

INVITATION TO TENDER

**Public Coastal Transport Service Bergen – Kirkenes
For the period 1 January 2005(-6) – 31 December 2012**



**DET KONGELIGE
SAMFERDSELSDEPARTEMENT**

Royal Ministry of Transport and Communications

CONTENTS

1. INTRODUCTION.....	1
2. GENERAL INFORMATION	2
2.1 DEFINITIONS	2
2.2 LEGAL BASIS.....	2
2.3 BACKGROUND.....	2
3. TENDER PROCEDURE AND SELECTION CRITERIA	4
4. ORGANISATION OF THE TENDER.....	7
4.1 THE ESA REQUIREMENTS FOR THE TENDERING PROCEDURE.....	7
4.2 UNITS FOR TENDER	7
5. CONDITIONS FOR PARTICIPATION	9
6. THE CURRENT SERVICE.....	10
6.1 THE PRESENT HURTIGRUTEN AGREEMENT	10
6.2 THE COASTAL ROUTE AND SERVICE	10
6.3 TRAFFIC VOLUMES AND REVENUES	13
7. REQUIREMENTS FOR THE TRAFFIC SERVICE DURING THE CONTRACT PERIOD	16
7.1 TIMETABLES AND REGULARITY.....	16
7.2 PASSENGER TRANSPORT AND CARRYING CAPACITY	16
7.3 PASSENGER TRANSPORT – FARES AND OTHER CONDITIONS	16
7.4 FREIGHT.....	17
7.5 ORGANISATIONAL REQUIREMENTS	17
7.6 CONCESSIONS AND THIRD PARTY CONSIDERATIONS.....	17
8. COMPLETION REQUIREMENTS	19
8.1 TIMETABLES AND REGULARITY.....	19
8.2 CREW REQUIREMENTS	19
8.3 VESSEL REQUIREMENTS	19
8.4 REGULAR CHECKS AND MAINTENANCE	20
8.5 THE AGE OF THE VESSELS	21
8.6 IMPLEMENTATION, DOCUMENTATION AND CONTROLS	21
9. CONTENTS OF THE TENDER – SUBMISSION FORMS.....	22
10. PAYMENT AND REGULATION OF GOVERNMENT PURCHASING AND RENEGOTIATION	23
11. OBLIGATIONS FOR CONTROL AND INFORMATION	24
12. OTHER ITEMS.....	25

APPENDIX 1: Summary of TØI-report 609/2002

APPENDIX 2: To/from-matrix for passenger traffic 2003

APPENDIX 3: Details of the current ships in service

APPENDIX 4: Calendar for round-trips 2005-2012

APPENDIX 5: Forms

APPENDIX 6: Draft advertisement

APPENDIX 7 Contract form

APPENDIX 8. Statistics

1. INTRODUCTION

The Ministry of Transport and Communications is inviting competition through open tender for the public coastal transport service between Bergen and Kirkenes, in accordance with the Norwegian Government's White paper (St. meld. no. 16 (2003-2004)) and the Parliamentary Committee recommendation (Innst. S. no. 125 (2003-2004)).

The Ministry of Transport and Communications hereby invites interested shipping and transportation companies to tender for operating traffic on the coastal service, as described in more detail in this document.

The coastal service will be operational for the period 1 January 2005 to 31 December 2012. The starting date for operating may be delayed by up to one year in the event that an operator needs to procure new vessels.

The invitation to tender is advertised in DOFFIN, in Norsk Lysingsblad and in the Official Journal and the EU for the European Economic Area under the reference 2004-12085. The invitation to tender is also advertised in Aftenposten and TradeWinds. The text of the advertisement is attached to this document.

Tender documents are available for downloading at <http://odin.dep.no/sd>. Last day tender documents are available is 25 August 2004.

Inquiries should be addressed to The Ministry of Transport and Communications, Road and Sea Transport Section (tlf. +47 22248241, <mailto:postmottak@sd.dep.no>.) Contact persons for the tender are:

Arne Stenberg, tel. +47 22 24 82 47 <mailto:arne.stenberg@sd.dep.no>, alternatively
Dag Namtvedt tel. +47 22 24 82 49 <mailto:dag.namtvedt@sd.dep.no>, or
Arnfinn Øen, tel. +47 22 24 82 63 <mailto:arnfinn.oen@sd.dep.no>

All inquiries relating to the detailed requirements must be made in writing. Inquiries will be replied to in writing, with copies sent to all Suppliers and other interested parties who have received or otherwise acquired tendering documents.

The Ministry of Transport and Communications will hold an information meeting for interested suppliers at:

11 am, Thursday 8 July 2004.

This meeting will be held at the Radisson SAS Radisson Hotel at "Bryggen" in Bergen.

The Royal Ministry of Transport and Communications,
Oslo, 28 July 2004.

2. GENERAL INFORMATION

2.1 Definitions

The Ministry of Transport and Communications is referred to as “the Contractor” in the following. The Ministry’s executive agent is the Road and Sea Transport Section of the Transport Division.

“Supplier” refers to a shipping company or other provider of transport services who wishes to be considered as the service provider for the coastal service between Bergen and Kirkenes, on the basis of a submitted proposal and under contract and concession for the route from the Ministry of Transport and Communications.

”Service provider” refers to a shipping company or a provider of transport services with whom the Ministry enters a contract for service delivery as a result of the tender procedure.

2.2 Legal basis

The most important legislation regarding professional transport in Norway is:

- 2.2.1 [Professional Transport Act](#) (“yrkestransportloven”) of 21 June 2002 no. 45
- 2.2.2 [Regulations on domestic professional transport with motor vehicle or vessel](#) of 26. mars 2003 no. 401
- 2.2.3 [Regulations on tenders in local scheduled transport](#) of 26. March 2003 no. 400 with amendments 21 June 2004.
- 2.2.4 [Competition and Mergers Control Act](#) of 5 March 2004 no. 12
- 2.2.5 [Shipping Act](#) of 24 June 1994 no. 39 with regulations.
- 2.2.6 [Work and Rest Hours on Ships Act](#) no. 50 av 3. juni 1977
- 2.2.7 [State Control of Ships’ Seaworthiness Act](#) no. 7 of 9 June 1903

It is the obligation of Suppliers to acquire necessary knowledge regarding acts and regulations. Regulations regarding shipping is particularly comprehensive. The regulations are collected and published by the Directorate of Shipping at InfoMediaHuset publishers (www.infomediahuset.no). Last edition of Rules for passenger and cargo ships (“Regler for passasjer- og lasteskip m.v.”) is dated July 2003 (ISBN-82-07-02057-1). New edition is expected to be issued during the summer of 2004.

2.3 Background

We refer to the parliamentary papers as listed below. These are available and can be accessed electronically from the Ministry’s and the Parliament’s web-sites:

<http://odin.dep.no/sd/engelsk/bn.html> and <http://www.stortinget.no/english/index.html>

[St. meld. nr. 16 \(2003-2004\)](#), White Paper on transport standards and the procurement of transport services for the coastal route from Bergen to Kirkenes.

[Innst. S. nr. 125 \(2003-2004\)](#) Recommendation from the Parliamentary Committee for Transport and Communications to the Norwegian Parliament, for transport standards and procurement of transport services for the Bergen-Kirkenes coastal route.

[St. meld. nr. 24 \(2003-2004\)](#) White Paper, National Transport Plan 2006-2015.

A study of the transport standard for coastal route Bergen-Kirkenes (Lia et al, Institute of Transport Economics, TØI report no. 609/2002) can be ordered from the Institute of Transport Economics¹. A summary of the findings in this study is also given in appendix 1 of this tender-document.

EFTA SURVEILLANCE AUTHORITY PR(01)36 (ESA): EFTA's monitoring agency approved, in case PR(01)36, that compensation be given for maritime transport services within the "Hurtigruten Agreement" for three years, on condition that the Ministry holds an open procurement process for the following period. The letter of 19 December 2001 can be downloaded from the ESA website:

<http://www.eftasurv.int/fieldsofwork/fieldstateaid/stateaidregistry/sadecnor01/417-01nonconfidential.doc>

The ESA statement to the press concerning the verdict is also accessible at:

<http://www.eftasurv.int/information/pressreleases/2002pr/dbaFile1411.html>

¹ Institute of Transport Economics, PO Box 6110 Etterstad, N-0602 Oslo, Norway.
Tel. +47 225 738 00, Fax +47 225 702 90, web-site www.toi.no

3. TENDER PROCEDURE AND SELECTION CRITERIA

We refer to the provisions for tendering of local scheduled transport no. 400 of 26 March 2003 with the amendments of 21 June 2004.

