

Port of Oslo

Prices, commercial
terms & conditions 2024



Oslo



Welcome to Oslo by sea

The Port of Oslo is Norway's largest public cargo and passenger port. From Oslo half of Norway's population lives within three hours of the port. The Port of Oslo has an important role in the society for environmentally friendly transport of consumer goods, cars, building materials and passengers to a growing city and region.

The sea way is the environmental friendly way. It is more energy efficient than all other modes of transport. That is why the Port of Oslo is dedicated to ensure that goods and passengers can come to Oslo by sea.

Thank you for using Port of Oslo.

Ingvar M. Mathisen

Port Director/CEO
Oslo Port KF



Photo:BoMathisen

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Foto: HK Riise

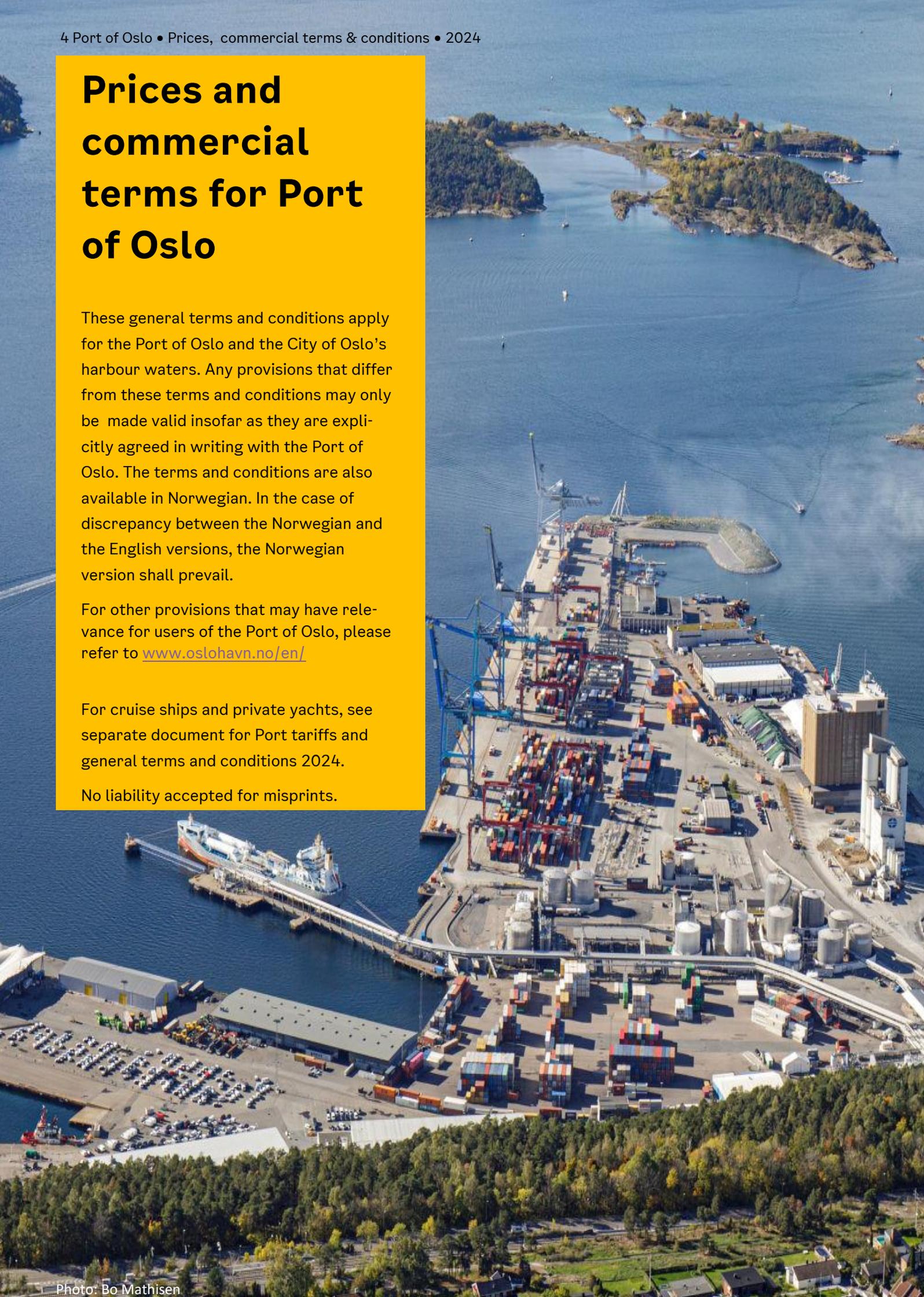
Prices and commercial terms for Port of Oslo

These general terms and conditions apply for the Port of Oslo and the City of Oslo's harbour waters. Any provisions that differ from these terms and conditions may only be made valid insofar as they are explicitly agreed in writing with the Port of Oslo. The terms and conditions are also available in 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 www.oslohavn.no/en/

For cruise ships and private yachts, see separate document for Port tariffs and general terms and conditions 2024.

