PORT OF TROMSØ



Commercial Terms and Conditions 2027

For use of infrastructure and services provided by the Port of Tromsø

Valid from 1 January 2027

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1. General

Tromsø Havn KF (hereafter called the Port of Tromsø) is responsible for the provision of services, the exercise of authority, and other forms of public administration on behalf of the Municipality of Tromsø.

This document is fixed by the Tromsø Port Board and contains information about the Port of Tromsø's Commercial Terms and Conditions.

Information about tariffs and fees, etc. is available in the following documents:

- Port tariffs 2027 for use of infrastructure and services provided by the Port of Tromsø
- Forskrift om saksbehandlingsgebyr for Tromsø Havn KF (general regulations)
- Forskrift om regulativ for saksbehandlingsgebyr for Tromsø Havn KF (fee scale).

Document 2 relates to the regulations concerning processing fees at the Port of Tromsø, while Document 3 stipulates the scale for such fees.

All three documents are published on www.tromso.havn.no

1.1. Legislation that regulates commercial terms and conditions, dues and fees

The Port of Tromsø is subject to the provisions of *Act no. 70 of 21 June 2019 relating to Harbours and Fairways (Harbour and Fairway Act)*. This law covers administrative services and provides the legal basis to collect taxes and fees. The legal basis for charging for waste disposal services is *Act no. 6 of 13 March 1981 concerning Protection against Pollution (the Pollution Control Act)*. According to the circular of 23 December 2004 issued by the Ministry of Fisheries and Coastal Affairs, "Expenses related to preparedness for terrorism in ports shall be covered in the usual manner by those who use the infrastructure".

Other services not covered by legislation are related to commercial activities, and tariffs are therefore based on market conditions. Examples of this include services and infrastructure such as the use of quays, quay areas, mechanical services, other port facilities and rental, etc.

1.2. Definitions

GT: gross tonnage. Unit prescribed in International Convention on Tonnage Measurement of Ships of 23 June 1969. The gross tonnage is stated on the ship's tonnage certificate.

Vessel: Any floating structure that is designed to move through the water.

The municipality's sea area: The area where the municipality has planning authority pursuant to the Planning and Building Act except for the main and secondary shipping channels.

Charges: Payment for use of the Port of Tromsø's infrastructure and services. The rates are fixed based on commercial terms.

Fees: Payment to cover the full cost of the goods and services.

Dues: Payment as an indirect tax (regulated) in connection with the use of the fairway in the municipality's sea area.

Regular working hours: Regular working hours for employees at the Port of Tromsø:

- 15 May – 14 September, Monday-Friday 08:00-15:00
- 15 September – 14 May, Monday-Friday 08:00-15:45

2. General terms and conditions

2.1. Tariffs and terms of payment

1. The customer shall pay the rates, fees, charges and dues stated in the current *Port tariffs 2027 for use of infrastructure and services provided at the Port of Tromsø*. The Port of Tromsø may enter into agreements in which some commercial terms and conditions and tariffs are omitted. A separate written agreement will be entered into between the Port of Tromsø and the customer.
2. All tariffs are stated in Norwegian kroner (NOK) exclusive VAT and amounts invoiced in NOK. Amounts are rounded up or down to the nearest whole krone in accordance with normal principles for rounding off. If tariffs are stated in a currency other than Norwegian kroner, the customer shall bear the risk for any exchange rate fluctuations between the Norwegian krone and the stated currency during the period between the time when the offer is issued and the payment date.
3. The Port of Tromsø determines whether payments shall be settled in cash or in advance, or whether credit may be granted and, if so, whether to request a bank guarantee or other form of security.
4. Standard payment terms are 14 days from invoice date. Shorter payment terms will apply when necessary.
5. In the case of advance payments, another payment date may be set so that payment is made before goods are delivered or services provided.

