

HARBOUR FEES AND CHARGES FOR GRENLAND HARBOUR DISTRICT 2011

Approved by Grenland harbour committee 10.12.2008

The scale of charges is based on the Ministry of Fisheries' rules and regulations on costs etc. which the various harbour charges should cover in respect of § 22 of the harbour and fairways law.

Calculation and basis of calculation, structure, collection, cost registration etc. are undertaken in accordance with the regulations laid down by the Ministry of Fisheries on 22nd July, 1992 with later changes, in accordance with § 24 of the harbour and fairways law.

The charges regulations apply to the entire harbour district.

BASIS OF CALCULATION FOR HARBOUR CHARGES

Vessel's charges

The basis of calculation «G» is the vessel's length (L) added to the breadth (B) and multiplied by it's depth (D): $G = (L+B) \times D$ where

L is the vessel's longest length in meters

B is the vessel's widest breadth in meters

D is the vessel's deepest summer depth in meters

Where the dimensions are not stated in the certificate of tonnage, they are decided by the harbour authorities at their discretion.

The depth must not be set at less than 3 meters for vessels longer than 20 meters. For sailings within the Breviks Bridge the maximum depth is set at 11 meters. Outside the Breviks Bridge maximum 15 meters.

Goods charges

The basis of charges is the weight of the goods per metric tonne, when nothing else is stated. Volume goods are converted into weight units where $1 \text{ m}^3 = \frac{1}{2} \text{ tonne}$.

TYPES OF CHARGES

The harbour scale of charges covers the following circumstances:

Sailing charges apply to vessels in the charges area, both for private and municipal jetties.

Jetty charges apply to vessels which use municipal jetties.

Goods charges apply to goods which are loaded/unloaded at municipal jetties.

Ice charges apply to all vessels which use the harbour.

The previous types of charges relating to tonnage and traffic are not collected in Grenland harbour district.

RESPONSIBILITY FOR PAYMENT (Harbour law § 25)

For harbour charges of vessels according to the law in § 23 first sections a & b, and ice charges according to the second section, the ship owner is responsible for payment.

For harbour charges of goods according to § 23 first section c & d, and ice charges according to the second section, the receiver is responsible for ingoing shipments and the shipper for outgoing shipments.

For the collection of overdue interest for late payment, the rules in the harbour law § 25 apply.

FEES

These regulations do not prevent the harbour committee, in accordance with general property rules and regulations, from demanding a fee for it's services and for the use of premises and

particular harbour facilities in the harbour district, which are not covered by the harbour scale of charges. The harbour committee can decide to demand a fee for laid-up vessels within the charges zone.

COLLECTION OF HARBOUR CHARGES

In connection with the use of municipal jetties, premises and facilities, the harbour committee can demand that the harbour operator collects harbour charges on behalf of the harbour authorities, for a special fee.

PERMANENT AGREEMENTS ON HIRE OF ALL OR PART OF THE JETTY AND OTHER HARBOUR FACILITIES (ref. harbour law § 24, no. 7)

The harbour committee can, instead of using the harbour scale of charges in accordance with § 23, agree on permanent hire fees for all or part of a municipal jetty or other harbour facilities. The hire charges shall reflect the costs of the hire object or use of same.

RELEASE FROM DEBT OR REDUCTION

The harbour committee can, under special circumstances, decide that the current harbour scale of charges can be reduced or dismissed in certain cases. Cost related discounts which the harbour committee can allow, ref. rules and regulations, are not included in this agreement. The harbour committee can release current harbour charges in their entirety or partially.

DISCOUNTS

The harbour director can grant discounts in special circumstances and in the interest of business.

LIABILITY TO PROSECUTION

Fines are set in accordance with § 28 of the law on harbours and fairways for those who, knowingly or unknowingly, withhold payment of valid agreed harbour charges.

V E S S E L C H A R G E S

CALL CHARGES

(Harbour law § 23 a)

1.

With below-mentioned exceptions, all vessels which call at the harbour shall pay the following charges to the harbour funds.