- 3.1 The Purchase is carried out as an open tender according to the provisions for tendering of local scheduled transport. According to § 5 in these regulations, the Contractor reserves the right to use direct negotiations in case there is only one supplier or if competition is insufficient for any other reason. In this case, the Contractor will not make significant changes in tendering conditions.
- 3.2 Tender documents will be provided or sent on application to the Contractor's representative by telephone or e-mail (see 3.9, below) or by post.
- 3.3 Tender documents can also be accessed electronically from the Contractor's web-site <http://odin.dep/sd>.

*Companies who access the tender documents electronically with the intention of tendering are advised to **register** with the Contractor, so that the Contractor may provide the same and complete information to all the potential Suppliers during the submission period.*

- 3.4 The last day the Contractor will send tender documents will be Wednesday 25 August 2004.
 - 3.5 Tenders may be written in Norwegian, Danish, Swedish or English language.
 - 3.6 Tenders should be sent in a neutral, sealed envelope and marked "Kystrote Bergen-Kirkenes", to the Ministry of Transport and Communications, P.O. box 8010 Dep., N-0030 OSLO. Tenders can also be delivered at the Ministry's reception in Akersgt. 59, Oslo, from Monday 13 September. The Contractor will consider all tenders that are received before **12.00 am, Wednesday 15 September 2004**. The opening of the tenders will take place as soon as possible after the tendering deadline at the Ministry's offices in Akersgt. 59, Oslo. Each Supplier may be represented by 1-2 persons at the opening of the tender.
 - 3.7 The Supplier shall name their representative(s) whom the Contractor may contact for clarification, reviewing estimates etc. in the tender if required.
 - 3.8 The Supplier shall stand by his submission for four months from the tendering deadline.
 - 3.9 Inquiries should be addressed to The Ministry of Transport and Communications, Road and Sea Transport Section (tlf. +47 22248241, <mailto:postmottak@sd.dep.no>.) The Contractor's representatives during the tendering period are:

Arne Stenberg (tel. +47 22 24 82 47, <mailto:arne.stenberg@sd.dep.no>, alternatively Dag Namtvedt tlf. +47 22 24 82 49 <mailto:dag.namtvedt@sd.dep.no> or Arnfinn Øen, tel. +47 22 24 82 63 <mailto:arnfinn.oen@sd.dep.no>
 - 3.10 Tenders which do not meet the minimum requirement for information can be rejected at the opening of the tender.
 - 3.11 Minutes of the tender ("Anbudsprotokollen") will be made public. The same applies to information concerning which companies have submitted tenders.
 - 3.12 Tenders that are submitted with an abnormally low price may be rejected. The Contractor shall in such instances request the Supplier in writing to provide an
-

explanation within reasonable time. Revised submissions will in such cases not be considered.

- 3.13 The Contractor reserves the right to stop the tendering procedure at any time. Companies who are registered recipients of tender documents will be notified if the tendering procedure is stopped before the deadline. If the tendering process is stopped after the deadline, Suppliers will be given a reason for the stop. In the case of a stop, the procurement process will continue as a negotiated purchase.
- 3.14 Tenders will be ranged in order of preference according to the principle of **the most overall economically advantageous tender**. The tender or tenders that will give lowest costs for the Contractor will be selected first, unless other suppliers,
- a) are judged to be substantially more reliable service-providers, or
 - b) within a price range of 5 % over the tender with lower price provide
 1. a higher standard of travel (better provision for disabled passengers, more cabins or larger cabins, better cabin facilities, more accommodation space in total per passenger according to passenger certification, etc).
 2. vessel(s) with more passenger capacity than the minimum requirement of 400 persons.
 3. newer vessel(s), in relation to otherwise comparable standards of comfort and capacity.
 4. more environmentally friendly vessel(s) (e.g. Veritas Clean or Veritas Clean Design)

The supplier that submits the lowest amount for the purchase of a package of round-trips (see the definition in paragraph 4.2), or that submits an amount that in combination with the above mentioned qualitative aspects makes his tender the most favourable, will be offered a contract to operate the number of packages that he offers for that amount.

The supplier who offers the second lowest amount per package of round-trips to the Contractor (or who is ranged second place in terms of price and quality of service) will be offered a contract to operate the next round-trip package(s) and so on until all the 11 round-trip packages are allocated.

See details in paragraph 4.2.

- 3.15 The service providers will as far as possible be selected within 2 months following the opening of the tenders. The Parliament shall be notified before contracts are finalised re. Innst. S. no 125 (2003-2004).
- 3.16 The suppliers shall in tenders specify when they can start operating the transport service with the vessel(s) as proposed. If the vessel(s) are available for operation as of 1.1.2005, then the contract will be valid from that date. If the contract is to cover the use of other vessels, this should not be later than 1.1.2006. Contract regarding other ships may be depending on the Ministry obtaining an extension of current contract on reasonable terms and on conditions that can be approved by ESA. The Contractor may agree to the provider using other ship(s) than specified in the tender for a period of up to 6 months from 1.1.2006, in the event that the provider can demonstrate that the specified vessel is under construction for the Supplier and that the new vessel cannot be put into service prior to that date.
- Any reserve vessels must also comply with the requirements specified under 8.3
- 3.17 The contracts will continue until the ships running the last 11 round-trips starting before 1 January 2013 have returned to Bergen. The Contractor has the option to extend the

contract for up to one year. The operator(s) will be informed of such an extension before 1 April 2012.

- 3.18 The contract will be written in Norwegian. Key formula for the contract is given in appendix 7.
 - 3.19 Parts of this Tender Document are included in the Contract, but the Contract has precedence over the Tender Document. The Norwegian version of this tender document has precedence over the English version.
 - 3.20 Concessions for passenger transport for the Bergen-Kirkenes coastal route will be awarded to the selected suppliers, in accordance with the Professional Transportation Act, as and when the contracts are completed.
-

4. ORGANISATION OF THE TENDER

4.1 Requirements from ESA for the tendering procedure

Norway is committed to follow agreed procurement procedures for the Bergen-Kirkenes coastal route under the ESA agreement. The procurement procedure should be 1) open, 2) transparent and 3) non-discriminatory.

Transport services for domestic routes are subject to regulation under the Professional Transport Act, which includes rules for tendering. The Contractor will base the competition for tender on these rules. The Contractor will seek to ensure openness in the tendering procedure though dividing the coastal service into separate entities rather than as a single complete service – see (1) above. The Contractor will publish the tendering documents throughout the EEA-member states with a copy in English, to meet the requirements 2) and 3) above.

4.2 Units for tender

Vessels currently take 11 days and 18 ½ hours on one round-trip Bergen–Kirkenes–Bergen in the summer season. Otherwise, the round-trip takes 10 days and 16 hours. Normally a ship can start on a new round-trip the same day as arriving in Bergen. With 11 ships, of which 2 carry out 34 round-trips and 9 carry out 33 round-trips, there are therefore daily departures in a normal year, and in leap years 3 and 8 round-trips respectively.

As a result, the service can be divided into **round-trip packages**, consisting of 33 (34) round-trips per year. All the round-trips are fixed in time and date and linked to one of the 11 round-trip packages throughout the contract period.

Suppliers should submit a tender for each round-trip package separately but may also submit a tender for a total sum for two or more or all round-trip packages.

Contracts will be made for a maximum of 11 and a minimum of one comprising from one to 11 round-trip packages over the contract period, on the basis of the purchase per round-trip package each comprising 33 round-trips in total per year for 8 years. The contracts will cover from one to 11 vessels and the purchase of 33 round-trips per year, multiplied by the number of round-trip packages covered by the contract. The 34th round-trip will be remunerated at 1/33 part of the agreed purchase per round-trip package.

The allocation criteria are described in paragraph 3.14.

The contractor intends to introduce the traffic under a new contract step by step over a period of up to 10 days from 1.1.2005(-6), depending on the number of round-trip packages that shall be implemented under new contracts from that date.