2.2. Notification obligations

Users of the port, including vessels, freight forwarders and others, are obligated to provide the Port of Tromsø with all information necessary to meet public requirements for statistics and a basis for correct calculation of dues and charges, cf. Sections 1 and 2 of the *Regulations no. 1836 of 11 December 2019 on Duty to provide information for transport planning (Forskrift om opplysningsplikt for transportplanlegging) pursuant to Sections 39 of the Harbour and Fairway Act*.

2.3. Adjustment of tariffs and terms of payment

1. The tariffs normally apply for one year and are normally set for the financial year.
2. The Port of Tromsø may nonetheless adjust the tariffs during the financial year.
   a. The charges for electricity, fresh water and the wage component may be the subject of adjustment in accordance with the market conditions.
   b. The schedule of cargo handling charges may be expanded during the year should the need arise to set rates for new categories of goods.
3. The Port of Tromsø may amend its standard terms of payment during the period for which the rates stated in the tariffs apply.

2.4. Interest on overdue payments

1. In the event of late payment, interest shall be charged in pursuant to *Act no. 100 of 17 December 1976 relating to Interest on Overdue Payments,* etc.
2. The currently applicable rates for maximum interest on overdue payments shall be applied.
3. In the event of repeatedly incorrect, delayed or non-reporting, the Port of Tromsø may claim interest on overdue payments for the period that invoicing is delayed. Interest on overdue payments shall be charged to the party who caused the delay. Interest on overdue payments will be applied after the third delay during a 12-month period, during which a reminder was issued on the first delay and a final reminder was issued on the second delay. If the relevant information has not been reported at the time of calculating interest on overdue payments, or is insufficient for calculating the amount of interest, a reminder fee will be issued instead. This will initially be set at NOK 3,000 and will be doubled in the event of repeated delays during a 12-month period. If

justified by repeated cases, consideration will be given to demanding cash payment, advance payment or other measures from the party causing the delays.

2.5. Debt collection

1. Accounts receivable that fall due will be recovered pursuant to *Act no. 26 of 13 May 1988 on Debt Collection and other Recovery of Overdue Pecuniary Claims (Debt Collection Act).*
2. Overdue claims trigger a debt collection notice as the only payment demand before the matter is forwarded to the debt collection agency for further processing.
3. A processing fee (reminder charge) may be applied in addition to the principle claim and interest on overdue payments when a debt collection notice is issued.
4. Collection of revenues pursuant to the enterprise's tariffs is normally conducted pursuant to civil law.
5. Collection of dues pursuant to Section 41 of the *Harbour and Fairway Act* is grounds for enforcement of distraint, and a lien is placed on the ship, pursuant to the rules governing maritime liens in the *Norwegian Maritime Code of 24 June 1994, no. 39.*

2.6. Processing fees

1. In cases where purchased goods and/or services are re-invoiced and where the supplier could have invoiced directly to the goods recipient and/or user of the service, a processing fee will be applied in addition to the price for the goods/service in question.
2. Extra administrative work in connection with invoicing, payment or reminders/debt collection will be charged based on actual time taken.

2.7. Value added tax (VAT)

1. All prices listed in the tariffs are stated exclusive value added tax (VAT). Value added tax is regulated pursuant to *Act no. 58 of 19 June 2009 relating to Value Added (VAT Act).*
2. As a rule, output VAT is charged on the provision of the right to use municipal ports, on the sale of infrastructure services, and on the sale of goods and services.
3. Output VAT is not applied where exemptions are prescribed by law, pertinent regulations or decisions for the sale of specific goods and services for use by foreign vessels or by Norwegian registered vessels in international shipping, or where exemptions from the law apply.

2.8. Claims and disputes

Claims

If the customer intends to hold the Port of Tromsø liable for damage, delay or other claims relating to the performance of port services, such claims shall be presented to the Port of Tromsø in writing and without undue delay. Objections or claims may not be lodged more than three months after the day on which the customer was made aware of, or should have been aware of, the circumstances on which the claim is based.

