Narvik Port Authority – Charges and Terms and Conditions

2026

Narvik Port Authority

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Innhold

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1 Introduction

This document consists of two main sections.

Chapter 2, Dues, covers the statutory port dues. The port dues are specified in separate regulations and are subject to the normal case processing procedures associated with similar public charges, including decisions by Narvik city council.

Chapter 3, Prices for use of infrastructure, etc., generally covers Narvik Port Authority's charge structure. The charges are based on commercial pricing of services. The same applies to the terms and conditions that follow from chapter 4, which are linked to the services offered.

2 Dues

2.1 Port dues for Narvik municipality

2.1.1 Intermunicipal collaboration between the municipalities of Evenes and Narvik

The municipalities of Narvik and Evenes have entered into an intermunicipal collaboration, hosted by Narvik municipality. On 20 June 2019, Evenes municipal council decided to delegate administrative powers to the host municipality. Narvik Port Authority will therefore manage port operations in Evenes.

2.1.2 Legal basis

The port dues have been set pursuant to section 36 of Act No. 70 of 21 June 2021 relating to Ports and Fairways, and Regulations No. 1838 of 11 December 2019 relating to the Municipalities' Calculation and Collection of Port Dues.

Section 36 of the Ports and Fairways Act – Port dues

The municipality may issue regulations stipulating the payment of port dues for vessels that call at ports and structures used to operate aquaculture facilities in the waters of the municipality. Discount schemes may be established in the regulations.

The port dues can only cover the costs incurred by the municipality in relation to:

a) necessary ice-breaking and removal of objects that impede maritime transport or which constitute a danger to traffic in the waters of the municipality, cf. section 6;

b) the exercise of public authority pursuant to this Act and appurtenant regulations;

c) fairway signs and navigational installations owned by the municipality.

The Ministry may issue regulations regarding administration of port dues. The Ministry may also issue regulations that establish other frames for the specific content of regulations that are issued pursuant to subsection 1.

The Ministry may issue regulations that require owners or operators of ports or port terminals that are organized as separate legal entities to collect port dues on behalf of the municipality, with reimbursement of the collection costs.

Section 3 of the Ports and Fairways Act – Definitions

The following definitions apply to this Act:

a) owner: the registered and actual owner;

b) vessel: any floating construction that has been designed to move through water;

c) fairways: areas vessels can navigate;

d) port: a quay or quays and associated waters and land that have been adapted for receiving and mooring vessels engaged in commercial activities or public services, and other associated areas;

e) port facility: areas, buildings, structures, and other infrastructure used in port operations, including quays, terminal buildings, constructions for loading, unloading or reloading, and storage and administration buildings;

f) waters of the municipality: area where the municipality has planning authority under the Planning and Building Act, with the exception of primary and secondary fairways;

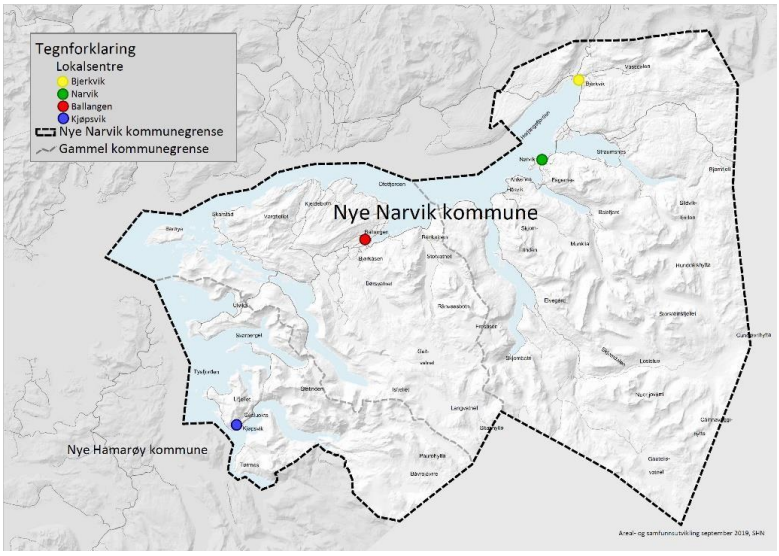
g) pilot: person employed by a pilot service with a pilot licence issued pursuant to this Act;

h) pilotage: guidance from a pilot while navigating and manoeuvring a vessel;

i) shipowner: the company identified as the operator of the vessel on the vessel's safety management certificate, and other parties responsible for key functions related to operation of the vessel.

