

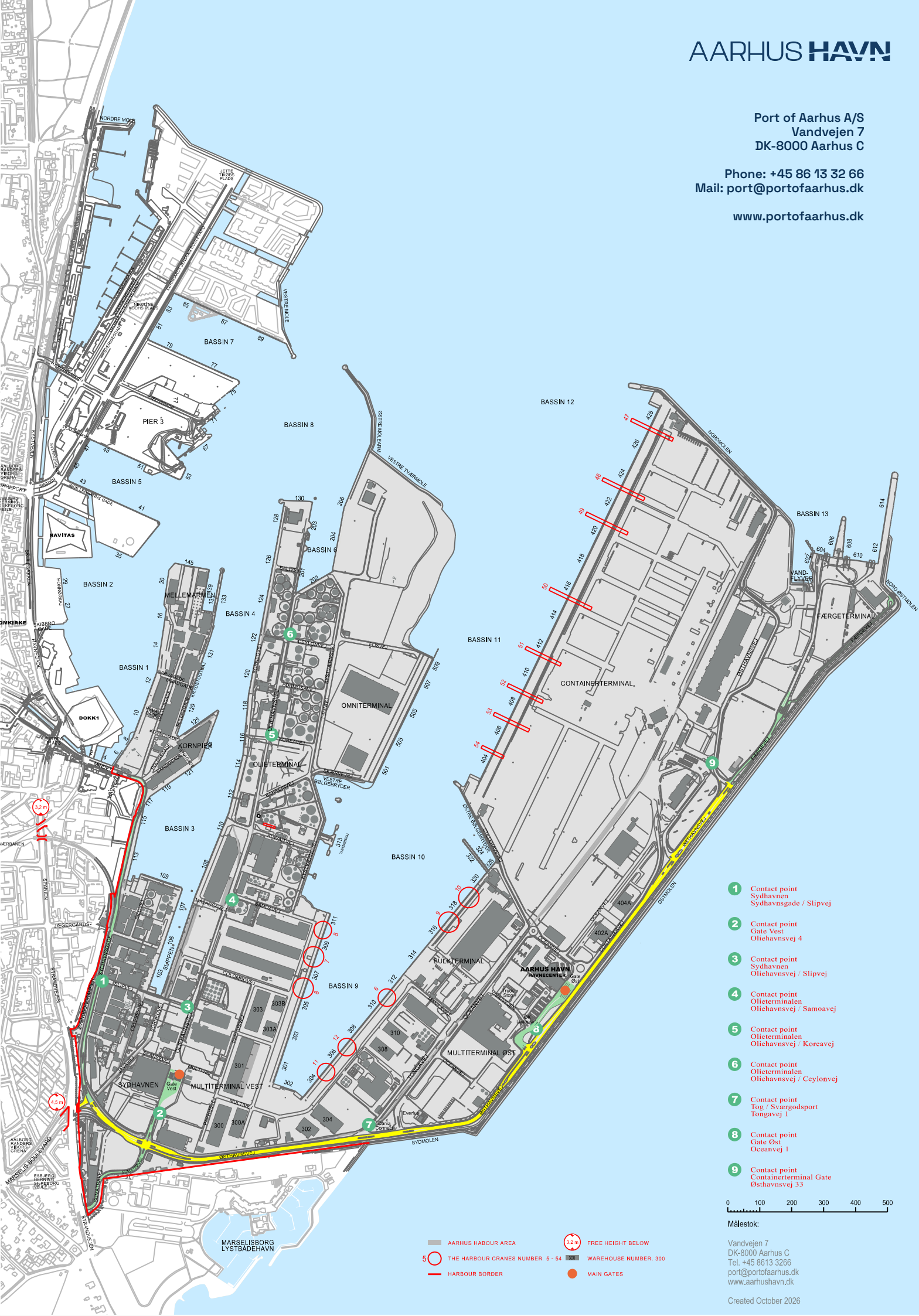
Terms and Conditions of Business 2027



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- 1 Contact point
Sydhavnen
Sydhavnsvej / Slipvej
- 2 Contact point
Gate Vest
Oliehavnsvej 4
- 3 Contact point
Sydhavnen
Oliehavnsvej / Slipvej
- 4 Contact point
Olieterminalen
Oliehavnsvej / Samsovej
- 5 Contact point
Olieterminalen
Oliehavnsvej / Koreavej
- 6 Contact point
Olieterminalen
Oliehavnsvej / Ceylonvej
- 7 Contact point
Tog / Svergdspost
Tongavej 1
- 8 Contact point
Gate Øst
Oceanvej 1
- 9 Contact point
Containerterminal Gate
Østhavnsvej 33

0 100 200 300 400 500
Målestok:

- AARHUS HAVN AREA
- FREE HEIGHT BELOW
- THE HARBOUR CRANES NUMBER. 5 - 54
- WAREHOUSE NUMBER. 300
- HARBOUR BORDER
- MAIN GATES

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Created October 2026

Terms and conditions of business from 1st of January 2027

These terms and conditions apply to the Port of Aarhus' maritime and land-based activities within the Port of Aarhus' premises.