No liability accepted for misprints.



1

Notifications of obligations and payment of dues and charges

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

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

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

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



Photo: HK Riise

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.

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

ISPS is ensured by PFSO at the individual facility. This service can also be ordered at Port of Oslo.

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

2

Charges for vessels in ordinary traffic

A • General terms and conditions

Vessels which call at the Port of Oslo and which use the public quays will be subject to a quay charge. The quay charge is calculated on the basis of the gross tonnage (GT) of a vessel as stated in the vessel's tonnage certificate, pursuant to the International Convention on Tonnage Measurement of Ships of 1969.

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.

The quay charge constitutes payment for use of the harbour and of the Port of Oslo's quays, and is equivalent to one 24-hour laytime period. Laytime is calculated from the time of berthing until the time of unberthing. Laytime periods of less than 24 hours will be charged the equivalent of one 24-hour period and thereafter for every 12-hour period commenced. Vessels using the Port of Oslo's anchorages or mooring alongside another vessel docked at a public quay will be charged one third of the standard quay charge stated in section 2 (b).

By 'sailing schedule' is meant seaway traffic comprising one or more vessels which call at scheduled harbours at regular times throughout the year. Sailing schedules must be approved by the Port of Oslo.

B • Rates

The following tariff applies	Rate per 24-hour period
For the first 1 000 GT, per GT	NOK 1.44
For the next 3 000 GT, per GT	NOK 0.90
Exceeding 4 000 GT, per GT	NOK 0.73
Accumulated	Amount
For the first 1 000 GT	NOK 1 440
For the first 4000 GT,	NOK 4 140

Minimum rate per 24-hour laytime period, NOK 1 680

Example calculations:

Vessel size 1500 GT:

$$1\,440 + (1\,500 - 1\,000) \times 0.90 = \text{NOK } 1\,890$$

Vessel size 8 000 GT:

$$4\,140 + (8\,000 - 4\,000) \times 0.73 = \text{NOK } 7\,060$$



C • Additional charges

For ships calling at the Port of Oslo's quays, there is a surcharge per BT for financing and development of zero-emission solutions, i.e. shore power facilities for ships.

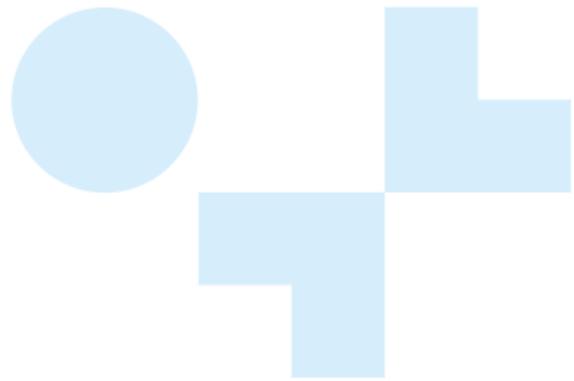
The surcharge is fixed at NOK 0.1 and 0.3 for international ferries and other shipping respectively. Exempt from the supplement are ships using shore power facilities established and financed by parties other than the Port of Oslo.

D • Discounts

Discounts can be obtained for ships on schedule, and for ships with low emissions. The discount rates can be combined, but the total discount cannot exceed 44%.

Discount for ships on schedule

- For vessels in scheduled traffic, a discount of 20% is granted in the quay dues
- For the foreign ferries (ropax), a discount of 44% in the quay dues is allowed.



Environmental discount

- Ships registered in the ESI (Environmental Ship Index) with a total score above 40 points receive a 40% discount on the quay dues.
- Ships registered in the ESI (Environmental Ship Index) with a total score above 30 points receive a 10% discount on the quay dues.



Photo: HKRiise



Photo: HKRiise

3

Berth hire charges

On application for berths, vessels which are primarily used within the City of Oslo's harbour waters are required to pay berth hire charges for use of the harbour and harbour waters.