Disputes

The rights and obligations of the parties in respect of these provisions are regulated in their entirety by Norwegian law.

The Nord-Troms and Senja District Court shall be the legal venue for all disputes relating to the use of the Port of Tromsø and to interpretations of these provisions, unless otherwise agreed when the contract was entered into.

3. Environmental pricing

In line with increasingly stringent environmental requirements and to contribute to solving many of the climate-related challenges related to the maritime sector, the Port of Tromsø will gradually introduce economic incentives designed to promote more environmentally friendly maritime transport.

Discount for connecting to shore power

The Port of Tromsø has invested in shore power facilities at several quays. The investments and the operation of these will gradually be taken over by the partially owned subsidiary Fjuel AS. More facilities will be added. The Port of Tromsø believes it is necessary to stimulate ship owners to make the necessary adjustments and contribute to ensuring that the boats can and do use the facilities. The Port of Tromsø will, in collaboration with Fjuel AS, seek to find suitable economic incentives to reward vessels that connect to shore power.

Today, vessels that have a longer laytime can receive discounted quay charges if they are connected to shore power. Refer to Section 4.2 Quay charges for further information. Refer also to Section 3.3 Discount Structure of the Port tariffs.

4. Maritime infrastructure

4.1. Fairway dues

The fairway dues are stipulated pursuant to the provisions of Section 36 of the *Harbour and Fairway Act and Forskrift om farvannsavgift, Tromsø* (regulations concerning fairway dues).

Vessels calling at ports and structures for the operation of aquaculture farms in the municipality's sea area shall pay fairway dues. The fairways dues are charged for each port call. Dues on vessels that make multiple port calls within the municipality's sea area in one 24-hour period shall be levied only once.

The Port of Tromsø has been instructed by the Norwegian Coastal Administration to set this fee to NOK 0 until overcharged fees are reimbursed to the users. Consequently, in practical terms, vessels calling at quays in the municipality's sea area will not be charged fairway dues in 2027. This will be shown by stipulating the fairway dues as NOK 0 in invoices issued by the Port of Tromsø.

4.2. Quay charges

Quay charges constitute the vessel's payment for using the public quays owned or managed by the Port of Tromsø and are charged when the vessel moors. Any vessel that moors outside another vessel will be charged the ordinary quay charges. The quay charges only cover the area of the quay used for the gangway, provisioning and minor logistics, etc. Other use will be invoiced as area rental.

1. Quay charges are payable per commenced day. Laytime is calculated from the time when the vessel moors until the time when it casts off. The minimum quay charges are equivalent to one 24-hour period.
2. If a vessel shifts berth inside the municipality's sea area without crossing the boundary of the municipality's sea area, laytime will be calculated as if the vessel had remained berthed without interruption. This does not apply to vessels that must wait at anchorage for a vacant berth.
3. The laytime for vessels which, on orders from the Port of Tromsø must shift berth to make room for another vessel and then berth again, is calculated as if the vessel had been berthed at the quay the whole time.
4. Although a vessel is berthed, it must be able to shift berth at any time or to vacate the quay on the instructions of the Port of Tromsø.
5. Vessels that only arrive for service, without loading or discharging or taking supplies or passengers on board and for a laytime of less than two hours, will be granted a discount on the

quay charges of up to 75%. The same applies for vessels arriving to collect only one unit of urgent freight and for a laytime of less than one hour. The minimum rate for the relevant vessel's size will apply in cases where this discount leads to quay charges under this minimum rate.

6. Commercial vessels measuring less than 15 metres in length that berth for less than two hours are exempted from the quay charges on the condition that notification of arrival and departure is given to the Port of Tromsø.
7. Berths that are reserved but then cancelled less than one week before planned arrival will be charged a cancellation fee equivalent to 50% of the standard 24-hour quay charges. Other costs incurred will be invoiced in full.
8. Separate rates apply for special projects and calls involving larger projects, e.g. rigs, fleet visits, cruise ship tendering, etc. Please contact us for a specific offer.