These conditions take precedence over any standard terms and conditions of the Port of Aarhus' contractual parties. Provisions that deviate from these conditions can only be enforced against the Port of Aarhus if expressly agreed upon with the Port of Aarhus.

The Terms and conditions of Business are also available in a Danish version. In the event of a discrepancy between the Danish and English versions, the Danish version shall always prevail.

Information regarding:

- Terms of Crane Service 2027
- Onshore Power Supply Terms and Conditions
- Service Terms Pilotage
- Standard Conditions Tugowners
- Waste from ships
- Regulation of order in the Port of Aarhus

can be downloaded from the Port of Aarhus' website under: www.portofaarhus.dk/en/publikationer

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1. Sanctions and export control

Any sanctions and export controls adopted by the UN, the EU and its member states, the UK, or the USA must be complied with. This applies to the fulfillment of obligations, exercise of rights, and activities subject to these terms and conditions. The customer and anyone who directly or indirectly owns or controls 50% or more of the customer must not be a sanctioned party under the aforementioned sanctions and export control regulations.

If a customer fails to comply with sanctions and export control regulations, the Port of Aarhus may immediately refuse, suspend, or terminate services to the customer and cancel any agreement with the customer. The Port of Aarhus must be indemnified for all claims, losses, damages, costs, legal actions, etc., directly or indirectly caused by the customer's failure to comply with sanctions and export control regulations. If a customer becomes aware that they are subject to sanctions or export control regulations, this must be immediately reported to the Port of Aarhus.

The Port of Aarhus is prohibited from accepting the docking of vessels registered under the Russian flag. This also includes vessels that have changed from the Russian flag or registration to another country's flag or registry after February 24, 2022. The ban also applies to transshipment and reloading.

2. Terms of payment

2.1 Provision of information

Ships must be reported to the Customer Coordination Centre as soon as the arrival at the Port of Aarhus is known – but no later than 24 hours before the ship's arrival. The report must be submitted via the form "Report Ship" on the Port of Aarhus website: www.portofaarhus.dk/en/havneservice/anmeld-skib

Notification should be made using the "Register ship" form on the Port of Aarhus' website.

The ship's master or the ship's agent must provide the necessary information for the calculation and collection of fees within 5 working days after the ship's departure and, upon request, present ship documents, cargo documents, statements for VAT exemption, and weight documentation. Furthermore, information must be provided for statistical purposes.

If the Customer Coordination Centre does not receive the required information within the deadline, the ship may be charged a fee of DKK 270.

2.2 Payment

Before departure, all fees and other charges in accordance with these terms must be paid or otherwise secured to the Port of Aarhus.

Unless otherwise agreed or stated in the terms and conditions, due amounts are payable 8 days after the invoice date.

Overpaid fees or charges in accordance with these terms and conditions will only be refunded if a request for a refund is received in writing and no later than 3 months from the invoice date. Overpaid fees do not accrue interest. Claims for a refund expire after 3 months from the invoice date.

Offsetting against the Port of Aarhus for overpaid fees or other charges is not accepted and may not take place. If invoicing is split at the customer's request, a fee of DKK 270 per e-invoice will be charged. For each printed and sent invoice, a fee of DKK 270 will be charged.

The ship's agent/broker declares, upon notifying a ship's call to the Port of Aarhus, that the agent/broker stands for payment of port charges, expenses for tugs, port assistants, and pilots, including any applicable VAT, for the ships the agent/broker handles. The ship's agent/broker stands only for payment of cargo handling charges for the dispatch and/or receipt of goods where the ship's agent/broker has confirmed the guarantee of cargo handling charges to the Port of Aarhus.

3. ISPS

The secure areas of the Port of Aarhus are ISPS-approved facilities. Therefore, ships with a valid ISSC certificate can call at these facilities.

This means that the secure areas at the Port of Aarhus are subject to ongoing vulnerability assessments. Based on these assessments, the port has developed security plans for each facility, outlining the measures necessary to maintain an acceptable level of security. These measures include access control.

The Port of Aarhus is subject to a set of security regulations applicable to ports in Denmark that are visited by international ships with a valid ISSC certificate. These regulations are:

- SOLAS ISPS Code.
- Directive 2005/65/EC of October 26, 2005, on enhancing port security
- EU Regulation No. 725/2004 of March 31, 2004, on the enhancement of ship and port facility security
- Executive Order No. 1282 of August 26, 2020, on port security
- Executive Order No. 1283 of August 26, 2020, on port facility security.



As a result, the requirements imposed on customers and users of the port's areas may vary depending on the area and the general security situation.

In case of doubts, the Port of Aarhus can be reached 24/7 at phone number +45 86 13 32 66. There is always a duty security officer available to address questions and issues.