2.1.3 Area in which the port dues apply

The dues apply within the current borders of the municipalities of Narvik and Evenes. The figure shows the area in Narvik municipality in which the port dues apply.



2.1.4 Obligation to pay dues and exemptions

Narvik municipality has decided that vessels that call at its ports must pay port dues to the Port Authority, in accordance with section 36 of the Ports and Fairways Act and section 3 of Regulations No. 1838 of 11 December 2019 relating to the Municipalities' Calculation and Collection of Port Dues.

Section 3 of the Regulations – Obligation to pay dues

Port dues may be imposed on vessels that call at ports and structures used to operate aquaculture facilities in the waters of the municipality. A port call means an arrival or a departure. Port dues may only be levied once if several calls are made to ports or aquaculture facilities in the municipality on the same calendar day.

The following vessels are exempt from payment of port dues:

a) vessels with a maximum length of 15 metres;

b) ice-breaker vessels used to fulfil the responsibility for accessibility pursuant to section 6 of the Ports and Fairways Act;

c) Norwegian and foreign naval vessels;

d) Coast Guard vessels on engagements in the municipality's fairways;

e) the Governor of Svalbard's service vessel and the Norwegian Polar Institute's vessels when working in the fairways of Svalbard;

f) salvage vessels in connection with salvage;

g) vessels that call at port because of damage or an emergency, and which do not load, unload or take passengers on board.

The municipality may grant an exemption from the requirement to pay port dues to other vessels than those specified in subsection 2.

Narvik Port Authority has not granted exemptions to any other vessels than those specified in section 3.

Vessels are exempt from new port dues in connection with hauling between quays within one of the geographical port areas defined below, as well as approved anchorage sites in the municipalities of Narvik;

- Narvik inner port (Skarveneset/Fagernes terminal, Kleiva and LKAB);
- Ballangen (Fornes, Ballangen, Hekkelstrand and Kjeldebotn);
- Kjøpsvik
- Bogen

2.1.5 Basis for calculation of port dues

See section 4 of Regulations No. 1838 of 11 December 2019 relating to the Municipalities' Calculation and Collection of Port Dues.

Section 4 of the Regulations – Rates

The basic rate for port dues must be commensurate with 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.

The municipality may set a minimum charge instead of dues calculated on the basis of the vessel's GT. The municipality can also establish discount schemes that are not based on the GT.

2.1.6 Rates for port dues

The following rates apply per call:

GT		Rates excl. VAT		
From	**To**	**Rate per GT**	**Total per group**	**Cumulative total**
1	500	0.80	400.00	400.00
501	7 000	0.10	650.00	1050.00
7 001	10 000	0.15	450.00	1 500.00
10 001	13 000	0.50	1 500.00	3 000.00
13 001		1.55		

The minimum charge is NOK 300 per call, exclusive of value-added tax (VAT).

A monthly per vessel rate can be set per calendar month as follows:

Port dues per call x 10 calls

An application to pay a monthly rate must be submitted in writing at latest on the last weekday before the beginning of the calendar month:

- by email to Narvik Port Authority, Havnegata 2, 8514 Narvik or
- by email to firmapost@narvikhavn.no.

Cruise ships and ro-ro ships receive a 65% discount on the port dues calculated.

Ships that run on LNG receive a 40% discount on the port dues calculated.

Discounts cannot be combined, but the most beneficial discount can be chosen. The discounted dues per call cannot be lower than the minimum charge.

3 Prices for use of infrastructure, etc.

All prices are exclusive of VAT, unless otherwise stated.

3.1 Quay charge

The quay charge is commensurate with the size of the vessel, calculated on the basis of the gross tonnage (GT) and per 24-hour period commenced. The quay charge is calculated per 24-hour period of laytime.