Booking of berths

1. Enquiries and bookings for berths should be addressed to the Port Control at the Port of Tromsø, which allocates berths.
2. Vessels must notify the Port Control at the Port of Tromsø of their estimated time of arrival no later than 24 hours in advance.
3. Berth reservations must contain the following details: prior port of call, next port of call, the vessel's security level (necessary information in connection with ISPS), waste disposal schedule and a manifest of cargo for loading or discharging. The name of the party to be invoiced for charges, dues and fees must also be stated.
4. The Port of Tromsø may also request additional information.

Basis of calculation for quay charges

Quay charges are calculated based on gross tonnage (GT) and are differentiated according to vessel type.

Discount structure

For specific calls, a discount may be granted in some cases.

Type of discount	Scope of discount
Commercial vessels under 15 metres with a laytime exceeding 1 week. The discount applies from the eighth day.	20 % of quay charges
Commercial vessels over 15 metres with a laytime of 1-2 months. The discount applies from the first day.	10 % of quay charges
Commercial vessels over 15 metres with a laytime exceeding 2 months. The discount applies from the first day.	20 % of quay charges
Vessels with regular and high frequency of calls	Assessed on a case-by-case basis and must be requested by the shipping company/vessel.

Conditions for granting discounts will vary from case to case and may consist of requirements related to shore power, portability and the like. All discounts must be requested prior to the call.

The minimum rate for the respective size category applies independently and regardless.

4.3. Charges for small-craft berths and guest marinas

A charge is payable for rental of small-craft berths and berths at the guest marina. The ordinary charges apply for any vessel that moors outside another vessel.

Basis of calculation of charges for small-craft berths and guest marinas

Charges for small-craft berths are calculated based on the vessel's width in metres, while charges for guest berths are calculated based on the vessel's length.

4.4. Waste disposal fees and waste management charges

The Port of Tromsø has established a system for receiving ship waste pursuant to Chapter 20 of the *Regulations no. 931 of 1 June 2004 on Pollution Control*, pursuant to Section 32a (subsection 2) of the *Pollution Control Act*. The waste disposal fee constitutes payment to cover costs in connection with receiving and managing waste from ships calling at the port.

1. The waste disposal fee must be paid by all vessels arriving at public quays, irrespective of whether waste is delivered or not. Any vessel that moors outside another vessel will be charged the ordinary waste disposal fee.
2. An additional fee may be levied for ships that do not comply with the notification obligation if failure to do so creates extra costs for the Port of Tromsø.
3. An additional fee may also be levied on ships that deliver excessive amounts of waste in proportion to the vessel's size, type and sailing time.

Exemptions from the waste disposal fee

1. Vessels under 50 GT, or
2. Exemptions from the waste disposal fee may be agreed if the following criteria can be documented:
   a. The waste is delivered regularly at another port with an approved waste disposal system.
   b. Other special considerations apply.

Basis of calculation for waste disposal fee

The waste disposal fee is calculated based on the vessel's GT. Minimum and maximum fees apply for vessels that do not deliver waste.

Ships that deliver large amounts of waste or residues must pay the actual costs for container hire, transport and storage of waste, i.e. that they must pay waste disposal fees based on the type and amount delivered, in addition to an administrative charge.

Waste management charges

Vessels delivering large volumes of waste that order waste disposal services such as container and sewage vacuum truck will be invoiced the actual costs incurred in addition to a 20% administrative charge. Refer to Section 3.5 Waste disposal fees of the Port tariffs.