A summary calendar is shown below including the first and last departures from Bergen each year between 2005 and 2012 for each round-trip package. A complete calendar for the same period is shown in appendix 3, where dates of departure from and arrival at Bergen are given and linked to each individual round-trip package throughout the contract period.

Rundturspakke:	a)	b)	c)	d)	e)	f)	g)	h)	i)	j)	k)
2005	<i>Antall rundturer:</i>	34	34	33	33	33	33	33	33	33	33
	<i>Første avganger</i>	1.1.2005	2.1.2005	3.1.2005	4.1.2005	5.1.2005	6.1.2005	7.1.2005	8.1.2005	9.1.2005	10.1.2005
	<i>Siste avganger</i>	30.12.2005	31.12.2005	21.12.2005	22.12.2005	23.12.2005	24.12.2005	25.12.2005	26.12.2005	27.12.2005	28.12.2005
2006	<i>Antall rundturer:</i>	33	33	34	34	33	33	33	33	33	33
	<i>Første avganger</i>	10.1.2006	11.1.2006	1.1.2006	2.1.2006	3.1.2006	4.1.2006	5.1.2006	6.1.2006	7.1.2006	8.1.2006
	<i>Siste avganger</i>	28.12.2006	29.12.2006	30.12.2006	31.12.2006	21.12.2006	22.12.2006	23.12.2006	24.12.2006	25.12.2006	26.12.2006
2007	<i>Antall rundturer:</i>	33	33	33	33	34	34	33	33	33	33
	<i>Første avganger</i>	8.1.2007	9.1.2007	10.1.2007	11.1.2007	1.1.2007	2.1.2007	3.1.2007	4.1.2007	5.1.2007	6.1.2007
	<i>Siste avganger</i>	26.12.2007	27.12.2007	28.12.2007	29.12.2007	30.12.2007	31.12.2007	21.12.2007	22.12.2007	23.12.2007	24.12.2007
2008	<i>Antall rundturer:</i>	33	33	33	33	33	33	34	34	34	33
	<i>Første avganger</i>	6.1.2008	7.1.2008	8.1.2008	9.1.2008	10.1.2008	11.1.2008	1.1.2008	2.1.2008	3.1.2008	4.1.2008
	<i>Siste avganger</i>	23.12.2008	24.12.2008	25.12.2008	26.12.2008	27.12.2008	28.12.2008	29.12.2008	30.12.2008	31.12.2008	21.12.2008
2009	<i>Antall rundturer:</i>	33	33	33	33	33	33	33	33	33	34
	<i>Første avganger</i>	3.1.2009	4.1.2009	5.1.2009	6.1.2009	7.1.2009	8.1.2009	9.1.2009	10.1.2009	11.1.2009	1.1.2009
	<i>Siste avganger</i>	21.12.2009	22.12.2009	23.12.2009	24.12.2009	25.12.2009	26.12.2009	27.12.2009	28.12.2009	29.12.2009	30.12.2009
2010	<i>Antall rundturer:</i>	34	34	33	33	33	33	33	33	33	33
	<i>Første avganger</i>	1.1.2010	2.1.2010	3.1.2010	4.1.2010	5.1.2010	6.1.2010	7.1.2010	8.1.2010	9.1.2010	10.1.2010
	<i>Siste avganger</i>	30.12.2010	31.12.2010	21.12.2010	22.12.2010	23.12.2010	24.12.2010	25.12.2010	26.12.2010	27.12.2010	28.12.2010
2011	<i>Antall rundturer:</i>	33	33	34	34	33	33	33	33	33	33
	<i>Første avganger</i>	10.1.2011	11.1.2011	1.1.2011	2.1.2011	3.1.2011	4.1.2011	5.1.2011	6.1.2011	7.1.2011	8.1.2011
	<i>Siste avganger</i>	28.12.2011	29.12.2011	30.12.2011	31.12.2011	21.12.2011	22.12.2011	23.12.2011	24.12.2011	25.12.2011	26.12.2011
2012	<i>Antall rundturer:</i>	33	33	33	33	34	34	34	33	33	33
	<i>Første avganger</i>	8.1.2012	9.1.2012	10.1.2012	11.1.2012	1.1.2012	2.1.2012	3.1.2012	4.1.2012	5.1.2012	6.1.2012
	<i>Siste avganger</i>	25.12.2012	26.12.2012	27.12.2012	28.12.2012	29.12.2012	30.12.2012	31.12.2012	21.12.2012	22.12.2012	23.12.2012

5. CONDITIONS FOR PARTICIPATION

- 5.1 Both foreign and domestic operators shall fulfill the Norwegian requirements of no criminal records and financial standards for the concessions, in accordance with the regulations for domestic professional transport by motor vehicle or ship, of 26 March 2003 no 401 (§§ 6 and 7).
- 5.2 Suppliers must provide a statement from a bank, insurance company or similar, guaranteeing that the operator can meet the contractual requirements concerning the tender. The bank guarantee shall be in the form of **security for debt payments** equivalent to 15 % of the Government's service purchase at any time.
- 5.3 Suppliers must describe the vessels that will be offered for the coastal route in a separate document and in the Contractor's special form
- 5.4 Suppliers must describe their current operations, e.g. with annual statements and accounts for the last three years activities.
- 5.5 In the event that two or more suppliers wish to submit a joint bid, the Contractor requires that the suppliers themselves ensure that this is not in breach of the regulations in the Competition and Mergers Control Act of 5 March 2004 no. 12, with special reference to §10.
- 5.6 Suppliers must offer pay and conditions for the operational staff that are at least as good as in one of the national agreements on pay and working conditions, as referred to in the regulations for tendering for local public transport of 26 March 2003 no. 400, §4, part four.
- 5.7 Any tender which do not comply with these requirements may be rejected.

6. THE CURRENT SERVICE

6.1 The present Hurtigruten agreement

Two shipping companies are currently (2004) operating the Hurtigruten service: Ofotens og Vesteraalens Dampskibsselskap ASA (OVDS) and Troms Fylkes Dampskipsselskap ASA (TFDS).

According to the present agreement on state purchase, the operators have sole responsibility for finance, design, construction and operation of the ships in service. The companies are obliged to maintain a fleet which is able to keep the daily service operating over the whole route between Bergen and Kirkenes. Replacing vessels in the fleet shall not affect the service in any way. The companies are prohibited from selling vessels to continued operation of the Hurtigruten service in any way that could increase the government's procurement costs.

6.2 The coastal route and service

6.2.1 The route

The present "Hurtigruten" covers a total distance of 2,545 nautical miles (4,716 km) from Bergen via Geiranger to Kirkenes and back to Bergen.

Domestic sea-traffic is divided into traffic zones according to the length of passage across open water (see the provisions for coastal traffic zones, 4.11.1981 no. 3793). The ships that operate the Hurtigruten service must meet at least the requirements for "small coastal traffic" ("liten kystfart").

The ships that operate the coastal services cross many passages of open sea, where the weather conditions may be hard with strong winds and high seas. Certain sections of the route are narrow and shallow and provide marginal clearance for the larger ships that are in operation.

6.2.2 Ports and harbour services

The ports along the route include both city harbours and smaller coastal towns. The



latter is especially predominant in northern Norway, where the harbour entrances and quays can also give only marginal clearance for the larger ships.

The operators have agreements with freight forwarders in all the ports for loading and unloading cargo and passenger management. The holds of the vessels are let to freight forwarding agencies, mainly Nor-Cargo.

6.2.3 The traffic service and capacity

The current service operates daily departures from Bergen to Kirkenes and vice versa.

The timetable, showing detailed departure plans for each vessel in service, can also be seen at the web site www.hurtigruten.com.