G-group		Rate pr. G	Acc. sum
The first 150 G	150 G	NOK 1,80 =	NOK 270,00
The next 150 G	151 - 300 G	NOK 2,35 =	NOK 622,50
The next 200 G	301 - 500 G	NOK 2,90 =	NOK 1202,50
The next 200 G	501 - 700 G	NOK 3,90 =	NOK 1982,50
The next 200 G	701 - 900 G	NOK 5,60 =	NOK 3102,50
The next 300 G	901 - 1200 G	NOK 7,70 =	NOK 5412,50
The next 300 G	1201 - 1500 G	NOK 9,70 =	NOK 8322,50
The next 500 G	1501 - 2000 G	NOK 11,70 =	NOK 14172,50
The next 500 G	2001 - 2500 G	NOK 14,20 =	NOK 21272,50
For all over 2500 G	2500 G	NOK 16,20	

Lowest charges for all vessels: NOK 100,00

2.

- a. The charges are paid once only for both arrival and departure, and once per 24 hrs.
- b. Vessels in regular routes can request a reduction of rates, based on frequency of calls (Attachment 1).
- c. The harbour committee can decide that call charges shall apply for only a certain number of calls pr. calendar month.
- d. The harbour committee has given the harbour director full authority to decide where a vessel is placed under the discount agreement, hereunder also full authority to enter into special agreements.

3.

EXEMPTION FROM PAYMENT OF CALL CHARGES:

- a. Vessels under 40 G.
- b. Vessels which pass the charges zone without calling at the harbour.
- c. Vessels which call at the harbour due to damage or emergencies, where the stay is no longer than 48 hrs and the vessels hereunder do not load, unload or take onboard ship's supplies or passengers.
- d. Rescue and ice-breaking vessels during execution of rescue and ice-breaking
- e. Naval vessels, both foreign and Norwegian.

For vessels not required to state their size, the harbour committee will set the smallest size for collection of call charges.

JETTY CHARGES

(Harbour law § 23 b)

Vessels which moor at municipal jetties, pay jetty charges according to following rates.

The charges are paid pr. commencement of each 24hrs.

G-group		Rates pr. G	Acc. sum
The first 150 G	150 G	NOK 1,70 =	NOK 255,00
The next 150 G	151 - 300 G	NOK 2,10 =	NOK 570,00
The next 200 G	301 - 500 G	NOK 2,50 =	NOK 1070,00
The next 200 G	501 - 700 G	NOK 2,90 =	NOK 1650,00
The next 200 G	701 - 900 G	NOK 3,30 =	NOK 2310,00
The next 300 G	901 - 1200 G	NOK 3,70 =	NOK 3420,00
The next 300 G	1201 - 1500 G	NOK 4,10 =	NOK 4650,00
The next 500 G	1501 - 2000 G	NOK 5,10 =	NOK 7200,00
The next 500 G	2001 - 2500 G	NOK 5,50 =	NOK 9950,00
For all over 2500 G	2500 G	NOK 15,30	

Lowest charges for all vessels NOK 100,00

2.

Lay days are calculated from when the vessel comes alongside and until she leaves the jetty. Partial days of 6 hrs or less are counted as ½ days. Therefore jetty charges are always paid for at least 24hrs.

For vessels which are ordered by the harbour master to shift from the jetty to make room for other vessels, and thereafter lay to at the jetty again, lay time is calculated as if the vessel had lain at the jetty the whole time. If absence from the jetty is over 3 hrs, there will be a discount in the calculated lay time for the time the vessel has been away from the jetty.

If a vessel shifts from one municipal jetty to another, without going outside the limits of the charges zone in the meantime, the lay time will be calculated as if the vessel had lain at the jetty the whole time.

3.

Harbour committee can decide that jetty charges shall be paid for only a particular number of calls during a calendar month, and it can also set a monthly charge. Discounts can also be given in connection with call frequency of vessels in regular route.

4.

Exemption from jetty charges for Naval vessels, both Norwegian and foreign.