The ***laytime*** is calculated from the time of berthing until the time of unberthing. If a berth is tied up beyond this time through advance reservation, time that is reserved but unused can be included in the laytime.

In special cases, the port may disregard laytime that continues into the beginning of a 24-hour period if it is brief and/or can be attributed to technical circumstances related to departure from the quay. The rate for laytime of up to 6 hours into a new 24-hour period is ½ of this period. Vessels that moor next to another vessel at dock must pay the quay charge as if they were moored at the quay itself.

The quay charge is based on the size of the vessel, calculated in accordance with the GT and per 24-hour period commenced:

GT		Rates excl. VAT		
From	To	Rate per GT	Total per group	Cumulative total
1	60 000	1.40	84 000	84 000
60 001		1.10		

Example: 80 000 GT = NOK 84 000 + ((80 000 – 60 000 GT) x NOK 1.10 per GT) = NOK 106 000, excl. VAT

The minimum charge for vessels over 15 metres in length is NOK 499.00 per 24-hour period commenced. The minimum charge for vessels with a maximum length of 15 metres is NOK 399.00 per 24-hour period commenced.

The minimum charge per 24-hour period for Pier 3 is NOK 5 000 per 24-hour period commenced.

3.1.1 Short port call – discount

A 50% discount is applied to short port calls of up to 6 hours to only collect provisions, change crews, fill water and/or wait for orders. An application for such a discount must be sent to the port in writing (e.g. by email) before calling at port.

3.1.2 Monthly rate agreement – discount

A monthly per vessel rate can be agreed per calendar month as follows:

Quay charge per 24-hour period (minimum charge) x 10 calls

An application to pay a monthly rate must be submitted in writing at latest on the last weekday before the beginning of the calendar month:

- by email to Narvik Port Authority, Havnegata 2, 8514 Narvik or

- by email to firmapost@narvikhavn.no.

Standard discounts cannot be combined.

3.2 Space at pontoons

Boats with a maximum length of 7 metres, NOK 199 per 24-hour period commenced. Then an additional charge of NOK 29 per extra meter of length (rounded up to the nearest meter).

Monthly rent for a fixed spot must be agreed upon separately.

3.3 ISPS charge (security charge)

All ships and vehicles that call at an ISPS-approved port terminal must pay the ISPS charge.

3.3.1 Vessels

The ISPS charge for vessels is calculated on the basis of the vessel's gross tonnage (GT) and per 24-hour period commenced. The number of 24-hour periods constitutes the quay charge.

The ISPS charge is based on the size of the vessel calculated on the basis of the GT and per 24-hour period commenced:

GT		Rates excl. VAT		
From	To	Rate per GT	Total per group	Cumulative total
1	60 000	0.15	9 000	9 000
60 001		0.10		

The minimum charge for vessels is NOK 100 per 24-hour period commenced.

Any costs associated with higher security than level 1 will be charged to the vessel, as well as extra costs associated with additional security measures, guards, etc.

In addition to the ISPS charge, **cruise ships** must pay the actual expenses of ISPS measures, guards, extraordinary cordoning off, etc.

3.3.2 Vehicles

The rate for vehicles is NOK 50 per entrance.

3.3.3 Terminal users

Terminal users are charged the actual expenses of access control, access cards and training.

3.4 Goods charge

The goods charge constitutes goods' payment for use of the quays and quay areas, and is levied on all goods that are transported by ship to or from the port and are transported across the Port of Narvik's public quays.

The goods charge is also levied on goods that are transferred from one vessel to another without passing the quays if one of the vessels is berthed at a public quay.

Goods type	NOK per tonne	Minimum charge
Basic rate	50,00	250
20–99 tonnes	25,00	1 000
100–499 tonnes	18,00	2 500
500–2 499 tonnes	12,50	9 000
2 500–12 499 tonnes	9,00	31 250
12 500 + tonnes	3,27	112 500

According to the table, a 70% discount is applied to loading to/unloading from other areas (such as fillings).

Calculation of the charge is based on the weight of the goods in metric tonnes. Volume goods are converted into a unit of weight where 2 m^3 is minimum 1 tonne (1 m^3 = 0.5 tonne). Site cabins, timber, etc. are treated as volume goods.