Nordgående	Sommer 16/4-11/9	Vinter 1/10-15/4 12/9-30/9
Fra Bergen	20:00	22:30
Florø	02:15	04:45
Måløy	04:30	07:30
Torvik	07:30	10:45
Til Ålesund	08:45	12:00
Fra Ålesund	09:30	/
Fra Geiranger*	13:30	/
Fra Ålesund	18:45	15:00
Molde	22:00	18:30
Kristiansund	01:45	23:00
Til Trondheim	08:15	06:00
Fra Trondheim	12:00	12:00
Rørvik	21:15	21:15
Brønnøysund	01:00	01:00
Sandnessjøen	04:15	04:15
Nesna	05:30	05:30
Ørnes	09:30	09:30
Til Bodø	12:30	12:30
Fra Bodø	15:00	15:00
Stamsund	19:30	19:30
Til Svolvær	21:00	21:00
Fra Svolvær	22:00	22:00
Stokmarknes	01:00	01:00
Sortland	03:00	03:00
Risøyhamn	04:30	04:30
Til Harstad	06:45	06:45
Fra Harstad	08:00	08:00
Finnsnes	11:45	11:45
Til Tromsø	14:30	14:30
Fra Tromsø	18:30	18:30
Skjervøy	22:45	22:45
Øksfjord	02:15	02:15
Til Hammerfest	05:15	05:15
Fra Hammerfest	06:45	06:45
Havøysund	09:45	09:45
Til Honningsvåg	11:45	11:45
Fra Honningsvåg	15:15	15:15
Kjøllefjord	17:45	17:45
Mehamn	20:00	20:00
Berlevåg	22:45	22:45
Båtsfjord	01:00	01:00
Til Vardø	04:00	04:00
Fra Vardø	04:15	04:15
Vadsø	08:15	08:15
Til Kirkenes	10:00	10:00

Sydgående	Sommer 16/4-11/9	Vinter 1/10-15/4 12/9-30/9
Fra Kirkenes	12:45	12:45
Vadsø	/	/
Til Vardø	16:00	16:00
Fra Vardø	17:00	17:00
Båtsfjord	20:30	20:30
Berlevåg	22:30	22:30
Mehamn	01:15	01:15
Kjøllefjord	03:30	03:30
Honningsvåg	06:15	06:15
Havøysund	08:30	08:30
Til Hammerfest	11:15	11:15
Fra Hammerfest	12:45	12:45
Øksfjord	15:45	15:45
Skjervøy	19:45	19:45
Til Tromsø	23:45	23:45
Fra Tromsø	01:30	01:30
Finnsnes	04:45	04:45
Til Harstad	08:00	08:00
Fra Harstad	08:30	08:30
Risøyhamn	11:00	11:00
Sortland	13:00	13:00
Stokmarknes	15:15	15:15
Til Svolvær	18:30	18:30
Fra Svolvær	19:30	19:30
Stamsund	21:30	21:30
Til Bodø	01:30	01:30
Fra Bodø	04:00	04:00
Ørnes	07:15	07:15
Nesna	11:15	11:15
Sandnessjøen	13:30	13:30
Brønnøysund	17:00	17:00
Rørvik	21:30	21:30
Til Trondheim	06:30	06:30
Fra Trondheim	10:00	10:00
Kristiansund	17:00	17:00
Molde	21:30	21:30
Til Ålesund	24:00	24:00
Fra Ålesund	00:45	00:45
Torvik	02:15	02:15
Måløy	05:45	05:45
Florø	08:15	08:15
Til Bergen	14:30	14:30

*) Geiranger is served between 17 April and 12 September

Full details are also given on the mentioned web-site for:

- The vessels
- Which vessel operates each round-trip
- Fares for sections of the route and round-trips
- Discounts
- Fares and conditions of carriage for motor vehicles
- Prices for cabins and beds
- Sales agents
- Conditions of carriage

Details of carrying capacity and technical details of the vessels operating the service in 2004 are given in appendix 3. Selected key facts for the current operating fleet are given below:

	Company	Construction year:	No. passengers:	No. cars:	No. beds:	Speed:
MS Midnatsol	TFDS	2003	1000	45	648	18,5 knots
MS Trollfjord	TFDS	2002	822	45	654	18,5 knots
MS Finnmarken	OVDS	2002	1000	50	643	18 knots
MS Nordnorge	OVDS	1997	691	45	457	18 knots
MS Polarlys	TFDS	1996	737	48	479	18,5 knots
MS Nordkapp	OVDS	1996	691	45	481	18 knots
MS Nordlys	TFDS	1994	691	50	482	18 knots
MS Richard With	OVDS	1993	691	45	483	18 knots
MS Kong Harald	TFDS	1993	691	50	490	19 knots
MS Vesterålen	OVDS	1983, refitted-88/-95	560	40	316	18 knots
MS Narvik	OVDS	1982, refitted-89/-95	500	40	310	18 knots
MS Lofoten	OVDS	1964, refitted-85/-88/-92/-95	410	0	171	16 knots

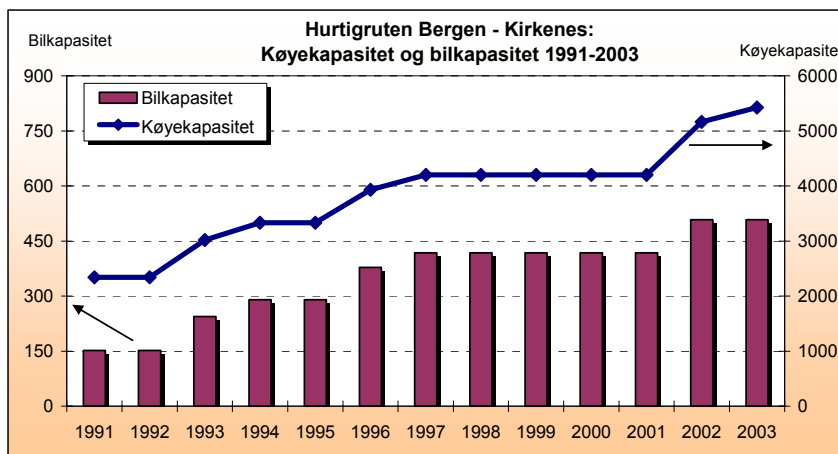
Source: www.hurtigruten.com

About 5 billion NOK has been invested in the fleet in the period 1993-2003. TFDS started operating new vessels in 1993, 1994 and 1996 and OVDS introduced new ships into service in 1993, 1996 and 1997. In 2002 and 2003 TFDS introduced two new ships and OVDS one new ship into service.

As a result of this the average age of the 9 newest ships will be about 7 years at the end of the current contract period by 31.12.2004.

Since introducing new ships after 1991, the capacity for passenger beds has increased considerably:

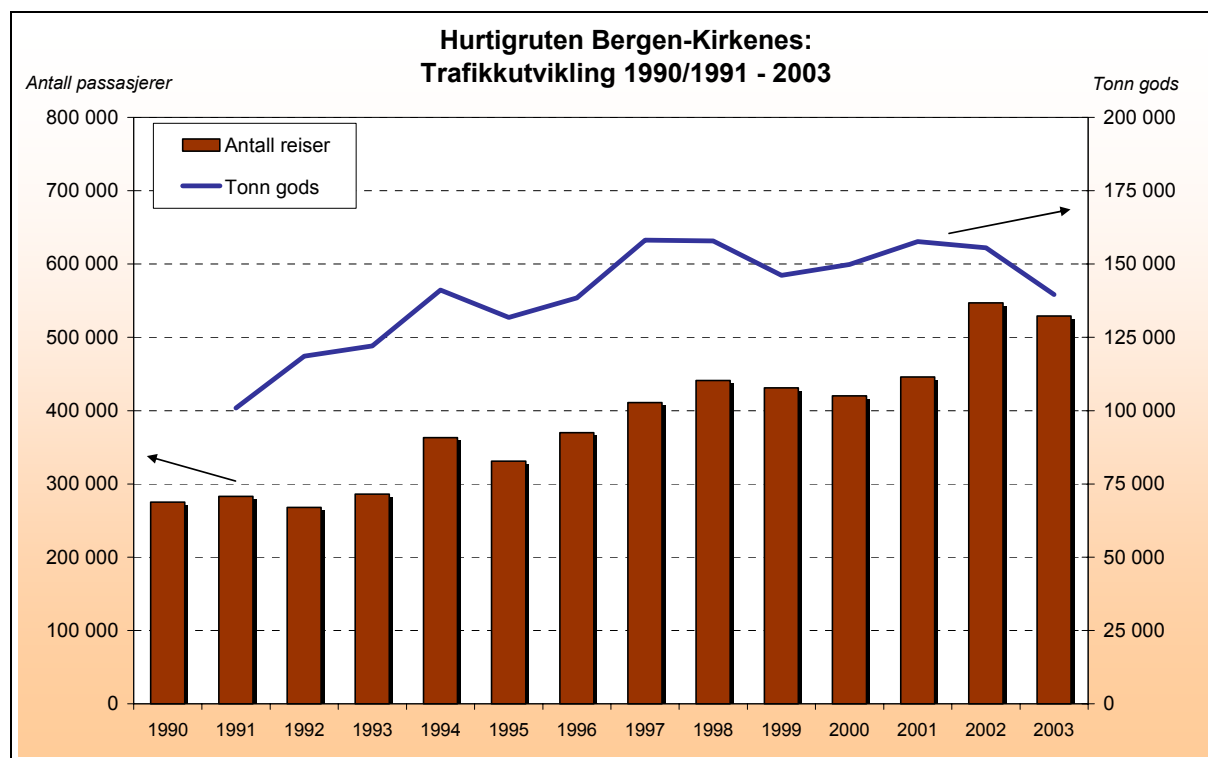
The capacity for cars has shown a similar growth with an overall capacity of 508 cars, 3,3 times the capacity in 1991 (152 cars).