CHARGES FOR USE OF FAIRWAY AND HARBOUR

Vessels which are mainly used within the harbour district, hereunder tug boats, barges and floating cranes etc. pay charges for their use of the fairway and harbour:

Vessels up to 50 BT	NOK	250,00 pr. annum
Vessels up to 100 BT	NOK	350,00 pr. annum
Vessels up to 200 BT	NOK	1750,00 pr. annum
Vessels up to 300 BT	NOK	2150,00 pr. annum
Vessels up to 500 BT	NOK	3050,00 pr. annum
Vessels up to 1000 BT	NOK	5050,00 pr. annum
Vessels up to 2000 BT	NOK	11050,00 pr. annum
Vessels over 2000 BT	NOK	14050,00 pr. annum

PLEASURE BOATS

Separate regulations apply for rowing, motor and sailing boats which use the harbour authority's small boat harbours and/or mooring stages.

FISHING HARBOUR

For use of the fishing harbour in Langesund, charges are paid according to following scale:

Price pr. meter NOK 522,00 pr. annum

Charges are paid in arrears and can be paid monthly/quarterly/half annually in accordance with the hire agreement.

CHARGES FOR GOODS

GOODS CHARGES

(Harbour law § 21 & § 23 d)

Goods charges apply to all goods which are transported by ship to or from the harbour, and which are carried over municipal jetties.

For goods which arrive at the harbour in transit, and which arrive and are transported on by vessel, a charge is payable only on incoming goods. For goods in transit for abroad, however, charges apply for outgoing goods. Goods charges can be applied to goods which are transferred from one vessel to another without passing the jetty, if one of the vessels is lying there. Charges in this case, cannot be made for more than a third of the amount applicable to goods which are carried over the jetty. The goods charges cover storage of goods at the jetty, premises or facilities managed by the harbour authorities for up to 48 hrs. following the unloading of the ship, or up to 48 hrs. before loading of the ship commences.

Goods charges for incoming goods are the responsibility of the receiver. For outgoing goods the charges are the responsibility of the shipper. However, this shall not prevent goods charges for inland consignments being charged to the transporters where these charges are included in the freight charges.

The Ministry of Fisheries decides the goods charges for jetties which belong to the State.

The expeditor, or person who actually expedites the goods must not, unless absolutely necessary, forward or deliver dutiable goods before the charges have been paid. If he does not comply with this, he can be made responsible for payment of the charges.

Exempt from good charges are:

- passenger's baggage
- provisions, bunkers and other supplies for the vessel's own use.

All charge rates are given in NOK pr. m-tonne, unless otherwise stated.

Volume goods are converted into weight units where 1 m³ = ½ tonne.

Goods categories and charges

All container goods – export/import	NOK	6,50
All goods which are not specified below	NOK	9,50
Timber, woodchips pr. m ³	NOK	5,00
Paper, wood pulp	NOK	5,00
Bulk cargo for tob & grab unloading/loading	NOK	5,15
Stone and aggregates in bulk	NOK	3,60
Motor vehicles for goods transport	NOK	100,00
Motor vehicles import/export	NOK	100,00
Other mobile self-propelled units	NOK	150,00
Goods trailers and semi trailers without cabins	NOK	100,00
Agricultural vehicles and industrial vehicles	NOK	150,00
Lowest amount for goods charges pr. consignment	NOK	100,00

F E E S

STORAGE CHARGES FOR GOODS AT JETTIES OR IN WAREHOUSES

1. Goods which are placed on the harbour authority's premises or in warehouses shall be removed as quickly as possible, unless the harbour authorities decide to allow them to remain.

2. For goods which remain for more than 48 hrs following unloading the receiver must pay the storage charges to the harbour funds for each 24 hr period, in accordance with the following scale of charges:

On open premises NOK 1,20 pr. m²

In warehouses.....NOK 2,00 pr. m²

The charges shall be calculated on the largest occupied floor space.

