG cranes will be made according to VIII (d), subsection B. Waiting time outside normal working hours for RTG cranes will be charged for. In the event of an interruption occurring after work has commenced, waiting time will be charged at 50% of normal rates if such an interruption lasts more than one hour. In cases where a customer is unable to move the minimum number of containers corresponding to the hourly rate, an hourly rate will be charged.
- e. Crane operation services that are ordered after the stated deadlines will be provided if the Port of Oslo is able to do so.
- f. Cranes may not be sub-hired or transferred to a third party.
- g. All use of RTG cranes will be invoiced to the terminal company.
- h. On completion of crane usage, the customer or its proxy must certify the stated usage time by signing the crane timesheet. If this is not done, the crane operator's timesheet will be used as the basis for calculating the cost. Usage time includes preparing the crane before and after use and manoeuvring the crane to and from the work site as necessary. If a crane needs to be moved away from a switch or if other additional work needs to be performed immediately before a break or at the end of normal working hours, the customer must notify the crane operator in good time.
- i. Normal working hours for crane operators are the same as those for dock workers.
- j. Cranes must not be used for lifts heavier than those for which they are designed. The customer must on request present a bill of lading, invoice or other documentation of the weight of the goods to be lifted. Cranes must only be used for vertical lifts. Goods must not be lowered or placed so close to sheds or other cargo as to expose them to risk of damage. Before lifting commences, the customer's crew must ensure that the goods are clear of surrounding objects or other obstacles. The goods must not be left hanging on the crane longer than is necessary. The Port of Oslo arranges for the manoeuvring of the crane only; it does not provide straps, shackles, etc. These are normally provided by the customer and must be approved pursuant to the *Regulations concerning Machine Safety*. The Port of Oslo can, however, rent out such equipment for mobile harbour cranes (MHCs) and container cranes, subject to special provisions.
- k. If a crane needs to be moved during the work, the customer is responsible for clearing the crane rail and minding the power supply cable for the operator and must also ensure that the crane's path of movement is clear of obstacles.

c) Obligations, responsibilities, payment, etc

The customer is obligated to comply closely with the regulations referred to in this section and with those that may be issued by the Port of Oslo at any given time, and shall be held liable for any damage caused to cranes by its employees.

Furthermore, the customer shall be held liable for all damage incurred due to failure to comply with the regulations issued by the Port of Oslo. The Port of Oslo shall be held exempt from liability for any damage caused to goods or inflicted in other ways due to driving or operation of its cranes unless it can be established that such damage was due to gross negligence on the part of the Port of Oslo or its employees.

If a crane is not technically operative at the time agreed for loading/unloading, or if it is agreed to commence other work, or a crane ceases to function during the performance of its work, the Port Director may, on request, grant full or partial compensation for the following documented additional costs incurred by the customer:

1. Additional costs for loading/unloading personnel and other terminal employees in Oslo resulting from any waiting time that might have occurred.
2. Additional costs incurred by the customer due to having to haul cargo between the arrivals terminal and the terminal where the cargo should have been loaded/unloaded if the Port of Oslo determines that a ship must be loaded/unloaded at a terminal other than that originally agreed.

The Port of Oslo will not, however, cover additional costs resulting from crane breakdowns of less than two hours duration.

Furthermore, the Port Director may decide that the customer should be charged at the rates for normal working hours if a delay is caused by the Port of Oslo and results in loading/unloading having to be performed after normal working hours.

The Port of Oslo will not pay compensation for any financial loss incurred by the customer as a result of delay or crane breakdown.

The Port of Oslo will not cover additional costs relating to routine maintenance work of which the customer is notified at least 10 days in advance.

Contravention of these provisions shall entitle the Port of Oslo to cancel a hire contract and subsequently refuse the customer access to the Port of Oslo's cranes.

d) Rates

The following rates apply for the hire of cranes:

A. Rail-mounted 12-tonne crane

1. Per hour of use, normal working hours NOK 877
2. A surcharge of 40% for use outside normal working hours and during meal breaks will apply. A surcharge of 60% for all work performed..... between 22:00 on weekdays and 07:00 the following working day will apply.

B. Rail-mounted 23-tonne crane

- 1 Per hour of use, normal working hours NOK 1,139
2. A surcharge of 40% for use outside normal working hours and during meal breaks will apply. A surcharge of 60% for all work between 22:00 on weekdays and 07:00 the following working day will apply.
3. Minimum rate for Saturdays, Sundays and public holidays, per assignment Applicable only when extra crew are called in. NOK 3710
4. Continuous use of 23-tonne gantry crane up to 12 tonnes for at least one hour: same rates as for A apply.
5. For lifting of containers: same rates as E apply.

C. Mobile cranes

1. Per hour of use, normal working hours NOK 598
2. A surcharge of 40% for use outside normal working hours and during meal breaks will apply. A surcharge of 60% for all work performed between 22:00 on weekdays and 07:00 the following working day will apply.