The round-trip takes about 10 2/3 days. This implies that 11 ships can keep the daily service operating, not allowing for periods for repairs and major maintenance. The Ministry for Transport and Communication does not require the companies to keep vessels in reserve. The companies own 12 vessels altogether. One of these ships was used for charter traffic to the Antarctic and Chile in winter 2002. Although the fleet comprised 12 ships, these operated a total of 3,865 days in 2002, or 150 days less than a continuous unbroken service would have provided (a possible 4,015 days in 2002).

6.3 Traffic volumes and revenues

The figure below shows the development of passenger and freight traffic from 1990 (1991) until 2003:



Source: Annual Report for Hurtigruten 2003

6.3.1 Cargo transportation

Statistics regarding cargo transportation on sections of the route are not available. The development of transport volumes measured in tons from 1992 til 2003 is shown above.

Average transport distance for cargo is approx. 570 km.

Transport in ton-km and revenues from the cargo transportation the last six years has developed according to the table:

	Transport work Mill. ton-km.	Revenues: 1000 NOK per year
1998	137	121 581
1999	127	119 382
2000	130	123 350
2001	137	130 962
2002	135	129 961
2003	121	121 828

Source: Annual Report from Hurtigruten 2003

6.3.2 Passenger transportation

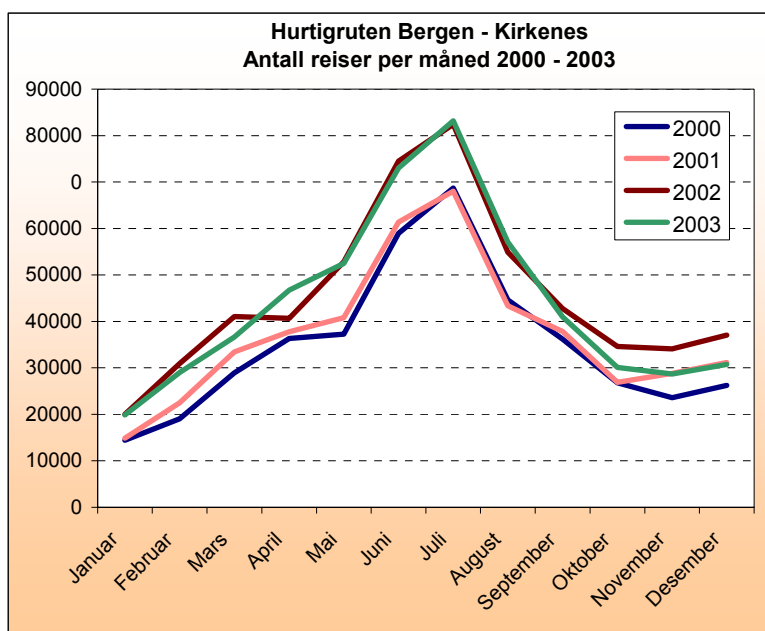
Number of journeys, transport work, average distance per journeys and revenue fro passenger transportation (passenger fares with catering and other revenues added) were the following in the period 1998 – 2003:

	Number of Journeys (1000)	1000 person-kilometres	Average travelling distance km	Traffic revenue 1000 NOK
1998	441	298,9	678	842 630
1999	431	305,3	708	906 372
2000	420	289,3	689	967 466
2001	446	314,1	704	1 040 217
2002	547	362,6	663	1 221 719
2003	529	383,0	724	1 365 336

Source: Annual Report from Hurtigruten 2003

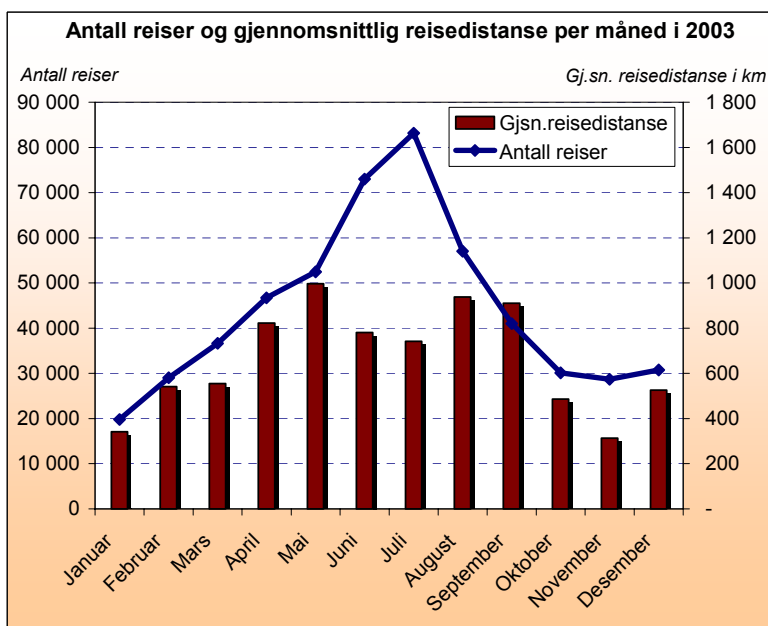
I 2003 revenue from passenger fares accumulated to 938 MNOK. while catering and other revenues were 427 mill.kr.

The traffic is distributed over the year with significantly larger traffic during the summer months May - August. The diagram shows monthly passenger traffic over the years 2000 – 2003:



Source: Central Bureau of Statistics

Also average travelling distances varies over the year. For 2003 monthly passenger numbers and average travelling distances were the following:



Source: OVDS

The passenger traffic comprises trips over sections of the route (“distansereiser”) and round-trips. Round-trips are priced as packages with cabin and meals included, particularly intended for tourists. Sections of the route cover all other trips.

Measured in number of journeys, the distance traffic is the largest (with 81 per cent of the journeys in 2003), but 19 per cent of journeys 61 per cent of transport work and more than 60 per cent of passenger revenue are incomes from round-trips (2003) (source OVDS).

Complete to/from-matrix for the passenger traffic including both distance and round-trip journeys is shown in Appendix 2.

We refer suppliers to the report from the Institute of Transport Economics ([206/2003](#)) and the White Paper ([St.meld. nr. 16](#)), which give additional background information on the Hurtigrute.

6.3.3 Government purchase

The government’s annual purchase of services under the current Hurtigrute-agreement (2002-2004) is fixed at NOK 170 millions (1999 value, price-index linked). The shipping companies accept a large financial risk under the agreement, whereby no changes in revenues and costs over and above the general price index are refunded. The following table shows the government expenditure for 2000-2002 at current prices:

Budget heading	Item	Expenditure 2000	Expenditure 2001	Expenditure 2002	Budget 2003	Proposal 2004
1330 section 70	Grant for Hurtigruten	185,800	195,816	180,292	183,200	200,800 ²

Amounts in MNOK.

² Of the government expenditure in 2004, 8.5 million NOK is an additional grant in lieu of enforced cuts in a previous general tax relief for employers in northern Norway.

7. REQUIREMENTS FOR THE TRAFFIC SERVICE DURING THE CONTRACT PERIOD

The Government will act in accordance with the Parliamentary decision, to purchase services for continued operation of the daily passenger service between Bergen and Kirkenes throughout the year, on the assumption that the service will not be commercially sustainable. The Government's purchase will be a net expenditure, equivalent to the difference between the service providers' expected revenue and their estimated operating expenses and costs and return regarding capital invested.