3. Goods which are stored at the jetty or in warehouses for more than 48 hrs before loading will be charged under section 2. The charges shall be calculated on the largest occupied floor space.

4. For goods which arrive by land from another harbour and are placed at the harbour authority's warehouses or premises, charges will be levied under section. 2.

Storage time begins the day after arrival.

Charges are calculated on the largest occupied floor space.

5. For transit goods which arrive at the harbour to be forwarded by ship or land, the same rules apply as under section 2. For empty containers and larger packages, charges are NOK 0,50 pr. m² pr. 24 hrs. The time is calculated as for section 4.

6. When one wishes to store goods at the harbour authority's premises or in warehouses over a period of time, the harbour authorities can give permission on application for such storage at the following rates:

On open premises..... by agreement.

In warehouses.....by agreement.

The charges shall be calculated on the largest occupied floor space.

7. In special circumstances the harbour authority can, on written application, reduce the above-mentioned rates. The application must be sent to the harbour authority within 14 days

following receipt of the invoice, and must include a receipt showing that payment has been made.

8. Goods which lie on the jetty or in warehouses without permission, or which remain longer than allowed, can be removed by the harbour authority and stored at the cost of the receiver or shipper.

If such goods are not collected within 3 months, the harbour authority can sell them at public auction following the usual announcement.

9. Goods which cannot guarantee any accumulated costs, which are easily perishable or can cause damage, can be sold by the harbour authority before the 3 months are up, or can be destroyed by them if necessary.

10. If the harbour authority finds that improvement in packaging or re-packing is necessary, they can undertake to do this and claim a refund of the costs.

11. The harbour authority is not responsible for goods lying on the jetty or in warehouses or for any damage caused by actions deemed necessary to be carried out by harbour authority.

REGULATION FOR RAILWAY WAGONS AND CHARGES FOR LORRIES AND TRAILERS

1. The handling of railway wagons, lorries and trailers at the Harbour Authority's quay or premises with goods which have not been received and/or shall be placed on the vessel must have a permit from the Harbour Authority.

2. A permit for such operations is given to the relevant agent and/or representative for the goods owner. As a condition for the permit, a goods fee is collected for the unloaded goods and a lorry/trailer fee for the transport means. The Harbour Authority Administration has the authority to withdraw a given permit for the mentioned use of the Harbour Authority's area, if the traffic conditions should require this.

3. A list of the transport means type and number, as well as the goods weight is given on a fixed form which is sent together with the Harbour Authority's cash settlement, at least once per month.

The vehicle goods fee is calculated with up to..... NOK 6,50 per ton.

The goods fee is not paid by goods which are charged the products fee from the Grenland Port Authority.

4. The paid goods fee allows for the goods to lie for 2 working days (48 hours) on the Port Authority's quay area. For additional time, the goods are charged an additional fee in relation to the relevant regulation.

SCALE OF CHARGES FOR HIRE AND USE OF EQUIPMENT BELONGING TO GRENLAND

HAVN IKS

1.

a. The cranes are hired out primarily for unloading and loading of ships and barges.

b. Cranes/trucks are reserved by reporting to the jetty inspector/terminal inspector.

Reservation of cranes/trucks during normal working hours must take place at least 2 hrs.

before the crane/truck is to be used. Exemptions to this rule can be applied for single lifts.

c. Reservation of cranes/trucks for 07.00 hrs. the following day must take place within 14.00 hrs the previous day, at the latest. On working days before holidays, within 12.00 hrs at the latest.

d. Overtime should, if possible, be advised the previous day or at the latest by 12.00 hrs on the day the work is to be carried out.

2.

a. If the crane/truck is not used at the appointed time, the right to use it on the basis of the reservation no longer applies.

Outside normal working hours the reserved crane/truck is detained and the harbour authority must be paid the expenses of the attending stevedores.

Hire and/or transfer of crane/truck to another firm is not allowed.

3.

Working hours for the cranes/trucks are always in accordance with the agreement in force.