3.1 Access to secure areas

Within the secure areas of the Port of Aarhus, lessees are required to follow the rules associated with the Port of Aarhus' status as an ISPS-secured port. As a lessee, you are responsible for informing customers, guests, or other visitors about the area's status and the rules to be followed. To gain access to the Port of Aarhus' secure areas, visitors must be able to justify their visit. This can be done in one of the following ways:

- Contacting the guard upon arrival at the access gate
- Access using an issued access card
- Access using a bridge pass/number plate scanner.

As a general rule, private individuals do not have access to the Port of Aarhus. If, as a private individual, you need to enter the port, the visiting company must pre-notify the visit to: gateost@portofaarhus.dk. The visiting company must accompany the private individual to and from the gate.

Whether you are a guest or have business on the secure areas of the port, you must always be able to identify yourself. Guests must be able to refer to a contact person at the company they are visiting.

The Port of Aarhus requires that guests and others with business on the secure areas of the port only stay in the areas relevant to them. It is not allowed to move around in other areas of the port.

3.2 Access card

The Port of Aarhus issues access cards. Ordered access cards must be collected within 30 days. Unclaimed cards will be deactivated, and the card requester will be charged a fee of DKK 270.

It is the cardholder's responsibility to take care of the issued card. In case of loss, a fee of DKK 270 will be charged for the issuance of a replacement card.

3.3 ISPS-afgift

The Port of Aarhus charges a separate ISPS fee of DKK 9.95 per loaded container, self-propelled unit, or wind turbine blade.

For goods loaded/unloaded at quays in ISPS-secured port areas, DKK 0.30 per tonne of goods is charged.

For transit goods, only the ISPS fee is charged on incoming goods.

A fee of DKK 21,500 is charged per cruise ship arrival.

Ships that require the issuance of a "Declaration of Security" must bear all associated expenses themselves.

3.4 Procedures for cargo handling

Lessees at the Port of Aarhus must be able to account for the cargo located in the port's secure areas at all times.

The Port of Aarhus may, in the event of a change in security level, need to increase the requirements for the description and identification of goods within the port's area.

3.5 Dangerous goods

When storing dangerous goods (ADR, IMDG, or others), the tenant must ensure compliance with relevant regulations regarding separation, fire extinguishing, and safety equipment. The tenant must always be able to account to the Port of Aarhus for the quantity and location of dangerous goods in the area.

It is the tenant's responsibility to ensure that the storage of dangerous goods does not conflict with the area's emergency response plans or other requirements.

When changing the security level at the port, the Port of Aarhus may request a plan for the placement of dangerous goods in the leased area.

3.6 Obligation to inform ship agent / ship broker

Ship agents/ship brokers must be able to account for the following at all times in relation to the normal security situation:

- Ship clearance
- Ship's cargo (type and quantity)
- Crew change
- Unaccompanied baggage
- Provisions
- Visitors to the ship.

The Port of Aarhus will conduct random checks of the above.

Changes in the Port of Aarhus' security level may result in certain information needing to be elaborated, and the requirements for conducting any planned events may be tightened.

4. Port dues

4.1 Conditions

For all ships, vessels, and floating equipment, including ships owned by Danish or foreign government authorities, a port due is payable for berthing in the port or in the dredged fairways to the port. The payment of the port due is the responsibility of the ship agent/broker.

A ship is considered to be berthed in the port from the arrival date. The port due is calculated based on the entire gross tonnage (GT) as stated in the ship's tonnage certificate according to the International Convention on Tonnage Measurement of Ships, 1969.

For double-hulled tankers, the SBT deduction is subtracted from the calculation base when documented on the ship's tonnage certificate. The tonnage certificate must be sent to the Port of Aarhus before arrival. A fee of DKK 270 may be charged if the tonnage certificate is not sent to the Port of Aarhus in a timely manner.

By mutual agreement: If a tugboat is used to assist a ship to the quay in the last 6 hours before the date change, the arrival day is considered to occur only after the date change.

An infrastructure fee is applied to all container vessels due to the establishment of shore power facilities.

4.2 Prices per call port due for cruise ships

Port due for cruise ships:		
On quay 129 (ships under 319 m):		
Per GT when connected to shore power for a minimum of 65% of the ship's time at the quay	DKK	4.15
Per GT without connection to shore power	DKK	5.00
On quay 503 (ships over 319 m):		
Per GT	DKK	4.15

In case of cancellation of an arrival less than 72 hours before the scheduled arrival, the actual costs for guards, shuttle buses, etc. will be charged to the shipping company.

