

## PRICES AND TERMS AND CONDITIONS FOR STRANDA PORT AUTHORITY KF, 2019

Resolution: Stranda Port Authority KF, case 040/18 6 November 2018



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**COMES INTO FORCE:** 1 January 2019

**APPLIES TO:** Stranda Port Authority KF - The seafront area and municipal quay/jetty facilities of Stranda Municipality

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### Information on the pricing system:

#### **STATUTORY FEES**

Port fees represent payment for Stranda municipality's "costs incurred for exercising official authority pursuant to this act with regulations, and the costs incurred for facilitating security and navigability in the municipality's sea waters", cf. section 25 of the Norwegian Act relating to Harbours and Fairways. The municipality's sea waters comprise Stranda, Hellesylt and Geiranger. The minimum port fee covers a period of 24 hours.

The prevailing regulations and excise rates are presented in the regulations relating to port fees for Stranda municipality for 2019.

#### **OTHER PAYMENTS**

In addition to the port fees, Stranda Port Authority may claim various payments for a vessel's utilisation of infrastructure and other services provided by the Port Authority:

##### Payment for utilisation of infrastructure

Vessels that moor along the quayside/make use of the quayside will pay a quay fee or hire for the space utilised. In addition, a charge per passenger will be required if passengers make use of the municipal quay/jetty for embarking and disembarking. When a vessel moors alongside a quay/makes use of the quay front at Hellesylt cruise quay, passenger fees are not charged, with the exception of vessels that pay for hire of quay/boat space pursuant to clause 4.1 or 4.2, cf. also bullet point 3 in the comments to clause 4.

When a vessel stops or lays anchor in the port area without making use of the quayside (cf. section 4 of the Norwegian Act relating to Harbours and Fairways) and allows passengers to embark or disembark over the municipal quay/jetty facility using a tender boat, a passenger fee and security/ISPS fee will be charged. No fee will be charged for utilisation of the quay in such situations.

The requirement for passenger fee applies to all motorised vessels that make use of municipal quays/jetty facilities to allow passengers to embark/disembark, including:

- National and international cruise and passenger traffic
- All transport and sightseeing traffic
- RIB boats and other similar enterprises

The term "mother ship" in this document is defined as the vessel that stops or anchors in the port area (cf. section 4 of the Norwegian Act relating to Harbours and Fairways) and allows passengers to embark/disembark over municipal quay/jetty facilities.

The term "tender boat" in this document is defined as the vessel utilised to bring or pick up passengers to/from another vessel that has stopped or anchored in the port area (cf. section 4 of the Norwegian Act relating to Harbours and Fairways) in order to allow passengers to disembark/embark over municipal quay/jetty facilities, irrespective of whether the tender boat belongs to/is following the "mother ship" or has been ordered from another party.

Passenger fees are only charged for the utilisation of the quay/jetty facility for commercial purposes. The terms "on business" or "in commercial traffic" in this document are defined as all traffic or activities carried out for commercial purposes, typically involving one or other form of payment, irrespective of who charges or receives the payment.

A separate fee is charged for use of the SeaWalk.

#### ISPS/Security fee (EU/EEA regulation 725/2004)

ISSC certified vessels are classified as vessel in international traffic. These must make use of the ISPS area and pay a security fee for such use. The ISPS areas in Geiranger and Hellesylt have special infrastructure (fencing, locks for access) and are governed by requirements for special security measures when international vessels call to port. These apply irrespective of whether the mother ship moors along the quayside (Hellesylt, SeaWalk (Geiranger)) or whether the passengers embark and disembark using a tender boat.

If the harbour has to implement further security measures, the vessel involved will have to cover these costs.

The purpose of the security/ISPS fee is to cover the costs incurred by Stranda Port Authority KF for port security. The prices charged for Strand Port Authority KF's services have been stipulated such that the security/ISPS fee covers the Authority's costs and does not generate a profit for the Authority.

#### Other information on payment for utilisation of infrastructure

With the exception of annual hire of boat space, the price list is based on prices per 24-hour period. Passenger fees and security/ISPS fees will be charged when a passenger(s) embarks/disembarks over the municipal quay/jetty facility. Passenger fees and security/ISPS fees are only charged once per 24-hour period per passenger.