Berth hire charges are calculated on the basis of the longest length measurement of a vessel, given in metres, which has to be stated in a contract. Berth hire is calculated on a monthly basis. An area plan of the Port of Oslo is given in section 12.

All charter vessels are obliged to have AIS installed.

Local work vessels that occasionally use Port of Oslo's quays, shall pay an annual fee of NOK 26 000

Fishing vessels that, by agreement with the Port of Oslo use the sales site at Rådhusbrygge 4, shall pay an annual fee of NOK 13 000

Local ferries, per vessel, shall pay an annual fee of NOK 67 080

Exempt from duty to pay hire charges are:

- School ships when they do not operate commercially
- Rescue vessels, salvage vessels and icebreaking vessels engaged in rescue, salvage and icebreaking activities.
- Royal Yacht Norge
- SS Christian Radich

Rates per meter vessel length per month	
Vessel length	NOK 224

Goods charge

4

A • Tariffs of goods charges

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

The following tariff applies:		
Category	Description of goods	Rate
	Goods in containers, per container	NOK 208
	Goods on road vehicles and semi-trailers per unit	NOK 174
1	Cereals	NOK 9
4	Wood and cork	NOK 9
6A	Animal fodder	NOK 9
10	Petroleum products	NOK 9
11A	Iron and steel waste and scrap, etc	NOK 11,20
13	Metal products	NOK 11,20
14	Cement, lime and manufactures building materials	NOK 9
15	Minerals, landfill mass, dredge material	NOK 9
16	Natural and chemical fertiliser	NOK 9
18A	Bioethanol and biodiesel	NOK 9
20A	Vehicles import/export ,incl bus, chassis, industrial– and agricultural machinery	NOK 80,50
	General cargo, goods on flats and goods not specified above	NOK 22,50

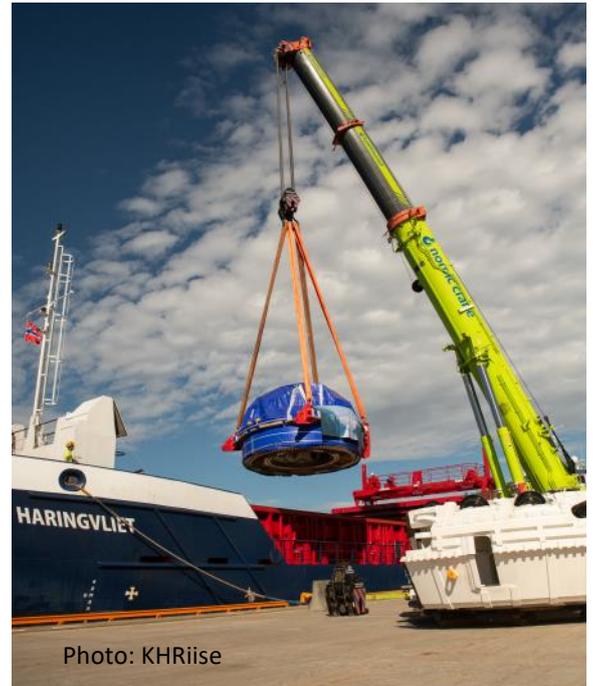


Photo: KHRiise

The goods charge is payment for use of the Port of Oslo's quays and areas and is charged to all goods that are unloaded or loaded onto ships.

The remuneration covers storage of goods on municipal quays and areas up to 48 hours before or after shipment. For storage beyond 48 hours, the provisions of chapter VII. 8— Storage and Rental apply.



B • Exemptions

The following items are exempted from goods charges:

- Passenger luggage
- Provisions, oil and other necessities that are loaded for the vessel's own requirements
- Containers, pallets and similar items that are empty load carriers

Transit cargo pays cargo dues once when further transportation takes place within 3 months. This must be documented.

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

C • Collection of provisions

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

Information regarding the goods must be submitted in the form entitled Notification to the Port of Oslo regarding passengers and loading/unloading of goods or by electronic means by agreement within 24 hrs after loading/discharging.

5

Charges for passengers and passengers vehicles, ISPS

A • Charges for foreign ferry routes

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

Passengers (children and adults), per person	NOK 6,50
Passenger vehicles, per vehicle	NOK 25
Buses, per vehicle	NOK 50

B • Charges for passengers on vessels engaged in local traffic

For passengers on vessels engaged in local traffic, where the voyage starts or ends at a quay that belongs to the Port of Oslo, a charge of NOK 0.80 per passenger will apply.