If the crane/truck driver has to work overtime without being asked or when overtime has been reserved, but not used, those who made the reservation must pay the relevant tariff charges.

4.

Included in the hire period for the crane/truck is the time needed for moving and preparing of equipment.

5.

a. The cranes must not be used for greater lifts than described.

The customer must, on demand, show the bill of lading, invoice or other proof of the weight of the goods to be lifted.

Combined lift between the crane and the vessel's own gear is not allowed.

b. The cranes must only be used for vertical lifts.

They must not be used to drag loads from the ship's hold or on the jetty, or for pulling barges.

c. The harbour authority only attends to the crane's manoeuvres and does not supply straps, shackles etc.

These are normally supplied by the customer.

The customer is personally responsible for handling of the goods and is duty bound to supply a qualified signalman for the crane driver.

d. The harbour authority cannot thus be held responsible for damage to goods or articles onboard or on land, which has occurred during crane or truck driving on assignment by the customer or any of his people,

or for damage which occurs as a result of technical failure of the equipment.

WAITING TIME

6.

For waiting time at the beginning of each hour of normal working time, the usual hourly rate for stevedoring applies. Outside normal working hours overtime is charged according to the scale of charges in force.

CRANES

1. Preparation of cranes before and after use is calculated as usage time.

2. Maximum lift by cranes is respectively 6, 8, 40 and 100 tonnes.

3. Shortest period of use for cranes is 2 hrs.

4. Shortest time for single lift is 2hrs.

5. Crane time is calculated to the nearest hour.

6. Piece work rates for loading/unloading with harbour authority's grabs is NOK16,00 pr. tonne.

7. For attendance outside normal working hours, an additional hourly rate is added for the crane driver.

An additional travel allowance and daily allowance applies for attendance outside normal working hours.

8. From the end of a working day and up to 21.00 hrs an additional rate of 50 % is added for crane drivers, according to the scale of charges in force.

Between 21.00 hrs and 07.00 hrs the next day, plus Saturdays and Sundays, an extra 100% will be added for crane drivers in accordance with the scale of charges in force.

Between 12.00 hrs. and 24.00 hrs on the Wednesday before Maundy Thursday, Whitsun, Christmas and New Year's Eve, plus weekends and bank holidays, an extra 133,3 % will be added for crane drivers in accordance with the scale of charges in force.

GENERAL CARGO

a. Portal cranes:

Crane hire for harbour cranes up to 8 tonnes NOK 800,- pr. hr

b. Mobile cranes

For lifts up to 20 tonnes NOK 1500,- pr. hr

For lifts 20 - 50 tonnes NOK 1700,- pr. hr

c. For lifts 50 - 100 tonnes NOK 2000,- pr. hr

1. Loading/unloading NOK 140,- pr. unit

2. Moving of containers onboard NOK 140,- pr. unit

3. Moving of containers ship/jetty/ship NOK 280,- pr. unit

Crane driving outside normal working hours will be charged at NOK 200,- pr. hr at 50 % overtime and NOK 400,- pr. hr at 100 % overtime.

With delayed arrival of ships and waiting time during loading/unloading of ships, an hourly rate of NOK 350,- applies from the start of each daytime hour. Overtime rates will apply in accordance with existing tariff when the work takes place at other times, ref. Section 8 above.

TRUCKS

Truck hire for forklift trucks up to 4 tonnes NOK 500,- pr. hr

Truck hire for forklift trucks up to 8 tonnes NOK 800,- pr. hr

Truck hire for forklift trucks up to 25 tonnes NOK 1000,- pr. hr

Truck hire for container trucks up to 50 tonnes NOK 1000,- pr. hr

Hire of showel NOK 800,- pr. hr

The rates are calculated for daytime work.

Minimum daytime hire is 0,5 hr.

Minimum overtime hire is 2,0 hrs (for work outside normal working hours).

Prices refer to normal working hours between 07.00 hrs and 15.30 hrs from Monday to Friday, and include driver.

No machines will be hired out without a driver.