Since 1993, OVDS and TFDS have had an exclusive right to use the name "Hurtigruten", registered with the Patent commission. Other service-providers will not be entitled to use the product-name "Hurtigruten" unless an agreement with these companies is obtained.

7.1 Timetables and regularity

The operators will be required to maintain the service all year round, with daily departures for the entire route Bergen-Kirkenes following essentially the same ports of call as at present. (Stops at Geiranger are not a requirement). Suppliers shall show in writing that the vessels they will provide can keep the speeds necessary to keep to the current timetable.

The tender shall be valid for the present timetable and service. The service-provider may alter the timetable and ports of call in accordance with ordinary procedures for such alterations. The Contractor requires all service-providers to put forward joint proposals for any amendments to the timetable. Timetable amendments may also be sketched in the tender.

The Contractor expects a high level of regularity in the service. If the ships are taken out of operation for a total number of 6 days per year – one day more than one complete round-trip per 2 years per ship (6 days per ship per year on average), the Contractor will reduce payments. See 8.1.3 for further details.

7.2 Passenger transport and carrying capacity

As a minimum requirement, the Passenger Certificate should cover the needs for those traveling on sections of the route throughout the year. This implies a minimum capacity of 400 passengers.

There is currently cabin space for 56 – 80 percent of the maximum numbers of passengers. A cabin capacity of 150 should be sufficient to meet the accommodation needs of those traveling over section of the route and is the minimum requirement for tenders.

Ships that have larger passenger capacity than the minimum of 400 passengers and higher standard (better adjustment to the disabled, larger/better cabins, larger communal areas etc.) is viewed important, and will be considered favourably in assessing the tenders, all other things being equal re. paragraph 3.14.

7.3 Passenger transport – fares and other conditions

The Contractor will continue the present policies regarding fares and discounts. The current fares for sections of the route are shown in the Norwegian public transport timetable ("Rutebok for Norge"), section 24. The operators can offer passenger services with fares up to 10 percent higher than the published normal fares for the winter season. Operators must

submit amendments in normal fares for approval with the Contractor. Changes not greater than last year's change in consumer prices represented by the Consumer Price Index do not need approval.

Social discounts according to state rules, with half price for children, elderly and military servicemen apply. Additional refund is granted regarding state discount fares for military personnel and students according to decision and budget allocations at any time.

The operators' rules for passengers ("befordringsvedtekt") shall be submitted jointly for all the operators for approval by the Contractor.

The Contractor expects that the operators cooperate in such a way that that travelers can make a single booking, even though their journey may be broken or involve a return trip using another vessel than they started on.

The operator shall publish timetables, conditions for travel and fares in the Norwegian public transport timetable ("Rutebok for Norge").

7.4 Freight

The Contractor has no special requirements for freight carriage between Bergen and Tromsø. The service-provider is expected to make the ships' freight capacity available, *en gros* or in part, at market prices. Changes in revenues from freight carriage will not affect the price of the government's procurement.

For transport north of Tromsø, all ports should be served with freight deliveries in every port of call. Ships should have a freight capacity that is at least sufficient to meet the demand for freight over the whole of this section of the route. This is estimated to be a minimum of 150 EURO-pallets, or 162 m² (with the height of a hold that permits the use of a fork-lift) but operators are at liberty to offer ships with greater hold-space than this.

The contractor does not require the vessels to be able to carry passenger cars but the ships are required to be equipped for quick and effective loading and unloading. The ships currently operating are equipped with side-doors and cargo lifts.

7.5 Organisational requirements

The companies that are selected for operating the route will have individual contracts with general terms and conditions that are identical.

The Contractor does not require a single agent to represent the service-providers' joint interests concerning the contracts. The service-providers may however establish any joint bodies they see fit to serve the transport users as well as possible (see eg. paragraph 5, 7.3).

Companies based outside Norway must have a representative in Norway, who can communicate with the public and with the Contractor in Norwegian.

7.6 Concessions and third party considerations

Under the present rules, concessions for operating regular shipping routes for passenger transport are subjected to a test of need, in accordance with the Professional transport act, § 7 (1). Concessions will be allocated to operators under these regulations. The current concessions for the route will be withdrawn, in accordance with Professional transport act, § 27 (2).

The Contractor is obliged during the contract period not to enter into other contracts for similar services for the Bergen-Kirkenes route, other than with the operators who are selected from the tendering. However, the county transport authorities responsible for subsidising local transport services may purchase transport services for parts of the Bergen-Kirkenes route.

The Contractor will not object to any such purchase.

There are no concessionary requirements for sea-routes with start or finish outside Norway (Professional Transport Act § 7) regarding pick up and letting off passengers between ports in Norway.

8. COMPLETION REQUIREMENTS

8.1 Timetables and regularity

- 8.1.1 The operators shall submit a timetable for approval by the Contractor. The operators are responsible for keeping to the agreed timetable.
- 8.1.2 Operators may exchange departure times – permanently or short-term – if they agree to do so. For any short-term exchange of departures, the operator is still responsible for the round-trip package that originally was allocated to them. The Contractor shall be informed of any exchange of departures between operators, including when the exchange shall put into practice and for how long.
- 8.1.3 For departures that are cancelled more than 6 days each year per round-trip package the operator in each case will incur a reduction of 3 percent of the Government's procurement sum per round-trip package. The same applies for delays of more than 8 hours.

Delays of more than 8 hours will not incur reduced payment if they occur on less than 12 stops per round trip. Delays or cancellations do not incur reduced payment if they are caused by extreme weather conditions with winds of more than 25 m/s (full storm) in the region where delays occur.

8.2 Crew requirements

- 8.2.1 Members of the crew who are in contact with the passengers and who are responsible for passenger safety shall be competent in Norwegian.
- 8.2.2 The crew shall be competent and have undergone instruction in safety procedures in accordance with the Sea Office regulations that apply for the route.
- 8.2.3 Members of the crew shall provide additional service for people with special needs.

8.3 Vessel requirements

8.3.1 General requirements

Norwegian vessels shall have a valid, unconditional certificate for passenger traffic issued by the Sea Office for "small coastal traffic" or larger scale traffic.

Foreign ships shall be certified by their flag-authority, together with confirmation that the ships meet the Sea Office's requirements for the respective maritime areas in one of the following recognised shipping-registers societies: American Bureau of Shipping, Bureau Veritas, Det Norske Veritas, Lloyds Register of Shipping or Germanische Lloyd.

The ships shall be classed at the highest level with one of the abovementioned international societies for registering ships.

The ships shall have a valid Safety Management Certificate (SMC) and will be operated by a shipping company that has a Document of Compliance (DOC).

The safety management systems for the ships shall at be at least equivalent to the ISM-code, as approved by the International Maritime Organization (IMO) together with the latest guidelines for implementing the ISM-code.

Suppliers shall ensure that the vessels which are offered for the service can moor at all of the ports on the coastal route. The Contractor gives the service-providers a deadline of two weeks to provide confirmation of the ships ability to operate in the harbours where the harbour-entrance and quayside positioning can set limits according to the ships' size and maneuverability.

For the introduction of ships that do not currently operate on the coastal route, the supplier is required to provide documentation that the ship has sufficient speed and maneuverability for the entire route. The Contractor can set a deadline of two weeks for such documentation.

The operator can have access to reserve vessels in the event that the main vessels cannot run. Such reserve vessels must meet up to 80% of the capacity requirements, have sufficient speed to keep to the timetable and otherwise fulfill the same requirements for certification, seaworthiness, safety and maneuverability as the other ships.

The main ships and reserve vessels shall be P&I insured and insured against third party claims in compliance with the Norwegian Maritime Insurance Plan or the equivalent. (See <http://www.norwegianplan.no/nor/index.htm>).

8.3.2 Speeds

The main ships that currently operate on the coastal route have all a speed of 18 knots or more. The ships that are provided shall be able to keep to the present timetable, irrespective of weather (except for extreme weather conditions). The suppliers are required to document their ships operating speeds.

8.3.3 The Environment

Suppliers are encouraged to select propulsion systems emitting less air pollution than the present ships. The Contractor will prioritize this aspect in evaluating the tenders.