#### Payment for use of other services

The Port Authority also claims payment for use of other services offered, for example mooring services and for administration and to cover costs in situations where Stranda Port Authority KF is invoiced for use of pilot services in connection with ship calls.

## USE OF THE PORT INFRASTRUCTURE

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Payment for use of the infrastructure covers use of the quays, quay areas, terminals and other facilities belonging to Stranda Port Authority KF.

The following price categories are included:

- Quay charge – payment for use of quay, clauses 1 and 2
- Rental of boat space, clause 4
- Payment for use of the SeaWalk in Geiranger, clause 3
- Cargo payment - payment for use of quay area for intermediate storage of cargo prior to loading/after unloading, clause 6
- Passenger fee and security fee, clause 5
- Sale of goods and services, clause 7

## 1. PAYMENT FOR USE OF QUAY 2019 - all rates are excl. VAT

According to gross tonnage	Interval	Per tonne
For the first	0 - 500	NOK 0.86
For the next 500	501 – 1,000	NOK 0.79
For the next 3,000	1,001 – 4,000	NOK 0.73
For the next	4,001	NOK 0.54

## 2. PAYMENT FOR USE OF QUAY BY CRUISE AND PASSENGER SHIPS 2019:

According to gross tonnage	Interval	Per tonne
For the first	0 - 6000	NOK 0.61
For the next	6,001 – 20,000	NOK 0.58
For the next	20,001 – 70,000	NOK 0.53
For the next	70,001	NOK 0.48

Comment:

- Payment for use of quay for all vessels with length exceeding 15 metres and covers use of the quays, quay areas, facilities and other assets belonging to Stranda Port Authority KF.
- Those exempt from payment of the port fees pursuant to the Regulation relating to port fees for Stranda municipality for 2019 will be charged for use of the quay according to the general rates for use of public quays.
- In order to protect the environment and ensure safe traffic, all passenger vessels calling at Hellesylt are obliged to make use of the quay for embarking and disembarking, if the quay is available.

## 3. PAYMENT FOR USE OF THE SEAWALK IN GEIRANGER 2019:

All vessels per gross tonnage	NOK 1.30
Mooring assistance on SeaWalk, including boat and crew	NOK 19,500

- In order to protect the environment and ensure safe traffic, all passenger vessels calling at Geiranger are obliged to make use of the SeaWalk for embarking and disembarking, if the SeaWalk is available.
- **2020: Price all vessels per gross tonnage NOK 1.35**

### 3.1. NEW PAYMENT FOR USE OF THE SEAWALK IN GEIRANGER 2020:

All vessels per gross tonnage	NOK 1.35
Mooring assistance on SeaWalk and SeaWalk buoys, including boat and crew	NOK 20,000

- Payment for use of SeaWalk and mooring POS. 4B (between two SeaWalk buoys) in Geiranger in 2020.
- Based on environmental factors, the payment for use of position 4B (between the SeaWalk buoys) will be the same as the payment for use of SeaWalk from 1 January 2020.
- Minimum vessel length is 180 m

## 4. PRICE FOR HIRE OF QUAY/BOAT SPACE 2019:

(For local/regional transport and sightseeing traffic etc.) – All rates are excl. VAT

### 4.1 Price for hire of quay/boat space, yearly, for 2019

Vessels with length of less than 12 metres	NOK 10,090
Vessels with length between 12 and 15 metres	NOK 16,840
Vessels with length of more than 15 metres	NOK 28,020

4.2 Hire of quay/boat space per 24-hour period for vessels that do not have an annual hire agreement  
(Price per commencement of 24-hour period)

Vessels with length of less than 10 metres:	NOK 205
Vessels with length between 10 and 15 metres:	NOK 320
Vessels with length of more than 15 metres:	NOK 470

Comment:

- Stranda Port Authority KF provides mooring spaces for leisure boats, fishing boats and commercial boats at the public quays in Stranda, Hellesylt and Geiranger.
- Vessels that have applied for and been assigned spaces at Stranda Port Authority KF's quays/boat spaces shall pay the above-mentioned fixed fee/hire fee per year.
- **The above-mentioned annual hire does not include use of the quay/boat space for embarking/disembarking of passengers for commercial traffic. In such a situation, a passenger fee will also be charged.**
- In the event that a vessel that has hired quay/boat space brings and/or picks up passengers to/from another vessel that has stopped or anchored in the port area (cf. section 4 of the Norwegian Act relating to Harbours and Fairways), the mother ship will be charged the passenger fee. If the mother ship refuses to pay the passenger fee or security/ISPS fee, the tender boat will be made liable for the fee (secondary liability).
- Supplement for shore power according to consumption measured (min. NOK 1,000)