ALL MACHINES WHICH SHALL BE USED AT THE HARBOUR AUTHORITY'S TERMINALS MUST BE RESERVED THROUGH THE HARBOUR AUTHORITY.

ONBOARD/UNLOADING INCLUDING RECEIVING /LOADING - RO/RO

Container truck/tugmaster pr. unit by arrangement

SINGLE LIFT

Pr. unit NOK 200,-

TRANSPORT OF CONTAINERS

Shipside - depot or depot - shipside, unit NOK 200,-

In addition to the above unit charges, is an overtime rate after granted time, as for hourly rate.

HIRE OF STEVEDORING

For hire of harbour authority's stevedores, the following rates apply:

In normal working hours	NOK 350,- pr. hr
At 50% overtime	NOK 500,- pr. hr
At 100% overtime	NOK 650,- pr. hr
At 133,3% overtime	NOK 760,- pr. hr

HIRE OF FLOATING EQUIPMENT

1. For hire of harbour authority's floating equipment, rates are as follows:
NOK 1500,- pr. hour, inc. boatman.
2. Stevedores' expenses will be added to the above.

RENOVATION

Ships which use municipal jetties can deliver ship's waste to refuse containers which are placed at the jetties. This arrangement does not include dunnage, damaged pallets and other large packages. Collection of these must be reserved separately, and will be charged to the ship.

Following charges apply for renovation pr. commencement of each 24 hr period, or according to agreement:

All ships using the jetty, provided they haven't notified their exemption, shall pay the following waste charges:

NOK 0,50 pr. G-factor – min. NOK 100,00 max. NOK 500,00.

For unsorted deliveries there is an additional 25 %.

Ships with last port of call outside the EU/EEC will be charged an additional 50%.

ICE CHARGES

In harbours where ice situations can hinder normal movement, the harbour committee can decide that a charge shall be made to cover the cost of ice breaking, during the period between 1st December and 31st March, for each vessel which sails through the harbour and its entrance, and of all goods which are loaded and unloaded.

The charge is made for each ship's call. Where several municipalities decide to cooperate on joint ice breaking, a joint ice committee shall be formed in accordance with the regulations in § 12, forth sentence of the law on harbours and fairways. That which each municipality retains in ice charges shall be placed in a joint ice account.

Ice charges for ships are calculated by 3 øre for incoming and 3 øre for outgoing pr. BT.

PASSENGER CHARGES

When the harbour has special costs for passenger facilities, the harbour committee can set the charges.

The vessel pays the passenger charges. For inland traffic, charges are made for passengers going onboard the vessel. This also includes transit passengers with more than 1 hour waiting time according to the timetable.

For passengers in foreign traffic, charges are made for both boarding and leaving the vessel.

Passengers on cruise ships are deemed to be transit passengers.

Charges for passengers from ferries to/from abroadNOK 5,- pr. passenger

ISPS-CHARGES

ISPS pr. ship's call	0 - 999 G	NOK 400,-
Over 1000 G		NOK 450,-
Locking-card		NOK 500,-
Remote control		NOK 1500,-
Annual transport permit		NOK 180,-

Re-use of door opener issued by others	NOK 400,-
Temporary transport permit	NOK 80,-

PILOT CHARGES

1. The harbour pilot is not employed by Grenland harbour, but harbour piloting is carried out by the State pilot under Grenland pilot master.
2. Reservation of pilot to be made through Trafikksentralen Brevik, tel. +47 35 57 26 10 or VHF-channel 80.

WATER DELIVERY

1. Fresh water can be delivered at the public jetties.
2. Reservation is made by the ship's captain/broker.
3. Water delivery to vessels is charged at NOK 20,- pr. tonne - minimum NOK 500,00 – or by arrangement.

MOORING

1. Mooring stevedores can be reserved through the ship's broker.
2. Only mooring stevedores approved by the harbour authority can be used.

SPECIAL AGREEMENTS

The harbour director can enter into special agreements with major users of the harbour within the framework laid down by the relevant regulations. Special agreements shall be approved by the harbour committee.