Booking of waste disposal services

1. Waste disposal services can be arranged by contacting the Port Control at the Port of Tromsø.
2. The captains on all ships travelling through the port must notify the Port Control at the Port of Tromsø of all deliveries of waste and residues to be made at the port:
   a. at least 24 hours prior to arrival, if the port of call is known, or
   b. as soon as the port of call is known, if this information is first available less than 24 hours prior to arrival, or
   c. on departure from the prior port of call at the latest, if the voyage lasts less than 24 hours

4.5. Security (ISPS) charges

All Norwegian and foreign vessels that call at an ISPS-approved port facility (quays, quay areas and other infrastructure used for the provision of services to vessels, goods and passengers at the port) must pay the security charge. Any vessel that moors outside another vessel will be levied the ordinary security charge.

The security charge is intended to cover the investment and operating costs for carrying out necessary security measures to ensure safe traffic and safe transport of goods and passengers, as well as preparedness for terrorism.

Basis of calculation of the security charge

The security charge is calculated as a percentage of the quay charges per day for all vessels except cruise ships. The actual cost of any security arrangements comes in addition.

The vessel will be invoiced for any additional costs incurred due to changes in arrival or departure times made less than 24 hours before the notified time of arrival.

During normal operation, the security charge will be levied in accordance with the *Port tariffs 2027 for use of infrastructure and services provided at the Port of Tromsø* will apply. During situations where the security level is raised, the vessel shall cover any additional costs for measures necessitated by the port call.

In situations where an ISPS vessel and a non-ISPS vessel must be docked at the same quay, the Port of Tromsø may order the use of security guards at the expense of one or both vessels.

If security is required at ISPS vessels, the security guards must be ordered through the Port of Tromsø.

4.6. Passenger charges

A passenger charge is levied on vessels and vehicles operating passenger services. This charge applies for both embarking and disembarking passengers, and for passengers using facilities at the Port of Tromsø such as waiting rooms and toilets, custom-built gangways, secured passenger walkways and other structures acquired or built specially for passengers.

Present the passenger charge does not apply to passengers on the Coastal Voyage, express boats and bus services.

Basis of calculation

The passenger charge is calculated on a per-passenger basis.

The standard passenger charge may be replaced by fixed agreements.

4.7. Cargo handling charges

Cargo handling charges are payable on all goods that are transported by ship to or from the port and are transported across the Port of Tromsø's public quays. Goods that are transferred from one vessel to another without crossing the quays will be levied the standard cargo handling charge.

Goods that arrive at the port in transit and that are dispatched by ship will be only levied cargo handling charges on inward passage. However, cargo handling charges will be levied for the outward passage of goods in transit to international destinations. Liability for payment of cargo handling charges on inward-bound goods shall lie with the consignee. Liability for payment of cargo handling charges on outward-bound goods shall lie with the consignor.

Reporting provisions

The captain of the vessel is obliged to submit consignment notes for goods to be loaded or discharged at the Port of Tromsø at least 24 hours prior to arrival. The Port of Tromsø will invoice the consignee or consignor based on the documentation received. Hazardous goods must be reported at least 48 hours prior to arrival.

The Port of Tromsø may inspect (with or without giving notice) the vessel's cargo on arrival and departure and may request and receive the material required to perform a proper inspection.

Consequences in the event of breaches or omissions:

1. The Port of Tromsø may, at its own discretion, refuse the port to be used.
2. In the event of incorrect or missing information, the Port of Tromsø may increase the total remuneration pertaining to the transaction concerned by 10%.
3. The Port of Tromsø has a duty to and is accountable to the public authorities. Information collected pursuant to the ISPS regulations may be used to calculate charges for the commercial services offered by the Port of Tromsø in accordance with the current tariffs and commercial terms and conditions.