5. SECURITY FEE AND PASSENGER FEE – all rates are excl. VAT

Security/ISPS fee for passenger vessels in international traffic (ISSC certificate), cf. EU/EEA Regulation 725/2004	NOK 4.89 per passenger
Passenger fee for all use of municipal quay/jetty facility for embarking/disembarking of passengers, including when in connection with: <ul style="list-style-type: none"> <li>• national or international cruise and passenger traffic</li> <li>• all transport and sightseeing traffic, including local and regional traffic, hiring out of vessels etc.</li> </ul>	<p><b>2019: NOK 22.00</b></p> <p>2020: min. price NOK 23.00 – max. price NOK 33 per passenger</p> <p>The price is dependent on the EPI score.</p>

Comment:

- The passenger fee and security/ISPS fee will be invoiced according to the vessel's list of passengers. Alternatively, the passenger fee and security/ISPS fee will be invoiced according to the list of passengers who embark/disembark, provided that the vessel presents such a list or in any other manner satisfactorily documents such information.
- The mother ship shall receive the claim for payment of the passenger fee and security/ISPS fee, irrespective of whether the tender boat belongs to/is following the mother ship or has been ordered from another party. If the mother ship refuses to pay the passenger fee or security/ISPS fee, the tender boat will be made liable for the fee (secondary liability).
- The passenger fee, when involving the hiring out of a vessel and other similar business, will be calculated for each person who makes use of the quay/jetty facility for embarking/disembarking, and will be invoiced on the basis of the list of embarking/disembarking passengers submitted by the party hiring out the vessel.
- The ship crew or representatives of the person hiring out the vessel are not subject to a passenger fee.

## 5.1 NEW – Environmental Port Index (EPI)

Re. the passenger fee stated in item 5, the following discount is granted based on the vessel's Environmental Port Index (EPI) score:

EPI score	Discount rate

EPI scores and discount rates will be addressed and incorporated in the table below once the EPI model has been finalised.

The EPI portal shall ensure efficient data collection, controls of data quality and calculation of an EPI score. EPI is based on the actual consumption and operational factors for a vessel calling in to port. As a result, the vessel must (obligatory) report consumption after it calls to port. With time, these reports will provide valuable data of actual emissions to air and the environmental impact.

As a matter of form, please note that section 1 of the Harbour and Fairways Act does not directly mention environmental factors, and that section 2 of the Regulation from 2010 authorises the municipality to establish non-discriminatory discount schemes.

The environmental discount shall apply equally to all vessels irrespective of nationality, size, type and purpose. Consequently, the discount complies with prevailing legislation for harbours and fairways and the relevant EEA legal regulations.

## 5.2 Security fee for ISPS vessels (transport of cargo and goods)

Tonnage	Interval	Price
For the first	0 - 500	NOK 160
For the next 500	501 – 1,000	NOK 470
For the next 3,000	1,001 – 4,000	NOK 730
For the next	4,001	NOK 1360

## 6. CARGO CHARGE 2019 - all rates are excl. VAT

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The cargo charge applies for all cargo loaded or unloaded, irrespective of method of transport (car, boat, barge etc.) over Stranda Port Authority KF's quays.

Separate agreements will be compiled for loading timber. The cargo charge does not include cleaning and storage.

The basis for calculation of the cargo charge is the weight of the cargo in tonnes including packaging (gross weight). The weight is converted to weight units, with a basic unit of 1 m<sup>3</sup> = 0.5 tonnes. Bulk and batch cargo 1 m<sup>3</sup> = 1.5 tonnes. **The calculation basis will never be lower than the weight of the cargo.**

Type of cargo	Cargo charge per tonne
Packaged, palletted or in container and can be handled as one unit.	NOK 14
All goods in a container (lump sum) Applies to loading and unloading over quay within 30 days.	NOK 200 per 20-foot container NOK 347 per 40-foot container