C • ISPS charges

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

When using an inspection boat as a result of a request from the ship or as a result of an increased level of safety, a fee of NOK 3 850 per hour is due.



Photo: Lydia Andersen

6

Water and electricity to ships

For overtime on Saturdays, Sundays and other public holidays, a minimum of 4 hours of overtime surcharge will be charged.

Orders entered before 12:00 on normal weekdays can generally be calculated without overtime calculation, unless the requisition expressly requires the delivery carried out outside ordinary working hours.

Ordering water for delivery on Saturdays, Sundays and public holidays must take place no later than 12:00 on Fridays.

The order is binding. School ships are exempt from paying for water deliveries within normal working hours.

B • Onshore power

Onshore power price is based on Oslo Harbour's electricity price/grid rent and operation of the plant.

	
Water deliveries to ships and water boats etc. pay measured quantity either through gauge or when refilling a preloaded tank of specific content, per m ³	NOK 35
Minimum price per delivery	NOK 900
When delivering water outside ordinary working hours (07:00-15:00), the water filler's overtime is charged to the recipient:	
Overtime Monday–Friday at 15-20, per hour	NOK 1 180
Overtime after 20:00/week-ends, per hour	NOK 1 750
Water deliveries to the foreign ferries when connection and filling are carried out without assistance by the Port of Oslo's employees, per m ³	NOK 26



Photo: HK Riise

Ship waste

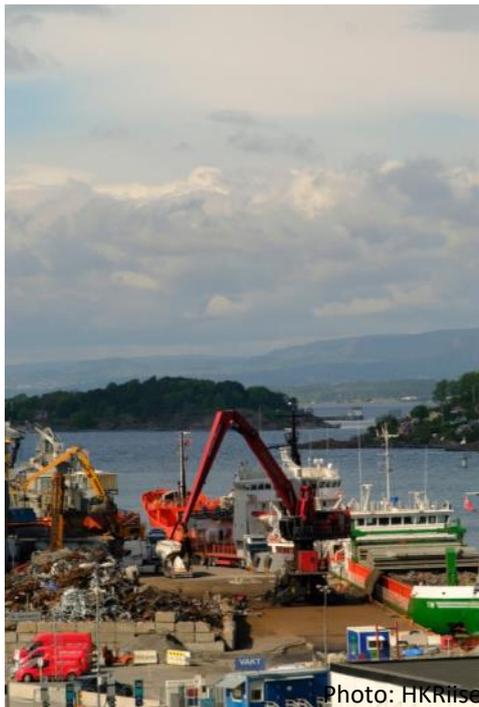


Photo: HKRIlse

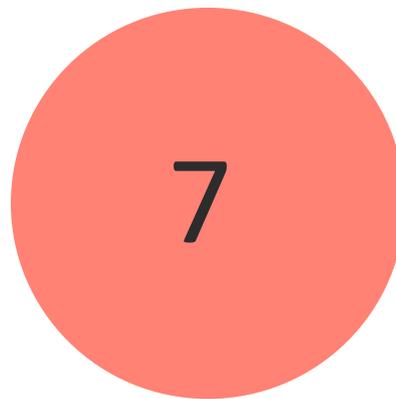
Pursuant to the Regulations relating to Pollution Control (FOR 2004-06-01 no. 931), Chapter 20, Port of Oslo has established facilities for the disposal of waste and cargo residue from ships. Detailed information concerning the port waste management can be found at: www.oslohavn.no/en/

A • Oily waste, cargo residue and sewage

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

B • Waste

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



C • Fees for ship-generated waste

All vessels calling at public quays will be charged for waste disposal services, regardless of whether or not they deliver waste to the disposal facilities. The waste disposal fee will be calculated according to the number of persons on the ships arrival notification in SafeSeaNet (crew members plus passengers) or on the basis of the gross tonnage.

Waste fee per port call	
Passenger ferries in foreign trade, per person	NOK 9,50
Other vessels in ordinary traffic, per BT	NOK 0.25

Minimum waste disposal fee per port call NOK 200,-

When the last port of call prior to Oslo was outside Northern Europe a surcharge of 50 % is due.