The goods charge includes storage of goods at a designated area at Narvik Port Authority for up to ***24 hours*** after unloading from a ship or prior to loading a ship.

The price per tonne is set per call and invoicee.

The unit price for containers is as follows (goods charge and contractual storage over 24 hours).

Standard	Length	Price with goods	Price without goods	NOK/24-hour period
Cen/ISO	<= 10 feet	250,00	125.00	90,00
Cen/ISO	<= 20 feet	400,00	200,00	100,00
Cen/ISO	<= 30 feet	430,00	215,00	130,00
Cen/ISO	<= 40 feet	500,00	250,00	170,00
Cen/ISO	> 40 feet	550,00	275.00	190,00

Self-driving vehicles being loaded/unloaded are invoiced with 250.00 NOK per unit and 180.00 NOK for storage per started day (over 24 hours)

3.5 Storage on the quay and associated rear areas

Contractual storage is invoiced at **NOK 3.50** for quays/rear areas **per m^2 per 24-hour commenced.**

Unspecified storage will be invoiced with a **100% surcharge.**

Goods left on quays or in sheds without consent, or which are left for longer than permitted, may be removed and stored at the consignee's or consignor's expense. If the goods are not collected within 3 months, Narvik Port Authority may sell them at public auction following an announcement through the normal channels.

Narvik Port Authority is not liable for goods left on its premises, quays or in sheds.

For purposes of documentation, Narvik Port Authority may demand to be sent the manifest, consignment note, etc.

3.6 Terminal charge

The charge for goods that are transported by land by car, freight vehicle or railway, and which are loaded/unloaded in the areas, quays or warehouses of the Port of Narvik follows the same rates and rules specified for the goods charge. This charge does not apply to goods on which the ordinary goods charge is levied.

3.7 Freight vehicle charge

All vehicles that use the roads or areas of Narvik Port Authority or which are left at port terminals must pay a freight vehicle charge of **NOK 100.00 per 24-hour period commenced, excl. VAT.** This also applies to trailers, etc. An exception is made for parties which have entered into an agreement with Narvik Port Authority for an exemption from this.

Vehicles under 3.5 tonnes are exempt from the freight vehicle charge.

Special agreements can be entered into for companies on leased land. The price for special agreements does not include parking.
Estimated fixed-price agreements can be entered into if it is impractical for the transporter or Narvik Port Authority to have a fixed-price agreement.

Vehicles may only be left in designated parking spots, following an agreement. Narvik Port Authority may impose an extra charge on vehicles that are not parked in the designated spot and may demand that the vehicle be towed at the expense of the owner.

3.8 Low voltage shore power

The charge for use of the Port of Narvik's power outlets is a **NOK 1.00 per kWh** surcharge on the current spot price, excl. VAT.

The minimum charge is NOK 1.50 per kWh.

The power connection charge is 1 hour during ordinary working hours (see the section 'Hiring personnel').

Minimum price (spot < NOK 0.50/kWh)			
Ampere	Volt	Estimated kWh consumption per hour	Fixed daily rate others, incl. consumption
16	230	3	NOK 110.00
32	230	5.9	NOK 220.00

There is no connection charge for vessels with a fixed connection point.

Stalls and cars pay a fixed rate per 24-hour period commenced.

3.9 Water supply

The charge for water supply is **NOK 50.00 per tonne, excl. VAT**. The minimum charge is **NOK 100.00, excl. VAT**. Working hours are invoiced as stipulated in the section 'Hiring personnel'.

The charge for hire of hosepipes is **NOK 500.00 per water supply, excl. VAT**. This charge also covers expenses incurred by Narvik Port Authority to test water quality.

3.10 Charge for ship-generated waste

Ships that arrive at the Port of Narvik and do not have a waste disposal agreement with another frequently visited port must pay a charge.

The number of 24-hour periods is calculated as the number of periods commenced between the vessel leaving the previous port (disposal opportunity) and the vessel leaving the quay at the Port of Narvik.

The minimum charge is two 24-hour periods.