Storage of goods at the quay

1. No goods may be stowed on the quays or outdoor storage areas without the permission of the Port of Tromsø.
2. The cargo handling charges cover storage of goods in designated areas or installations used by the Port of Tromsø for up to 24 hours after discharging from a ship or for at least 24 hours before loading of the ship commences. Nonetheless, the Port of Tromsø may, when circumstances require, order goods to be removed or move goods to another area at the customer's expense.
3. Goods that are left for more than 24 hours without prior agreement with the Port of Tromsø will be charged for the excess rental time according to the rates for rental of outdoor storage areas.
4. Goods that are left on quays or in warehouses without prior consent, or that are stowed there longer than permitted, may be removed and stored at the consignee's or the consignor's expense. Goods that are not collected within three months may be sold by the Port of Tromsø at public auction after announcement through the normal channels. Perishable goods may be destroyed, if necessary.
5. The Port of Tromsø is not liable for any goods stowed on its outdoor storage areas or quays or in its warehouses. The same applies for equipment and vehicles, etc. stored on the Port of Tromsø's property.

Exemptions from cargo handling charges

1. Passenger luggage
2. Provisions, fuel and other equipment to meet the vessel's own needs. Cargo handling charges are applicable for all other goods.

Basis of calculation

Cargo handling charges are calculated based on cargo weight or per unit. However, the cargo handling charges levied on goods with a high volume and low weight will never be less than one-third of a tonne per cubic metre.

5. Land-based infrastructure

5.1. Charges for land-based transport

The Port of Tromsø has two types of charges for land-based transport: terminal charges and vehicle charges.

5.1.1. Terminal charges

A charge will be levied on goods that arrive by land and for which the port's outdoor storage areas or warehousing are used for loading, discharge or reloading, based on the same rates and rules that apply for cargo handling charges for vessels. This also applies to goods that are loaded, discharged or reloaded on leasehold land.

Basis of calculation

The same basis of calculation as for cargo handling charges for vessels. Terminal charges are calculated based on cargo weight or per unit. However, the terminal charges levied on goods with high volume and low weight will never be less than one-third of a tonne per cubic metre.

Exemptions from terminal charges

Goods on which the standard cargo handling charges are levied

5.1.2. Vehicle charges

All vehicles using the Port of Tromsø's roads, outdoor storage areas or which park on the port's premises must pay vehicle charges. The relevant areas are quays 7 and 8 at Prostneset, quays 20-25 at

Breivika and quay 50 at Grøtsund. This also applies to trailers, etc. Exceptions may apply subject to prior agreement with the Port of Tromsø.

Driving is only permitted for valid purposes, e.g. loading and unloading at the port facilities.

Basis of calculation

Vehicle charges are calculated based on the vehicle's total weight:

1. Automatic access: Carriers of load-carrying vehicles to be loaded and/discharged can have automatic access with their own price scale for vehicle charges. This only applies to port areas that are adapted for licence plate recognition (LPR).
2. Individual contracts and estimated fixed agreements: Individual contracts can be agreed with companies on leasehold land. The rates for individual contracts do not include parking. Estimated fixed agreements may be entered into if automatic access is inconvenient for the carrier or the Port of Tromsø.
3. Parking is only permitted in the designated parking spaces and subject to prior agreement. Such parking only applies for 24 hours.
4. Use of vehicle-mounted cranes: Users may only load and discharge their own vehicles.

Exemptions from vehicle charges

Vehicles under 3.5 tonnes

For special logistics projects, a fixed amount may be agreed for vehicle charges.

5.2. Charges for area rental

The Port of Tromsø distinguishes between short-term rental and long-term rental of outdoor storage areas, warehouses and offices. Short-term rental normally applies for up to four weeks. Separate rental agreements shall apply for longer periods. General terms and conditions for rental of outdoor storage areas are:

1. An agreement shall be entered into before goods or equipment are installed. Goods and equipment shall be placed inside the agreed area.
2. The owner or operator of the goods shall clear and clean the area after use. If the owner/operator does not do so, the Port of Tromsø can perform clearing and cleaning and pass the costs incurred on to the goods owner/operator.
3. The Port of Tromsø may levy a charge for rental of outdoor storage areas per 24-hour period for outdoor storage areas used without prior agreement or for use of areas not covered by the agreement.