Port due for ships over 3000 GT:		
Up to 7 days calendar duration*	DKK	4.20 per GT
Supplement for over 7 calendar days duration**	DKK	0.75 per GT per day

Port due for ships between 500 GT and 3000 GT:		
Up to 7 days calendar duration*	DKK	1.40 per GT
Surcharge for more than 7 calendar days duration**	DKK	0.25 per BT per day

Port due for ships under 500 GT when wharfage is charged:		
Up to 7 days calendar duration	DKK	580 per call
For stays in the port exceeding 7 days, the price and options are negotiated with the Customer Coordination Centre		

Port due for ships under 500 GT or under 150 M when wharfage is not charged:		
1st calendar day	DKK	1,450
Per subsequent calendar day	DKK	725 per day max 5,075 per week

Port due for ships over 500 BT or over 150 M when wharfage is not charged:		
Contact the Customer Coordination Centre to find the price		

Coordination of ships to quays in Basin 1 and 2:		
Per call, per ship	DKK	650

Infrastructure fee for container ships:		
Per GT	DKK	0.3
A minimum fee of DKK 7,000 and a maximum fee of DKK 20,000 apply		

* Ships can only remain in the port after loading/unloading if there is a berth available and by agreement with the Customer Centre

** Alternatively, payment can be made for a new period of 7 days calendar duration

*** Extraordinary costs related to a port call will be charged to the vessel's agent (e.g. security guards, fencing, shuttle buses, shore power, fender handling, flag installation, etc.). Any use of external services must be approved by the Port of Aarhus. External services may be cancelled free of charge up to 7 days prior to arrival.

In the event of cancellation later than 72 hours before the expected time of arrival, a fee of DKK 20,000 will be charged.

Other ships with passengers:

Contact the Customer Coordination Centre to negotiate the price.

For ships with multiple arrivals, it is possible to pre-pay a monthly fee with the right to an unlimited number of arrivals. Contact the Customer Coordination Centre for information and to arrange pricing, etc.

4.3 Environmental discount

The environmental discount is granted based on registration according to the regulations of ESI (www.environmentalshipindex.org). The Port of Aarhus reserves the right to request necessary documentation to verify that the specified requirements are met.

If there are any questions about the environmental discount, maritim@portofaarhus.dk can be contacted.

Ships that achieve a minimum ESI score of 20 points are awarded a 4.5% discount on the port due, based on GT. Settlement is ongoing. Cruise ships are exempt.

4.4 Exempt from port due

The following are exempt from shipping tax:

- Ships that have entered the port solely to seek medical assistance, disembark sick or injured persons, shipwreck survivors, or the deceased, provided that the stay in the port does not exceed 24 hours
- Ships that, due to breakdown, storm, fog, or other weather conditions, are compelled to seek harbor, provided that the stay in the port does not exceed 24 hours.

4.5 Ro-Ro rental

Charges apply for the use of various services according to the applicable tariff.

Ships using the port's ro-ro lease are required to set up barriers upon departure. Failure to do so will result in a fee of DKK 600.

4.6 Fender rental

For the lease of a fender (e.g., for STS), a fee of DKK 2,190 DKK per piece per day is charged. The price includes the fender delivered to the quay and in the basin. Transport of the fender to a ship located outside the port or delivery on the outside of the ship in the port is not included in the price. Contact the Customer Coordination Centre for negotiation regarding the price.

5. Pilotage

5.1 Terms and conditions

Pilotage from the Pilot Mark to the port and vice versa is carried out in accordance with the provisions of the Pilotage Act (Act no. 346 af 29/3 2023) and regulations issued pursuant to the Pilotage Act.

In addition, all pilotage is performed in accordance with "the Port of Aarhus' terms and conditions for pilotage." The terms can be downloaded from the Port of Aarhus website under: www.portofaarhus.dk/en/publikationer.

When pilotage is carried out, port assistants must also be used for line handling. The line handlers are provided by the Port of Aarhus or by an externally approved supplier approved by the Port of Aarhus.

5.2 Ordering

Final ordering of pilotage assistance must be confirmed with the Customer Coordination Centre no later than 2 hours before the assistance. The assistance confirmation is only final once it has been given to the Customer Coordination Centre on VHF channel 12 or by phone. Messages via email are considered preliminary information only. The order of pilotage operations is determined by the Port of Aarhus.

5.3 Prices

Pris per pilotage	DKK
GT for the assisted ship:	
0 – 3,000	5,140
3,001 – 4,500	6,540
4,501 – 6,000	10,625
6,001 – 10,000	11,860
10,001 – 20,000	14,915
20,001 –	19,100

For waiting time at departure, payment is made per commenced hour calculated from the ordered departure time	DKK
(beyond 30 minutes)	1,205
Cancellation	2,000
If a tugboat is needed for boarding/ disembarking due to ice	4,590

6. Mooring

6.1 Terms and conditions

All ships with a length exceeding 80 meters and calling at a quay must use one or more approved line handlers. There is no requirement for line handling for ships jacking up at a quay.

Requirements for the vessel when using mooring line handlers:

- Warping lines (heaving lines) shall have a minimum length of 5 metres
- To prevent injuries to seafarers receiving heaving lines, the heaving line weight should be made solely of rope and must not contain any additional weighting material. Acceptable alternatives include a small, soft, high-visibility bag filled with quick-draining pea gravel or similar material, with a maximum weight of 0.5 kg. Under no circumstances may a line be weighted with objects such as shackles, bolts, nuts, or twistlocks.

If the heaving line and its weighted end do not comply with the requirements of the Port of Aarhus, a fee of DKK 1,200 will be charged.