Gross tonnage		Charge per 24-hour period commenced, excl. VAT
From	**To**	
1	1 000	30.00
1 001	3 000	70.00
3 001	5 000	110.00
5 001	10 000	150.00
10 001	20 000	200.00
20 001	50 000	250.00
50 001	and above	300.00

Ships that wish to deliver oil-contaminated waste must request this service in advance and order a tank truck or tank barge. The actual expenses of such delivery will be charged in addition to the above-mentioned rates.

Cruise ships and navy vessels must report any need for waste containers prior to arrival, and containers will be put in place for each call. Such containers are not covered by the table above. The vessels will be charged the actual expenses of the container hire, transport and disposal of the waste. The actual prices can be provided by Narvik Port Authority upon request.

3.11 Sales from cars or stalls

When goods are sold from cars or stalls placed on the Port of Narvik's quays or areas, the charge is **NOK 299.00 per 24-hour period commenced and place of sale, excl. VAT**.

Permission for such sales must be procured in advance from the port office. The port inspector on duty will indicate where the sales may be made.

3.12 Hiring personnel

The hourly rates cover hire of personnel from the Port of Narvik for jobs such as mooring, filling water, loading, unloading, extra crew, etc.

The minimum charge is 1 hour per person (call-outs outside ordinary working hours have a minimum charge of 2 hours per person). Time spent is rounded up to the nearest half-hour.

Hourly rate	Per hour, excl. VAT
Ordinary working hours	930.00
50% overtime	1 395.00
100% overtime	1 860.00

Ordinary working hours are weekdays, 07:00 – 14:30. 50% overtime is charged weekdays, 14:30 – 21:00. 100% overtime applies on weekends, days before public

Holidays and public holidays.

The charge for hire of labour is exclusive of mileage allowance and travel expenses.

An hourly rate is agreed on a case-by-case basis for the hiring of personnel for port-related consulting, legal assistance, work in the secretariat, etc.

3.13 ISPS-security guards

ISPS security guard services are invoiced per hour per person in accordance with the rates below. Terms for normal working hours/overtime are as described in section "3.12 Hiring personnel."

Hourly rate	Per hour excl. VAT
Ordinary working hours	930
50% overtime	1 190
100% overtime	1 490

3.14 Mooring

Vessels requiring assistance with mooring and unmooring are requested to arrange this with Narvik Port Authority no later than 48 hours prior to arrival. Requests must be sent to hvakt@narvikhavn.no.

Resources	Mooring weekdays	Mooring weekends (Fri 14:30 – Mon 07:00)
Small – up to 2 personnel	**8 600**	**11 100**
Medium – up to 4 personnel	**12 200**	**16 800**
Medium large – up to 6 personnel	**20 800**	**27 600**
Large – up to 8 personnel and mooring boat	**36 800**	**46 500**

The day before public holidays and public holidays will be charged the same rate as for weekends.

Rates are determined by the time of arrival. The Port Inspector is the mooring supervisor and has the authority to decide the number of resources required in connection with mooring operations.

3.15 Boat hire for transport of passengers and cargo

VAT is applied to the hire of boats, calculated at the low rate for passengers and at the high rate for goods transport, tugging/towing and other jobs.

Hourly rate, excl. VAT	Bjørnfjell with master and able seaman	Pluggen with master
Weekdays, 07:00-14:30	7 900.00	3 700.00
or	10 000.00	5 200.00

The hire price for **Bjørnfjell** includes a crew of two, including the master. The price for **Pluggen** includes a master.

The minimum charge is 1 hour per engagement. Time spent is rounded up to the nearest half-hour.

Extra crew is invoiced as stipulated in 'Hiring personnel'. For safety reasons, passenger transport should have a crew of two, including the master.

Waiting time for crew called out is invoiced as stipulated in 'Hiring personnel'.

Tugging and towing engagements within trade area 2 follow the 'Scandinavian Tugowners Standard Conditions of the year 1959, revised 1974 and 1985'. Another condition is that each party is responsible for losses or damage to its own property or equipment and for loss of life or harm to own personnel, without a mutual right of recourse. The master of Narvik Port Authority further has the right to cancel or stop the operation in inclement weather or if other unforeseen events arise, without incurring financial liability.