8.3.4 Passenger Facilities and Accessibility

8.3.4.1 The ships shall have safe and appropriate measures for embarking and disembarking the ships, and furnishings shall meet the requirements for Universal Design (see <http://www.maine.cite.org/unvdsgn.htm>) so that disabled persons may utilise the ships. The Contractor will prioritise this aspect in evaluating the tenders.

8.3.4.2 The ships shall provide catering facilities that are satisfactory in relation to the distance and nature of the trips. This implies a minimum of a cafeteria where cold and hot meals are served.

8.4 Regular checks and maintenance

8.4.1 The vessels shall be regularly checked and subject to a preventative maintenance system to ensure that they are in full operational condition at all times. The Contractor is entitled to inspect the maintenance system and the regular controls.

8.4.2 The operator shall give notice to the Shipping Control (in accordance with the Government Control of Seaworthiness Act, June 1903 no. 7, § 96) and to the Contractor if there is any suggestion that the vessel is not seaworthy

8.5 The age of the vessels

- 8.5.1 The Contractor does not set an upper age limit to the vessels, or recommend an average age. However, an operator who will operate with a newer fleet of ships will be given preference, all other things being equal (see 3.14).

8.6 Implementation, documentation and controls

- 8.6.1 The service-provider shall give notice of any of the requirements that the ships do not meet, as specified in chapter 8, on a specified form for each of the ships. A similar form must also be submitted for any reserve vessels. Vessels that are owned by a subcontractor must meet the same requirements as the operators'.
- 8.6.2 The Contractor or their representative shall control and approve all of the vessels that will be used on the coastal route. The operator must provide documentation of conditions that could not be checked during an inspection.
- 8.6.3 Ships that are owned by subcontractors must meet the same requirements as the operators'. The operational crew of a subcontractor must also have the same pay and working conditions as the operator's employees. (See 5.6).
-

9. CONTENTS OF THE TENDER – SUBMISSION FORMS

The tenders should be submitted as a form which shows which of the round-trips are being tendered for and the scale of Government purchase for each package of 33 round-trips.

Tenderers should provide the following information in the form and any attachments:

- 9.1 The name, telephone, fax and company registration number, name of the managing director and chairman of the board, together with the e-mail address of the supplier's representative.
- 9.2 The scale of Government purchase for each round-trip package consisting of 33 round-trips, the main vessel that will service the round-trip package and the date and time operations can start.

The amounts given should exclude value added tax (VAT). Government purchase is not liable to VAT for the operator.

The operators will be liable to pay 6% VAT for revenues from passenger transport and 24% VAT for revenues from freight transport.

All the running costs incurred, including fees, exices etc., must be included in the tender. Costs that are not shown in the tender will not be refunded.

- 9.3 The scale of Government purchase for more than one package of round-trips. What packages of round-trips that are included must be specified in the form. The supplier may submit a number of alternative combinations of packages of round-trips, if necessary on a separate copy of the form.
- 9.4 Acceptance of a reduction in Government purchase for departures that are cancelled or delayed by more than 8 hours (see 8.1.3).
- 9.5 Information concerning arrangements for reserve capacity in the event of repair and maintenance work on the main ship(s).

Attached to the tender, the following documentation, which should be checked off on the tender-form:

- 9.6 The tenderer's company accounts and annual reports from 2001, 2002 and 2003. If the company has been established more recently, evidence should be given to demonstrate the owners' managerial and financial experience and expertise.
- 9.7 Documentation for the vessel(s) that will be put into service. This should be shown on the form provided by the Contractor as well as a prospectus or similar that the operator may wish to provide.
- 9.8 Information concerning the organisation of the company and how operation of the coastal service will be organised.
- 9.9 Certificate of safety for the service-provider and the ships that are offered.
- 9.10 Statement of the firm's health, safety and environmental policy.
- 9.11 Statements of any outstanding tax dues from local and national authorities.

There should be no conditions attached to any of the specifications in the tender.

The tender form must be signed by the chairman of the board for the company.

10. PAYMENT AND REGULATION OF GOVERNMENT PURCHASING AND RENEGOTIATION

- 10.1 The Contractor will pay the operator 1/12 of the annual purchase as of 1st each month. The operator will not be liable to pay VAT for the Government's purchase.
- 10.2 The purchasing amount will be adjusted annually in conjunction with the Government's budget preparations in February the year prior to the year of operation. The Contractor will adjust the purchase the first time in February 2005 for operations in 2006 on the basis of an index which is calculated from the following items:
- 10.2.1 30% of the Contractor's purchase is fixed for the duration of the contract.
 - 10.2.2 15% of the Contractor's purchase is adjusted in accordance the development in prices for marine gas-oil. This proportion of the purchase is adjusted in line with the last available 6-monthly average prior to the time of adjustment, in comparison with the 6-monthly average for the period one year before.
 - 10.2.3 45% of the Contractor's purchase is adjusted in accordance with changes in employment-pay, as presented in the Norwegian Bureau of Statistics' latest available statistics for employment-pay in the transport sector. The latest available "total monthly pay" for employees in maritime transport will be compared with equivalent figures for the previous year.
 - 10.2.4 10% of the Government's purchase is adjusted in accordance with the average of NIBOR's 6-monthly interest rates for 3 months prior to adjustment and compared with the equivalent rates one year before.
- 10.3 **Renegotiation:** Any new regulations or requirements from public bodies which lead to significant changes in costs, as well as radical changes in the price of productions factors, are grounds for either of the contracting parties to demand a renegotiation and extraordinary adjustment of the Government's purchase, changes in the service delivered or any other measures. If renegotiation is demanded by one party, the other party is entitled to be given all the necessary documentation.
-

11. OBLIGATIONS FOR CONTROL AND INFORMATION

- 11.1. The Norwegian regulations for professional transport in relation to obligations for control and information apply to the operator of a contract by tender, as to any other concessionary service.
 - 11.2. The operators are obliged to maintain separate accounts for the services that is included in the Contractor's purchase and other activities.
 - 11.3. The operator(s) shall provide annual statistics for passenger and freight traffic on the coastal route, in accordance with the Contractor's specifications (see attachment 8). If requested by the Contractor, the Norwegian National Auditor (see Regulations for budget allocations § 17) or by the ESA, the operator shall also provide any relevant statistical and financial data, together with any other information which is relevant to the management and running of the coastal service. The Contractor is free to make use of this information in future tenders and for research and development, irrespective of whether the information appertains to internal, business matters or not.
 - 11.4. The Contractor may initiate audits and other forms of control as they see fit, in respect of both the operator(s) and the vessels.
-

12. OTHER ITEMS

12.1 **Force majeure:** In the event of war, natural disaster, labour conflicts, fire and other conditions outside the control of the contracting parties, the operators are not bound to their contractual obligations in as much as the conditions prevent them from implementing the transport services. The purchasing sum will be reduced in relation to cancelled departures.

12.2 **Sale of the operating company:** The operator(s) shall inform the Contractor of any substantial changes in management or ownership.

12.3 **Breach of contract:** In the event that an operator does not fulfill their contractual obligations, the Contractor will first give a written warning, giving the operator a period of 14 days to present measures from the date of sending to better the situation.

For minor breaches that are not bettered after a written warning, the operator can incur day-penalty fines until the situation is bettered. Day-penalty fines will be equivalent to 1 thousandth of the annual purchase sum.

In the event of repeated breaches of a serious nature that are not bettered after a written warning, the Contractor has the right to revoke both the contract and the concessionary rights. The same applies if the operators no longer have the necessary guarantees, certification or other formal approvals as specified for implementing the contract.

An example of a serious breach of contract would be when 3 successive departures in each package of round-trips are not completed, or more than 5 departures in one calendar year.

12.4 **Disagreements:** The parties shall try to resolve a disagreement over their interpretation of the contract through negotiation. If there the conflict cannot be resolved through negotiation within two months, the matter should be brought before an ordinary court of law for a decision, unless the parties agree to a settlement by an arbitration court.

The Oslo High Court makes judgment in respect of conflicts that arise relating to these contractual matters unless the parties reach another agreement.

Summary:

Analysis of transport services along the coast of Norway from Bergen to Kirkenes

The Coastal Express supplies a continuous daily shipping service along the coast of Norway from Bergen to Kirkenes, with more than ½ million travellers annually. It receives a yearly subsidy of 180 million NOK. EFTA Surveillance Authority (ESA) had no objections against the subsidy agreement for the period 2002-2004, except that the transport needs should be documented before a new agreement is established. Furthermore, an open transparent process is required next time.