An additional charge may be payable by vessels requesting to dispose of quantities that are larger than those considered reasonable in proportion to vessel's size, normal operation and time at sea since their last port of call. An additional charge may also be payable by vessels which have failed to comply with the notification requirements laid down in the pollution regulation act § 20-7. A 50% surcharge per 24-hour period will be payable for laytime periods in excess of two 24-hour periods.

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

Charges payable by naval vessels are calculated on an individual basis according to type and quantity of waste and time of delivery.

8

Storage and rental

A • Storage of cargo and equipment

Standard rates*	
Terminal space outdoor, per m ² per year	NOK 224
Storage sheds, per m ² per year	NOK 615

*for existing contracts with reference to to the «Prices and Commercial terms».

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

Open storage area—from 48 hrs	
Paved open storage area, per m ² until 6th day	NOK 14
Paved open storage area, per m ² until day 14	NOK 40
Paved open storage area, per m ² from day 15 to 1 month	NOK 95
Overrun the stipulates area, per m ² per month	NOK 112

Examples of calculation:

1) Area 100m², storagetime 6 days= NOK 13,50 x 100 = NOK 1 400,-

2) Area 100m², storagetime 20 days= NOK 95 x 100= NOK 9 500,-

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.



Photo: KH Riise

Cargo, containers, equipment, etc. which are left on quays at or in sheds without prior permission or which are left longer than permitted may be removed by the Port of Oslo at the expense of consignee or consignor. Cargo which does not provide security for accrued costs or which is perishable or which may cause damage may be sold by the Port of Oslo before expiry of the 3 months or be destroyed if deemed necessary. The Port of Oslo shall not be liable for cargo that is left on quay or in sheds, nor for any damage resulting from any measures which the Port of Oslo may deem necessary to implement.

B • Special arrangements

The Port of Oslo may rent out parking spaces and areas for arrangements in the cityport. More information at oslohavn.no.



Photo: HK Riise

9

Use of the port area for non-maritime traffic

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

A statement of the type and registration number of the vehicle and of the weight of the goods must be declared on the standard form and sent to the Port of Oslo within 10 days after the end of each calendar month.

Freight charge, per ton	NOK 20
Vehicle charge, per day, per unit	NOK 150

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

The vehicle charge is calculated for transportation one way only.

The freight charge is not payable for goods which is payable under section 4—goods charge

Payment of the goods charge entitles goods to remain on the quay for two working days. Goods that remain on the quay in excess of this period will be charged for demurrage at the rates stated in section 8— storage and rental.

10

Administration fee

To cover the Port of Oslo's costs related to the processing of applications for permission for measures pursuant to section § 14, first paragraph, of the Port and Water Act, the beneficiary shall pay the following:

- If there is no need for an examination for processing the application, the fee is set at NOK 3 000 for each decision
- When required for examination in connection with processing the application, the fee is set at NOK 6 000 for each decision.

The invoice is issued when a decision is made.



Photo: KH Riise

11



Rent of floating and rolling equipment

A • Floating equipment/vessels

Hauk, per hour in regular working hours 1)	NOK 4 500
Pelikan II, per hour in regular working hours 1)	NOK 4 000
New hybrid vessel Teist in regular working hours 1)	NOK 4 000
Work pram, per hour	NOK 3 150
Additional manning, per person per hour 1)	NOK 780
Footpath, per 24 hours (length 5/8/10 meters respectively)	NOK 2 400
Fender Yokohama-type, per 24 hours	
- diameter 2,5 meters x length 3,5 meters	NOK 3 050
- diameter 3,5 meters x length 6,0 meters	NOK 6 000

1. The hourly rates for assignment work are applicable during ordinary working hours. For overtime work during weekdays between 15:00 hrs to 20:00 hrs, the price increases with 50%.

For additional overtime, the price increases to 100 %. Assignments during the weekend and other public holidays, the minimum charge is 4 hours.

If you help us collect marine pollution, Port of Oslo will remove it free of charge. Please find more information on our web page www.oslohavn.no/en/menu/services

B • Rolling equipment etc.