D. Mobile harbour crane (MHC)

1.
 - a. Per hour of use, normal working hours NOK 1,139
 - b. Weight surcharge per lift according to the following scale (per tonne)
For the first 30 tonnes NOK 0
For the next 20 tonnes NOK 193
For the next 50 tonnes NOK 386
2. A surcharge of 40% for use outside normal working hours and during meal breaks will apply. A surcharge of 60% for all work performed between 22:00 on weekdays and 07:00 the following working day will apply.
3. Minimum rate for Saturdays, Sundays and public holidays, per assignment. Applicable only when extra crew are called in... NOK 3,710
4. For lifting of containers: same rates as E apply.

E. Container cranes

1. Containers. Loaded and empty:
 - a. Lifting of containers, per lift, normal working hours NOK 165
 - b. A surcharge of 40% for use outside normal working hours and during meal breaks will apply. A surcharge of 60% will apply for all work performed between 22:00 on weekdays and 07:00 the following working day.
2. Other cargo:
 - a. Hourly rates as for B apply.
 - b. Weight surcharge per lift according to the following scale (per tonne):
For the first 30 tonnes NOK 0
For the next 20 tonnes NOK 193
3. Minimum rate for Saturdays, Sundays and public holidays, per assignment. Applicable only when extra crew are called in... NOK 3,710

F. RTG cranes

Rates for use of RTG cranes to be settled by agreement between the parties.

G. Special crane charge

In cases where crane services are provided to customers with low utilisation of a crane(s), special charges may be applied on an individual basis.

H. Additional equipment

1.	Use of the Port of Oslo's straps, per pair	NOK	149
2.	Use of the Port of Oslo's grips (2 m ³), per hour.....	NOK	128
3.	Use of the Port of Oslo's electrohydraulic grab (3.5 m ³), per hour	NOK	187
4.	Use of overheight frame, per lift	NOK	267

IX. Storage and rental

a) Storage of cargo and equipment

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	16.00
2:	Sheds, per m ² , per month	NOK	40.00
3:	Overrun of the stipulated area, per m ² , per month	NOK	63.00
4:	Special areas linked to container terminals, per m ² , per month	NOK	6.10

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

Cargo for export which is stored for more than 3 days will be charged at half the normal rate provided that export notification is not withdrawn during the storage period.

The Port of Oslo may reduce the above charges in special circumstances, upon written application. Applications should be sent to the Port of Oslo within 14 days of receipt of invoice and must be accompanied by a receipt to show that the amount has been paid or that an approved guarantee has been furnished for the amount.

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) Rental of space and facilities

Subject to written application and availability, the Port of Oslo can offer space on quays, in sheds, tool rooms, offices, etc for use in connection with port-related business activities. The following rental rates apply:

1. Paved open storage area, per m², per year NOK 137.00
2. Sheds, tool rooms, etc, per m², per year NOK 388.00
3. Office space, enquiries room, foreman's quarters, etc can be rented by agreement on commercial terms and conditions.

Rental payments are invoiced in advance on a quarterly basis. Termination of rental agreements must be made in writing. The notice period for termination is one month.

The Port of Oslo prioritises port-related business activities. Any changes in the nature of a tenant's business activities in this respect may give grounds for termination of the rental agreement.

When the rental object is used in connection with the loading and unloading of ships, rental will not cover use of quays, areas or associated installations during the period for which goods charges are payable (cf. section VII).

The tenant undertakes to comply with the Port of Oslo's rules and regulations that may apply at any given time. Some areas of the port are subject to special rules.

Further terms and conditions regarding rental will be stipulated in agreements with individual tenants.

c) Rental of parking space

The Port of Oslo may, upon application, assign port users parking space in dedicated areas at the following rates:

Parking space, per quarter, per unit NOK 2,025.00

Rental rates for special rental agreements that are not directly related to port business will be agreed upon on an individual basis.

Termination of parking space rental must be made in writing. The notice period for termination is one month.

X. Use of the port area for non-maritime traffic

Handling/reloading rail cars, motor vehicles, articulated lorries and trailers in the port area with goods which neither arrived by nor are to leave by sea requires permission from the Port of Oslo. Permission will be granted to the shipping agent or consignee's representative involved. A condition for such permission is that the shipping agent/representative must collect a freight charge for reloaded goods and a vehicle charge for the type of transport involved by means of an invoice issued by the Port of Oslo.

A 10% discount will be given provided that a statement of the non-maritime traffic is submitted on time (cf. final paragraph).