Basis of calculation

The basis of calculation for charges for area rental is the area that is used. Minimum area is 15m2.

5.3. Charges for access to secure areas

The Port of Tromsø administrates access systems related to security measures at the port. The Port of Tromsø levies a charge for access to and registration in these systems to cover maintenance and administrative costs.

5.4. Charges for external crane and machine operator

The use of mobile cranes and other machinery on the Port of Tromsø's premises requires permission from the Port of Tromsø. The Port of Tromsø levies a charge for the period used to perform the operation.

Basis of calculation

This charge is calculated on a per-hour basis.

6. Services

6.1. General for all services

The Port of Tromsø offers services such as supplying fresh water and shore power and performs various operations with its work boat and machinery.

The charges for all services include an administrative charge. The minimum period for operations varies depending on the type of service. See the relevant section below for the minimum period for each service.

Ordering of services

1. The customer shall contact the Port Control at the Port of Tromsø to enquire about or order services. The customer must order a service via the Port of Tromsø if the Port of Tromsø can supply the service in question.
2. The Port of Tromsø provides services depending on available capacity. The customer must, if possible, order the service well in advance to ensure capacity for the service at the requested time.
3. Note that special rules apply for ordering mechanical services.
4. Refer to Section *1.1 Definitions for information about the regular working hours at the Port of Tromsø*.
5. The Port of Tromsø may charge the customer in cases where personnel from the Port of Tromsø must attend unplanned situations that cannot be attributed to faults/deficiencies in the Port of Tromsø's systems/services. Within regular working hours, the charge is the actual cost of time taken and resources used in accordance with the *Port tariffs 2027 for use of infrastructure and services provided at the Port of Tromsø*. For out of hours call-outs, the minimum period is two hours.

6.2. Charges for supplying fresh water and shore power

A one-off charge equivalent to one hour of labour is charged for supplying fresh water during regular working hours. However, the charge for supplying fresh water outside regular working hours is based on the actual costs. Supplies of fresh water are calculated on a per-tonne basis.

As mentioned in Section 4, the responsibility for shore power will gradually be taken over by the partially owned shore power company Fjuel AS. The price will be competitive compared to producing the power using the ship's auxiliary engine. Supplies of shore power are calculated on a per-kWh basis and a connection fee may be added. Refer to the current port tariffs.

6.3. Charges for wheel loader and forklift

Wheel loader and forklift services with certified operators may be rented from the Port of Tromsø.

Basis of calculation for wheel loader and forklift

Services are calculated on a per-hour basis during regular working hours. However, outside regular working hours the minimum period is two hours.

6.4. Charges for reach stacker services

Reach stackers are rented out with certified operators from the Port of Tromsø. The Port of Tromsø performs its activities in line with current Norwegian legislation and regulations and with particular emphasis on HSE (health, safety and environment).

1. The customer must, if possible, order the service well in advance to ensure capacity for the operation at the requested time. An administrative charge will be levied on orders for such services.

2. Reach stacker services to be performed outside regular working hours must be ordered no later than 48 hours in advance.
3. Reach stacker services to be performed at weekends or on public holidays must be ordered no later than 48 hours before the preceding workday.
4. The minimum period for rental of reach stacker services is one hour during regular working hours and two hours outside regular working hours.

Basis of calculation

Reach stacker services are calculated based on a per-hour basis.

6.5. Charges for fender rental

An agreement concerning the rental of Yokohama fenders must be entered into before the planned call.

1. The Port of Tromsø's fenders must be used at the Port of Tromsø's quays, unless otherwise agreed.
2. The minimum period for rental of fenders is 1 day (24 hours), unless otherwise agreed with the Port of Tromsø.

Basis of calculation

The basis of calculation for the rental of fenders is the number of days, in addition to costs for mobilisation and de-mobilisation.



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