Lorry with driver, per hour	NOK 1 800
Lift truck with driver, per hour	NOK 3 650
Small working machine with snowplough, loading shovel or sweeping equipment with driver, per hour	NOK 1 800
Excavator with driver, per hour	NOK 1 800
Street sweepings	By volume
Access card to the gate at South Harbour	NOK 450
Equipment for removal of graffiti including van and driver, per hour	NOK 2 600
Electrical assistance on request to the Port of Oslo	



12

Port of Oslo

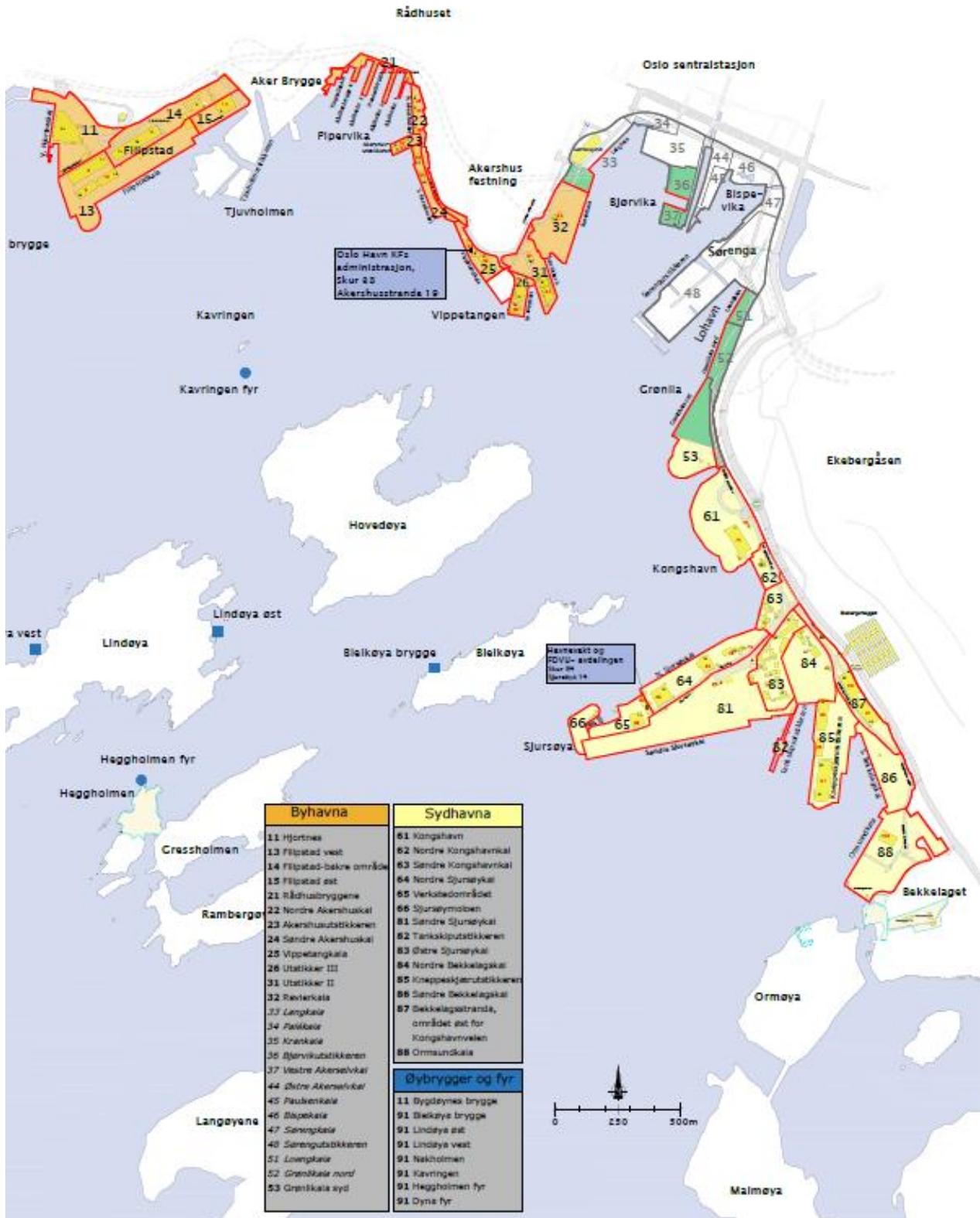




Photo: HK Riise

INVOICE ADDRESS

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

**Invoices and credit notes must be sent in the
e-format (elektronisk handelsformat EHF)**

**E-mail: postmottak@oslohavn.no
Telephone: (+47) 21 80 21 80
Org.nr.: 987 592 567 MVA
Bank: DNB 1315.01.03880
Swift: DNBANOKK
IBAN: NO7113150103880**

PORT CONTROL

tel: (+47) 917 99 900

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N-0103 Oslo**

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