When salvaging ships or objects, Narvik Port Authority will seek to enter into an agreement with the owner, if possible. The provisions in the Maritime Code regarding salvage are also applicable. At minimum, Narvik Port Authority will seek coverage of actual costs and reasonable remuneration.

3.16 Hire of wheel loader, lorry or forklift truck with driver

The minimum charge is 1 hour per engagement. Time spent is rounded up to the nearest half-hour.

Hourly rate, excl. VAT	Wheel loader with driver	Lorry with driver	Forklift truck with driver
Ordinary working hours	1 400.00	1 400.00	1 200.00
50% overtime	1 700.00	1 700.00	1 500.00
100% overtime	2 000.00	2 000.00	1 800.00

3.17 Container crane hire

Ship loading/unloading takes priority over other cargo handling.

Cranes must be booked via the port office. Cranes must be ordered for work during ordinary working hours, 07:00 – 14:30, at least 2 hours before planned use of the crane. Cranes to be used at 07:00 the next day must be ordered no later than 14:00 the day before.

If possible, notice of overtime must be given no later than 12:00 of the day of the work.

If a crane is not put into operation at the time for which it was booked, the customer's right to use it will lapse, and the customer will have to pay for 1 hour of crane hire. In such cases, outside ordinary working hours, the customer must cover the expenses of Narvik Port Authority in connection with arrival and start-up.

The customer must sign off on operation time, etc. on the crane form provided. If the customer is not available to sign off, the crane operator's timesheet will be binding on both parties.

Cranes may only be operated by the Port of Narvik's crane operators.

Crane operators must ensure that the crane's path of movement is clear of obstacles, the crane paths are cleared and the power supply cable is unobstructed.

Crane operators are responsible for not making heavier lifts than the crane's certified lifting capacity. When requested, the customer must produce a bill of lading or other documentation establishing the weight of the goods. The customer is responsible for any damage caused as a result of incorrect information.

The customer is responsible for providing qualified personnel for hooking/strapping goods to be unloaded, loaded and lifted, and for this being done in collaboration with the crane operator. Any damage to cargo, equipment, cranes, the quay and other property caused by the customer's personnel must be covered by the customer.

Cranes must only be used for vertical lifts, and must not be used to pull cargo on board or on shore.

The customer must comply with these rules, and will be held liable if the rules are not followed.

The Port of Narvik can only be held liable for damage to goods or the property of others if it can be proved that the damage is due to gross negligence on the part of the Port of Narvik or its crane operator.

Neither is the Port of Narvik liable for damage caused due to an unforeseeable fault with the crane.

Any breach of these rules by the customer will give the Port Authority the right to immediately end the work ordered, without liability for any goods that accordingly are not loaded/unloaded. In such an event, the Port Authority also reserves the right to later refuse crane services to the customer.

The rates are for hire of a crane and operator (excl. VAT). Personnel other than the crane operator are invoiced as stipulated in 'Hiring Personnel'.

The minimum charge is 1 hour of crane hire. Time spent is rounded up to the nearest half-hour.

Hourly rate	Per hour, excl. VAT
Ordinary working hours	3 100.00
50% overtime	3 600.00
100% overtime	4 050.00

At least 2 hours of crane hire is invoiced for crane hire outside ordinary working hours.

3.18 Crane charge for external crane operators

Permission is required from Narvik Port Authority to operate a mobile crane or crane truck within the Narvik Port Authority area, and advance notice must be given of such operations. A crane charge is applied to the period in which the work is performed. Port Authority security must be notified at the beginning and end of work. The charge will be invoiced to the crane operator.

The charge for use of a mobile crane is **NOK 299.00 per hour, excl. VAT**. The maximum price per 24-hour period is **NOK 2 990.00, excl. VAT.** The same rate is charged for vehicles that use a crane to load and unload, with the exception of loading and unloading own vehicles.

The crane charge for external crane operators is in addition to the freight vehicle charge.

3.19 Hire of gangways

Narvik Port Authority offers hire of different lengths of gangway.

	Price pr. 24-hour excl. VAT
Gangway incl. assembly/disassembly	6 200.00
Surcharge for hire per additional commenced day	2 700.00

3.20 Passes and access cards

Narvik Port Authority charges **NOK 400 per access card issued, excl. VAT**.