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

Freight charge, motor vehicles (goods number 8701-5), per tonne	NOK	65.00
Freight charge, other goods, per tonne	NOK	12.00
Vehicle charge, rail car, per day, per unit ¹⁾	NOK	147.00
Vehicle charge, motor vehicle, per day, per unit ¹⁾	NOK	102.00

¹⁾ 1 unit = 1 rail car, 1 motor vehicle, 1 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 VII (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 VII (b).

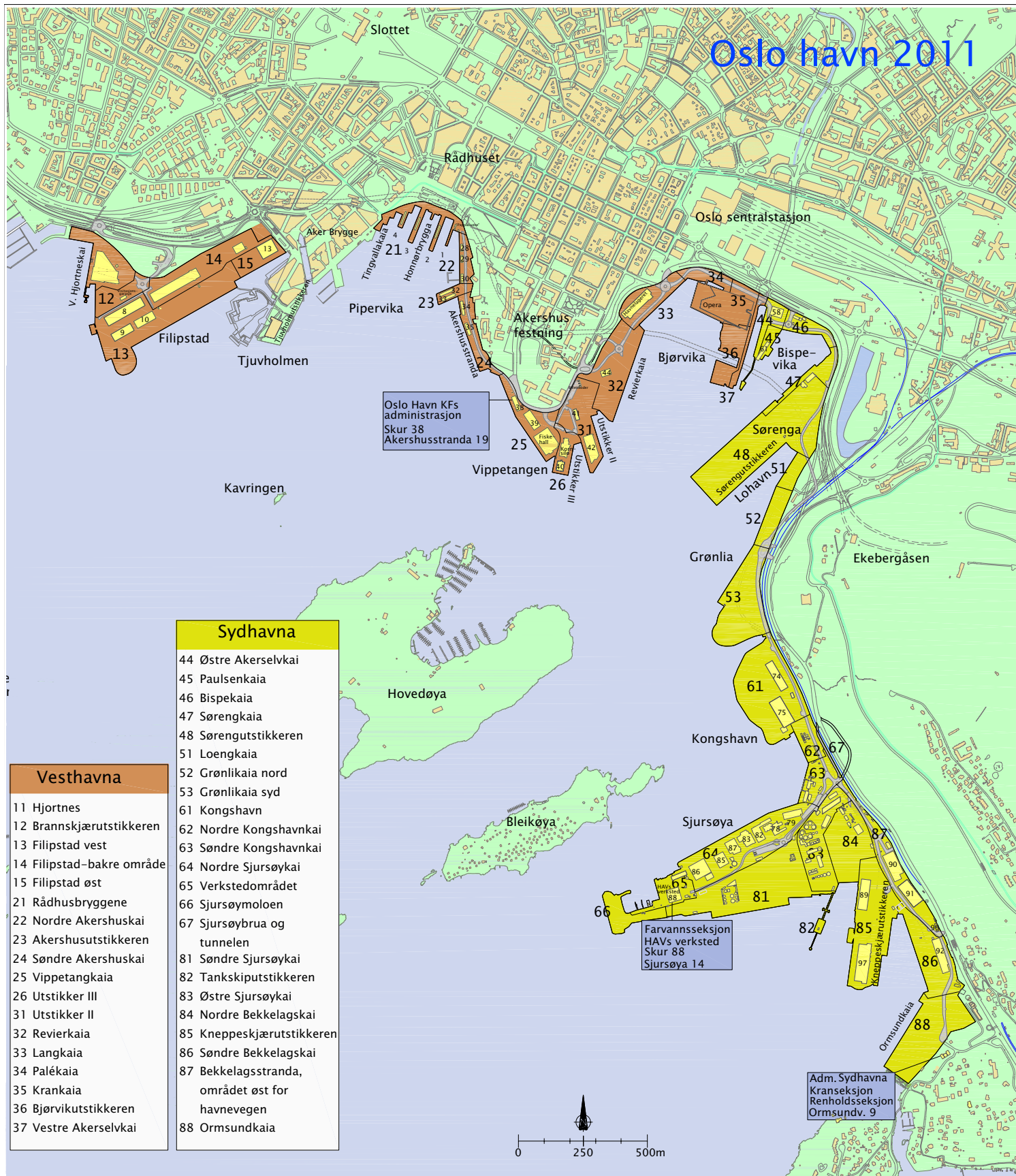
When a rail car or road vehicle is driven into the port area for registration at a bonded warehouse without transshipment taking place, a vehicle charge of NOK 102 per unit per day will be payable for lorries, heavy goods vehicles, semi-trailers, etc and of NOK 147 per unit per day for rail cars.

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's district office within 10 days after the end of each calendar month.

XI. Administration charge

Pursuant to the provisions stipulated in regulations issued by the Norwegian Coast Guard in 2011, the Port of Oslo may issue local regulations regarding charges for processing applications for permission for or approval of measures in compliance with the Harbour Act, section 27, subsection 1 (*link*).

XII. Port of Oslo – Area Plan



XIII. Contact details



Port of Oslo

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