Type of cargo	Cargo charge per tonne
Sand, gravel, asphalt, cement, fertiliser and animal feed	NOK 4.10
Timber (separate agreement)	NOK 9.30 per m3
Bulk goods - not specified e.g. building products, bark, paper, plastic, iron, aluminium, steel, fish, fresh goods, other food products	NOK 6.30

Other goods	NOK 13.80 per tonne
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Comment:

- Minimum price is: NOK 215 per consignment of goods
- Cargo arriving at quay by vessel and being forwarded by vessel is also liable for cargo charge.
- For cargo re-loaded at quay, a one-time cargo charge has to be paid if the cargo is not processed or has been outside the quay area.
- Cargo charges are not required for goods that are part of a fishing boat's catch.
- The cargo charge for incoming goods shall be paid by the recipient. The cargo charge for outgoing goods shall be paid by the dispatcher.
- Transport operators, brokers and forwarding clerks are responsible for collecting the cargo charge for goods.
- Transport operators, brokers and forwarding clerks are obliged to immediately submit a report of the volume for each port of call on an approved form. The report shall contain information on the volume and type of the different goods. Minor volumes of general cargo can be listed as unspecified goods.
- On receipt of this report, the port authority will invoice the cargo charge to the relevant transport company.

## 7. SALE OF GOODS AND SERVICES 2019 – all rates are excl. VAT

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Work performed by Stranda Port Authority KF:

### Hellesylt cruise quay: Payment for mooring at quay and hire of mooring boat

Tonnage	Interval	Mooring/casting off
For the first	0 - 10,000	NOK 3260 No mooring boat.
For the next	10,001 - 30,000	NOK 8710 Including mooring boat
For amounts exceeding	30,001 – 70,000	NOK 15,230 Including mooring boat
For amounts exceeding	70,001	NOK 17,410 Including mooring boat
Hire of mooring boat	Per hour	NOK 2350

### Geiranger: Payment for mooring assistance with assistance vessel (driver and one crew member)

Geiranger: Assistance for mooring on bollard	NOK 5,120
Geiranger: Hire of assistance vessel with crew:	NOK 6,240
Geiranger: Mooring position 4B (between 2 SeaWalk buoys)	NOK 59,000

## 7.2 EXTRA PAYMENT FOR USE OF TENDER BOATS/MOORING IN GEIRANGER

<b>Geiranger</b>	
Payment to cover costs of administration and use of pilot services for vessels longer than 250 metres mooring in position 2 Lausneset.	NOK 15,350
For vessels that stop in position 1, position 2S and position 3S without mooring, but which have been allocated a different anchor position according to the Norwegian Coastal Administration's anchoring plan, a fee will be charged for reservation of the mooring installation and mooring assistance capacity that has been required in connection with the anchoring plan.	Vessels with less than 20,000 GRT: NOK 5,120 Vessels with more than 20,001 GRT: NOK 15,350

### 7.2 Price per working hour for others:

Ordinary hourly salary weekdays 07.00-16.00	NOK 520
Overtime work 50%	NOK 778
Overtime work 100 %	NOK 1040
Overtime work 133 %	NOK 1205

#### Comment:

- Minimum price is for 2 hours of work
- Hourly rate includes attendance and waiting time

### 7.3 NEW Price waste management Hellesylt and Stranda, excl. VAT:

Type of fee	Rate	Unit
Waste fee, vessels up to 2,000 GT	NOK 120	per port call
Waste fee, vessels above 2,000 GT	NOK 200	per port call
Waste fee, according to volume deposited	NOK 120	per bag

For price lists and prices for different types of waste deposited according to volume, please contact the Port Authority.

#### Comment:

- Stranda Port Authority is authorised to sign agreements for waste management via the municipal procurement schemes. Stranda Municipality currently has an agreement with the intermunicipal company ÅRIM.
- This applies to all vessels which call at quays in Hellesylt and Stranda.
- The vessel's captain shall ensure that the volume of waste is reported. The report form for waste must be submitted at least 24 hours before depositing the waste.
- Waste removal applies to all waste from the galley and packaging.
- Special waste, oil and sewage can be deposited with a different waste removal firm, which will charge a separate fee. Contact the Port Authority administration (on tel.: + 47 46 41 11 31/34/13) for more detailed information on waste removal.

Contact information:

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