The annual charge for passes and access cards is invoiced at **NOK 200 per access card, excl. VAT.**

Narvik Port Authority will charge **NOK 1 000 excl. VAT** for access cards that are not returned after use.

3.21 Hire of cylindrical fenders

Narvik Port Authority offers hire of up to 4 cylindrical fenders with a dimension of 2 360 mm (diameter) x 3 500 mm (length). The certificate and documentation can be forwarded upon request.

Narvik Port Authority charges **NOK 2 990 per fender per 24-hour period, excl. VAT**.
Handling/adjustment of fenders is an additional charge.

4 Miscellaneous terms and conditions

4.1 Prices

The customer must pay dues, fees and charges in accordance with the current price list.

All prices are given in Norwegian kroner (NOK), and are exclusive of VAT and any other taxes, unless otherwise stated.

4.2 Offer terms

When Narvik Port Authority makes an offer to a customer, it must be considered non-binding until the Port Authority has received the customer's acceptance of the offer.

All offers from Narvik Port Authority are made in Norwegian kroner (NOK), and are exclusive of VAT and any other taxes, unless otherwise stated.

4.3 Payment terms

Narvik Port Authority's outstanding balance with its customers is due for payment 21 calendar days after the invoice date, unless otherwise agreed.

An invoice fee may be charged when paper invoices are issued. This will be specified as a separate item on the invoice.

The customer is under an obligation to provide the correct invoice address and to notify Narvik Port Authority of any changes to its invoice address. Issuing a new invoice as a result of the customer breaching its obligation to provide information does not relieve the customer of its obligation to make timely payment in accordance with the original invoice.

If the customer does not make timely payment of an invoice, Narvik Port Authority will have the right to collect the statutory interest on arrears and reminder fee, pursuant to the provisions of the collection legislation.

Any errors on invoices or other demands for payment from Narvik Port Authority must be reported without undue delay in order to be taken into consideration.

4.4 Reporting rules

The master of a vessel undertakes to send Narvik Port Authority documentation or consignment notes for goods to be loaded or unloaded without the assistance of a shipping agent no later than 24 hours prior to arrival. Narvik Port Authority will invoice the consignee or consignor of the goods, in accordance with the documentation received.

4.5 Provision of security

Narvik Port Authority may demand advance payment, a bank guarantee or other relevant security for the port services provided. Until such payment has been made or security has been provided, the Port Authority will be entitled to suspend any port services it has begun to provide, without prior notice, or to deny permission to sail, until payment has been made or security has been provided.

4.6 Value-added tax (VAT)

VAT is regulated by the current Value-added Tax Act and appurtenant regulations. All prices must be considered as exclusive of VAT, unless otherwise specified in the price list, offers, rental agreements, etc.

4.7 Statutory collection

Unpaid charges and dues set in accordance with sections 6, 25 and 54 of the Ports and Fairways Act are grounds for enforcement by attachment. Claims by the state or a municipality against a shipowner pursuant to section 25 of this Act are secured through a mortgage on the ship in accordance with the rules regarding mortgages on ships in Act No. 39 of the Norwegian Maritime Code of 24 June 1994.

Interest on arrears will be claimed for overdue payment of charges and dues, pursuant to Act No. 100 of 17 December 1976 relating to Interest on Overdue Payments.

4.8 Rules governed by civil law

The port services that are exempt from charges or dues pursuant to the Ports and Fairways Act are subject to the general rules in civil law.

With the exception of the restrictions that follow from section 27 of the Ports and Fairways Act (use of the port), and sections 10 and 11 of the Competition Act, Narvik Port Authority is free to enter into agreements regarding activity on its quays and areas, including determining whether commercial activities should be allowed at all or the form or compensation for commercial activities.

4.9 Adjustment of the charges

In principle, the charges stipulated in the price list apply for one year at a time. Adjustments may be made during the year, and will be published.

This list of charges may be adjusted in the event of circumstances that will have undesirable consequences for Narvik Port Authority, and which were not known when the list of charges was prepared.