When shifting along the quay, the ship's crew may handle the lines, provided it is done correctly and safely. If line handling is deemed unable to be performed correctly and safely by the ship's crew, approved line handlers must be used.

If line handling is carried out by the ship's crew, the crew members involved must wear safety class 3 clothing, safety shoes, a helmet, and a life jacket when moving on the quay.

Upon departure from the Port of Aarhus, an exemption from the requirement to use approved mooring operators may be granted, provided the ship is securely moored at both bow and stern, and that a loop is used on the quay, which is the last thing removed from the ship by its crew members. It is thus a prerequisite that no crewmembers are on the quay at departure to handle lines, etc.

Approved line handlers are provided by the Port of Aarhus or by an externally approved supplier approved by the Port of Aarhus. In evaluating external suppliers, emphasis is placed, among other things, on the supplier and their line handlers being able to communicate effectively in Danish or English. Additionally, the Port of Aarhus will emphasize that the supplier and their line handlers meet the guidelines for safe line handling established in IMO's (FAL 6/Circ. 11/Rev 1) "Ship/port interface: Guideline on minimum training and education for mooring personnel" of April 20, 2016, Annex sections 1-4.

The Port of Aarhus determines the order of mooring operations.

Pilot and workboats may, at the discretion of the Customer Coordination Centre, provide assistance in the transport of people or goods to and from ships not calling at the Port of Aarhus and for other tasks.

In these cases, a fee of DKK 4,580 per commenced hour is charged. If assistance is provided more than 7 nautical miles from the port, DKK 7,000 per commenced hour is charged.

6.2 Ordering and confirmation

Final ordering of mooring assistance must be confirmed with the Customer Coordination Centre no later than 2 hours before the assistance. The assistance confirmation is only final once it has been given to the Customer Coordination Centre on VHF channel 12 or by phone. Messages via email are considered preliminary information only.

6.3 Prices

Price per mooring	DKK
GT for the ship assisted:	
0 – 2,000	715
2,001 – 3,000	1,040
3,001 – 4,500	1,335
4,501 – 6,000	2,600
6,001 – 10,000	3,450
10,001 – 20,000	3,900
20,001 –	6,380

Waiting time at departure is billed per commenced hour from the scheduled departure time	DKK
(beyond 30 min)	1,210
Boat assistance per commenced hour	4,580
Boat assistance per commenced hour > 7 nautical miles from the harbor	7,000
Cancellation fee	1,000

7. Towage and icebreaking

The tugboats m.s. HERMES (5,400 hp, 66.5 tons bollard pull) and AROS (4,750 hp, 55 tons bollard pull) are available for a fee. In addition, the Port of Aarhus makes use of externally operated vessels.

7.1 Conditions

In each case, the Port of Aarhus determines whether ice and weather conditions allow the tugboats to be made available and which of the tugboats should be used. Grounded ships can usually not expect assistance.

When towing, a pilot must be on board the towed vessel. The tugboats do not pilot. The sequence of towages is determined by the Port of Aarhus.

If the Port of Aarhus considers icebreaking operations within the port to be necessary, the Port of Aarhus will provide such icebreaking services itself or through external vessels. Should the Port of Aarhus charge for the icebreaking services, the customer or its agent will be notified accordingly.

Where assistance and/or towage is performed by external vessels, any claims arising out of such assistance may only be made against the Port of Aarhus, irrespective of whether payment is made for such assistance and/or towage. If the customer nevertheless makes a claim arising out of the assistance and/or towage against the vessel and/or its owner, crew, operator or their insurers, or any other person acting in the service of the vessel, the customer shall indemnify the Port of Aarhus, including for interest and costs, against any claim that may be made against the Port of Aarhus by the vessel and/or its owner, crew, operator or their insurers, or any other person acting in the service of the vessel.

Furthermore, all assistance and/or towing, irrespective of whether payment is made for such assistance and/or towage, shall be performed subject to the standard terms set by the Scandinavian Tugowners Association, which deviate from general Danish law in several areas.

The terms can be downloaded from the Port of Aarhus' website under: www.portofaarhus.dk/en/publikationer.

7.2 Arrival and departure

The use of tugboats must be notified at least 12 hours before use via email maritim@portofaarhus.dk.

If ordered less than 12 hours before use, the Port of Aarhus will endeavor to accommodate the order but cannot guarantee that the operation can be carried out.

7.3 Confirmation

Final ordering of the tugboats is confirmed with the Customer Coordination Centre at least 2 hours before assistance. The confirmation of assistance is only final when confirmed to the Customer Coordination Centre on VHF channel 12 or by phone. Emails are considered preliminary information only.

7.4 Prices

Price per tugboat	DKK
GT for the assisted ship:	
0 – 10,000	19,050
10,001 – 20,000	25,420
20,001 – 50,000	41,675
50,001 –	83,350
Hourly rate	7,255
Waiting time per commenced hour (beyond 30 min)	6,050
Cancellation fee	5,000
Tugboat as an assistance boat per commenced hour	7,255

If the port's tugboats are unavailable or additional tugboats are needed, Customer Coordination Centre attempts to arrange supplementary assistance. Prices for this may differ from the harbor's own rates.

For towing ships not using their main engines, a 50% surcharge is applied.

For necessary shifts for unloading and/or loading, the price is reduced by 50%.

Waiting time is calculated per commenced hour from the time of ordering. After 2 waiting hours, the Port of Aarhus may cancel the assistance without notifying the requester.

Cancellation fee is paid when an order is canceled less than 2 hours before the scheduled assistance time.

Hourly rate is paid for watchkeeping services, etc., for ships with explosive or flammable cargo, and for assistance with or towing of contractor equipment, and the like.

There is a surcharge of up to 100% on the hourly rate when pushing and similar activities are deemed to have required an extraordinary effort from the tugboat, such as significant fuel consumption and/or overtime pay, etc.

A fuel surcharge may be imposed on the towing price and hourly rate with a 3-month notice.

8. Security at the container terminal

Safety regulations for arrival, departure and shifting operations at the Port of Aarhus' container terminal

8.1 Purpose

Following the establishment of a shore power facility on the outer side of the quay structure in 2026, the safety requirements for arrivals, departures and shifting operations at the terminal have been tightened. This is being done to protect the facility against collision and damage, which could result in downtime and potential claims for compensation against the vessel.

Please see the "Regulations of order in the Port of Aarhus", which can be downloaded from the Port of Aarhus website: www.portofaarhus.dk/publications.

9. Wharfage

Wharfage is paid to the Port of Aarhus for all goods unloaded, loaded, or otherwise discharged by sea or land in the port or the dredged runs – excluding goods for the ship's own use. Payment of the wharfage is the responsibility of the recipient of sender of the goods.

For goods and containers in transit (goods with no form of processing during their stay in the port), only an import fee is charged, subject to the approval of the Port of Aarhus.

Container rate	DKK
Per container with goods	235
Empty containers	0
Ro-ro goods	
Goods in self-propelled units such as trucks/trailers with a tractor & roll trailers, per unit	216
Empty units	0
Special goods	
Wind turbine blades, per unit	500
Passenger fee	
Per passenger (cruise, ferry)	4.10
Per passenger (other)	62

Price 1 (per ton)	
Oil, commodity code 27.10	17.00
Biodiesel, commodity code 38.34	
Coal, commodity code 27.01-27.04	
Project cargo	
Other goods	
Price 2 (per ton)	
Grain, item code chap. 10	10.55
Seeds w. high oil content, commodity code chap. 12	
Molasses, commodity code 17.03	
Animal Feeds, commodity code chap. 23	
Salt, commodity code 25.01	
Cement, commodity code 25.23	
Fertilizers, commodity code chap. 31	
Timber, commodity code 44.02-44.07 and 44.07	
Metal waste, commodity code 72.04	
Price 3 (per ton)	
Stone and gravel, commodity code chap. 25 (excl. 25.01 and 25.23)	6.70
Wood chips, wood pellets, etc., commodity code 44.01	
Price 4 (per ton)	
Fuel, code 27.10.12	19.00
Fish	
Fish/shellfish ofoaded from fshing vessels or fshing smacks processed or unprocessed, by sales value	2.3%

9.1 Working environment charge

In accordance with the Ministry of Employment and Gender Equality's regulation no. 181 of May 18, 1965, regarding, regulations for the loading and unloading of Ships, the port owner must ensure the working environment of dockworkers with welfare facilities such as dining, changing, and shower facilities.

To cover Aarhus Port's expenses for the mentioned measures, a work environment levy is charged.

The work environment levy is:

- DKK 6.05 per container and self-propelled unit loaded or unloaded over the quay
- DKK 0.61 per ton of dry bulk and general cargo loaded or unloaded over the quay.

The occupational health and safety fee is charged by the Port of Aarhus to the ship's local agent or costumer, who is responsible for the payment.

10. Railway wagon dues

The railway tracks at the Port of Aarhus may only be used by operators who have received prior written approval from the Port of Aarhus. The operator is required to pay a fee of DKK 8,460 per arrival per train set for the use of the tracks.

For railway carriages transporting goods to or from the Port of Aarhus, a fee of DKK 211 per carriage is levied if the goods have not been subject to wharfage fees at the port previously or may become subject to them later. Anyone dispatching or receiving railway carriages subject to fees must submit information to the Port of Aarhus about the expeditions made for each month by the 5th of the following month.

11. Photogate fee (gate vest)

The following regulations apply to the use of the Port of Aarhus' photogate: A fee of DKK 9.90 is charged per photographed trailer. Settlement is made quarterly. The lessee is responsible for their own relevant software, VPN tunnel, and integration with the photogate.

12. Letting

12.1 Letting/subletting

It is a requirement for any lessee at the Port of Aarhus that the activity is port-related. In the case of subleasing or further leasing of areas, ofces, warehouses, or similar, it is mandatory that the Port of Aarhus approves the new lessee and the activity. If a lessee disregards or deviates from the above, it may ultimately result in the termination of the lease by the Port of Aarhus.

12.2 Liability

The Port of Aarhus assumes no responsibility for goods stored or placed in the port's warehouses or on the port's premises. Furthermore, the Port of Aarhus disclaims liability for any damages that the goods may cause to third parties. If the Port of Aarhus is held liable to third parties, the person who, through their arrangement of the goods, has placed the goods on the Port of Aarhus' premises, and the owner of the goods are jointly obliged to indemnify the Port of Aarhus to the same extent due to the above, including interest and costs, as the Port of Aarhus is required to pay to third parties. The party responsible for the lease fee is liable for any damage that the stored goods may cause to the port's property unless otherwise notified to the Customer Coordination Centre before storage.

This responsibility does not exempt the Port of Aarhus from holding the cargo owner liable for the same damage. The lessee is responsible for damages to the leased warehouse during cargo handling, truck and lorry transportation, etc. Damages must be promptly reported to the Port of Aarhus.

12.3 Holding of goods (shipboard operation) near quay

Goods loaded onto or unloaded from a ship in areas near the quay can be stored free of charge for 7 days if, according to the decision of the Customer Coordination Centre, such storage is possible. The storage period is calculated from the day of the commencement of stowage.

In case goods are left beyond the free-of-charge period, an area rental is calculated for each subsequent started week. The area is measured by the Customer Coordination Centre, and the rent is calculated for each week based on the largest area used for storage and handling during that week. Uncleaned areas are considered leased.

12.4 Short-term-renting of open areas

The price per m² for renting areas with shorter notice periods depends on the location and is determined by the Port of Aarhus.

Trailer parking spaces are charged per space. Parking more trailers than the leased number of spaces in the rented parking area is considered a breach of contract. Contact the Commercial Department for specific pricing.

12.5 Long-term-renting of open areas

The price per m² for renting areas with longer notice periods depends on whether the area is fortified or unfortified and the location of the area, and is set by the Commercial Department.

In addition, there is a turnover guarantee of 150% of the annually determined area rent.

12.6 Warehouses, in general

Goods to be loaded onto or unloaded from a ship can be stored in the port's warehouses by agreement and against payment of warehouse rent, provided space is available. The tenant of storage facilities in a warehouse must comply with all public regulations and follow all orders from public authorities as well as from the Port of Aarhus regarding the storage of goods. The method of storage is at the tenant's own risk. The Port of Aarhus provides the warehouse for the tenant's use only and is not responsible for the stored goods.

12.7 Warehouse rental

In certain sections of the warehouse, an agreement can be made for the reservation of delimited areas for one month at a time, with advance payment of a monthly rent. Electricity consumption is billed separately. Contact the Commercial Department for specific pricing.

12. Receiving of waste etc.

According to the current regulations for receiving ship waste, the Port of Aarhus has established a waste reception system described in the document "Waste Reception Scheme for Ships." This document can be downloaded from the Port of Aarhus website under: www.portofaarhus.dk/en/publikationer

In some cases, the Port of Aarhus may charge an additional fee for waste reception. This applies when the waste does not comply with the "No special fee" principle. The Port of Aarhus requires extra payment for handling and disposal of ship waste under various conditions, including:

- If the quantity of waste generated by the ship exceeds the normal amount since its last port call (applies to notified ships)
- If ship waste is to be delivered outside the port's regular working hours
- If normal ship fees are not paid
- If the notification is not done correctly
- If the ship does not provide the necessary pump capacity for delivering oily operational waste
- If it involves cargo-related sewage covered by Marpol 73/78, Annex V
- If residues from the cargo need to be received and handled.

Please contact the Customer Coordination Centre to arrange pricing.

13. Electricity supply

13.1 Ordering

Ordering and canceling electricity supply must be done through the Customer Coordination Centre. Cancellation must occur immediately after use to ensure that live cables are not left unattended on the quays.

Not all power outlets are equipped with additional protection in the form of FI and HFI circuit breakers.

13.2 Prices and payment

Electricity consumption will be charged in accordance with the rates below:

Voltage (volt)	230	400	400	400	400
Fuse (ampere)	10	16	32	63	125
First Day DKK	365	485	665	965	1450
Each subsequent day DKK	93	180	365	607	1090

Connection or disconnection with the on-call electrician during overtime: DKK 3,525 DKK per call. For unauthorized connections, an additional fee of DKK 1,175 will be charged.

Upon agreement, billing can be based on actual consumption:

- Connection fee: DKK 300
- Electricity consumption: Billed according to the current electricity rate.

14.3 Liability

The Port of Aarhus provides connection points at the quay only and accepts no liability for any additional protection required under the applicable electrical regulations or for any interruption in the power supply. The Port of Aarhus does not provide the supply cable from the quay socket outlet to the user and accepts no liability for the user's equipment.

The user shall be liable for any damage to the port's equipment. The user shall also bear the cost of repairs, materials, fuses, etc. required to remedy damage to or faults in the port's equipment caused by the user.

To the extent that the Port of Aarhus is held liable towards a third party for damage arising from the use of the port's electrical equipment and electrical installations, or for damage resulting from defects in the rented electrical equipment and electrical installations, the user of the electricity supply and the party ordering the supply shall be jointly and severally liable to indemnify and hold harmless the Port of Aarhus against any claim which the Port of Aarhus may be required to pay to a third party, including interest and costs.

15. Shore power supply for cruise ships

15.1 Terms of use for shore power facilities for cruise ships

Refer to the "Onshore Power Supply Terms and Conditions," available for download on Port of Aarhus' website under: www.portofaarhus.dk/en/publikationer

15.2 Ordering and cancellation of shore power for cruise ships

Ordering and canceling shore power should be done through the Customer Coordination Centre at least 72 hours before arrival. A fee of DKK 12,000 will be charged for cancellations made less than 72 hours before arrival.

15.3 Prices

Billing is based on actual consumption with the following rates:

- Per kWh: DKK 2.85
- The first connection and disconnection is subject to the First Call procedure. Fee: DKK 30,500
- Connection and disconnection fee after the first time: DKK 16,000
- Port calls made more than 12 months after the previous call are subject to the First Call procedure.

16. Shore power supply for container ships

16.1 Terms of use for shore power facilities for container ships

Refer to the "Onshore Power Supply Terms and Conditions for container ships," available for download on Port of Aarhus' website under: www.portofaarhus.dk/en/publikationer

16.2 Ordering and cancellation of shore power for cruise ships

Ordering and canceling shore power should be done through the Customer Coordination Centre at least 24 hours before arrival. If a booking is cancelled less than 24 hours prior to arrival, a fee corresponding to the connection and disconnection charge will be applied.

16.3 Prices

Billing is based on actual consumption with the following rates:

- Per kWh: DKK 1.3
- The first connection and disconnection is subject to the First Call procedure. Please contact the Customer Coordination Centre for information on the fee
- Connection and disconnection fee after the first time: DKK 2,000
- Port calls made more than 12 months after the previous call are subject to the First Call procedure.

17. Veterinary border control

The Port of Aarhus is approved as a border control post for animal-based food products imported from or exported to countries outside the EU/third countries.

The operation of the control point complies with the Danish Food Directorate's regulation no. 1043 of 4/9 2015, with subsequent amendments. For the use of the control facilities, a fee is payable to the Port of Aarhus, amounting to DKK 610 per container, trailer, and wagon load or DKK 310 for smaller units.

Liability for damage to or loss of goods or other materials of any kind occurring at the control post, as well as recourse, is determined in accordance with the provision in section 11.2 Liability.

18. Snow clearance

During the winter season from October 1 to March 31, the Port of Aarhus salts/clears roads on the port premises as necessary, following these guidelines:

- Entry and exit roads to/from the port
- Areas along quays where work is being done or expected soon
- Connecting roads to/from quays
- Other areas as necessary, as determined by the Port of Aarhus.

Under normal circumstances, salting begins at 03:00.

On leased areas, the tenant is responsible for snow clearing and salting unless otherwise stated in the lease agreement.

19. Weed control

Weed control with pesticides is not permitted on the Port of Aarhus' areas. Tenants at the Port of Aarhus are also subject to this prohibition.

Burning of weeds is not permitted in a 3 meter zone around buildings.

20. Fire prevention

20.1 Hot work

Anyone who performs hot work is obliged to comply with all applicable rules and guidelines for hot work.

20.2 Storage of flammable gases and liquids

Storage of flammable gases and liquids must comply with applicable rules and guidelines.

20.3 Charging of electric trucks, electric pallet trucks and other electrically powered motor tools

Charging areas must be carried out in accordance with applicable rules and guidelines

20.4 Hazardous areas and explosive atmospheres (atex) due to liquids, gases and dust

If the company has activities where an explosive atmosphere may occur in areas of the company, the company must comply with applicable rules and guidelines.

20.5 Bulk goods

Bulk goods may not be stored in the Port of Aarhus buildings that are within the category of high-risk bulk goods that can ignite spontaneously.

21. Limitation of liability

If the Port of Aarhus is found liable under one of the preceding provisions or otherwise incurs liability in another way, the liability is limited as follows:

Compensation is determined based on the value of goods or other equipment of the same kind at the time the damage is discovered. The value of the goods should be determined according to the market price - or, in the absence thereof, according to the usual value of goods or other equipment of the same kind and quality.

However, compensation cannot exceed 666.67 SDR for each package or other unit of the goods/other equipment, or 2 SDR per kilogram of gross weight of the damaged goods/other equipment, depending on which amount is higher.

Regarding containers or other similar transport units with contents, compensation cannot exceed 25,000 SDR.

Compensation is not provided for loss of profit, loss of revenue, waiting time for trucks, port workers, etc., lost market share, and other indirect or consequential losses.

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