On behalf of the Norwegian Ministry of Transport and Communication, the Institute of Transport Economics has carried out an evaluation of transport supply and demand along the coast from Bergen to Kirkenes, and the need for Public Service Obligation (PSO) if the Coastal Express should operate under commercial terms.

In September - October 2002 a travel survey among Norwegian passengers was performed. 75 percent of the trips had a specific place of visit, 15 percent travelled for the experience of the voyage (leisure trips with "experience of the voyage" as the only motivation for choosing The Coastal Express). Longer trips were especially motivated by the experience of the voyage. 10 percent of the passengers participated in on-board conferences.

The sheer transport function of the Coastal Express is most important north of Tromsø and between Bodø and Lofoten. Many passengers chose The Coastal Express because it was cheap or because the alternatives were bothersome. Further south, the element of "experience travel" was higher.

Considering four legs with Bergen, Trondheim, Bodø, Tromsø and Kirkenes as end-points, the traffic may be classified as follows:

Traffic between intermediate ports and nearest end-point city	50 percent
Traffic between intermediate ports on a leg	26 percent
Traffic between the neighbouring end-point cities	7 percent
Traffic beyond nearest end-point city	17 percent

Most ports along the route have good access to airports. However, air travel is seldom used for local and regional travel. The competition between the Coastal Express and air travel is therefore limited. Some legs have parallel high-speed ferry services; Bergen - Florø, Kristiansund - Trondheim, the coast of Helgeland and Troms. The Coastal Express has a market share of 10-50 percent on these legs

depending on the timetable. Compared to the high-speed ferries, the Coastal Express has nevertheless a distinct transport function in several ports due to different departure times.

To sum up; the Coastal Express has an important and distinct transport function north of Tromsø and between Bodø and Lofoten. In addition Tromsø – Harstad and Rørvik – Sandnessjøen are legs where PSO would be required. Furthermore, legs like Bergen – Ålesund and Harstad – Svolvær have significant traffic, but the share of “experience travel” was high.

The Coastal Express has an important function in transporting goods to small ports in Finnmark. Road closures during winter make these small settlements dependent on sea transport. Other services offer at the maximum only two frequencies a week.

Alternative modes of travel are subsidised by 350-650 NOK per passenger, while the Coastal Express receives 430-440 NOK per passenger (round trips excluded). Calculations show that the legs mentioned above would require PSO of about 120 million NOK (2001) if the Coastal Express were closed down. If a Coastal Express run on commercial terms, turned in Tromsø, not serving ports further north, PSO of 88 million NOK would be required. These calculations do not take into account the need for goods transport and the regional effects of the Coastal Express.

APPENDIX 2: To/from table for passenger journeys, 2003

2003		Fra																				
Til	Bergen	Florø	Måløy	Torvik	Ålesund	Geiranger	Ålesund (2)	Molde	Kristiansund	Trondheim	Rørvik	Brønnøysund	Sandnessjøen	Nesna	Ørnes	Bodø	Stamsund	Svolvær	Stokmarknes	Sortland	Risøyhamn	Harstad
Bergen	0	3 478	325	1 233	5 301	0	0	3 435	1 189	10 505	332	234	500	330	179	1 146	426	942	227	259	101	791
Florø	610	0	24	102	551	0	0	382	228	379	18	20	34	27	19	25	18	20	8	10	7	7
Måløy	1 534	67	0	34	347	0	0	180	67	85	32	6	14	11	5	17	1	5	4	3	0	7
Torvik	2 094	77	60	0	605	0	0	159	64	139	23	8	16	0	1	9	0	7	1	6	1	4
Ålesund	7 395	415	418	871	0	0	0	1 209	405	1 362	99	44	62	41	31	79	63	110	19	22	12	48
Geiranger	358	5	0	17	2 844	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ålesund (2)	703	7	7	282	4 072	3 061	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Molde	2 348	79	86	94	1 343	939	1 337	0	1 152	901	166	80	121	15	29	61	43	40	8	30	9	20
Kristiansund	495	25	30	11	141	53	60	498	0	8 035	121	80	81	39	34	53	44	59	26	40	6	89
Trondheim	10 873	116	91	125	1 289	110	908	1 402	1 989	0	4 946	1 574	1 800	1 078	726	687	989	1 637	547	386	171	919
Rørvik	325	5	30	11	83	6	71	162	104	5 113	0	2 706	758	470	267	365	278	293	71	64	235	236
Brønnøysund	107	8	1	5	34	2	29	58	41	781	2 111	0	3 981	758	454	643	342	261	128	90	37	168
Sandnessjøen	258	14	7	5	36	0	29	41	42	417	481	280	0	2 140	302	608	566	374	103	123	45	171
Nesna	103	6	7	0	27	0	12	36	27	362	419	296	92	0	286	245	822	335	109	96	51	113
Ørnes	159	13	2	0	19	1	31	27	39	701	431	455	168	55	0	260	486	510	102	77	11	144
Bodø	1 682	19	16	12	108	2	104	90	62	1 915	749	919	502	233	1 728	0	10 829	5 481	832	345	223	473
Stamsund	591	8	4	2	69	5	91	105	32	1 390	379	321	259	213	411	18 846	0	745	234	119	89	516
Svolvær	1 206	21	7	12	50	7	95	62	41	1 148	315	169	148	109	351	10 870	1 039	0	9 529	2 718	625	4 554
Stokmarknes	117	3	0	0	10	0	25	21	5	324	121	72	40	38	59	1 188	140	2 723	0	1 771	157	301
Sortland	113	2	2	9	6	0	10	12	7	158	28	36	20	22	35	390	64	768	148	0	923	1 480
Risøyhamn	57	5	2	0	8	0	6	2	2	93	229	14	19	10	8	217	31	115	6	76	0	731
Harstad	717	15	14	7	22	0	37	32	35	791	190	92	71	75	113	1 139	694	2 164	175	116	321	0
Finnsnes	245	1	7	4	9	0	18	12	18	385	70	40	47	43	56	716	371	988	130	195	168	1 211
Tromsø	2 973	12	7	7	154	12	86	105	44	2 962	175	118	224	123	77	3 612	1 290	5 539	995	1 356	380	9 500
Skjervøy	28	1	1	0	2	0	0	2	1	37	11	2	5	6	0	63	31	173	27	28	1	185
Øksfjord	12	1	0	0	8	0	0	3	1	34	4	6	2	0	2	47	13	23	19	23	4	76
Hammerfest	239	0	2	2	7	0	20	1	9	229	26	10	35	21	8	210	108	136	57	107	58	505
Havøysund	7	0	0	0	1	0	0	4	2	21	2	4	0	5	1	20	8	15	8	40	4	94
Honningsvåg	188	0	0	4	18	3	13	17	9	253	25	11	18	3	7	338	62	134	33	24	17	703
Kjellefjord	9	1	0	0	0	0	3	0	0	15	5	0	0	5	0	29	35	9	1	23	4	63
Mehamn	3	0	0	0	3	0	0	0	2	18	2	5	0	1	0	7	12	5	3	17	2	20
Berlevåg	11	0	0	0	0	0	0	1	0	11	7	2	16	0	0	25	18	22	6	3	2	16
Båtsfjord	12	0	0	0	0	0	0	0	1	14	1	4	3	0	0	4	20	14	9	27	0	24
Vardø	10	0	2	2	6	0	2	0	0	22	0	1	4	0	0	14	7	14	4	8	5	20
Vadsø	351	1	0	1	1	0	1	3	2	22	4	2	1	4	0	28	12	12	2	2	0	33
Kirkenes	51 718	53	40	34	217	11	157	178	50	2 551	168	57	90	109	69	1 212	97	272	112	80	32	478
Totalt	87 651	4 458	1 192	2 886	17 391	4 212	3 145	8 239	5 670	41 173	11 690	7 668	9 131	5 984	5 258	43 173	18 959	23 945	13 683	8 284	3 701	23 700

2003

Til	Finnsnes	Tromsø	Skjervøy	Øksfjord	Hammerfest	Havøysund	Honningsvåg	Kjellefjord	Mehamn	Berlevåg	Båtsfjord	Vardø	Vadsø	Kirkenes	Totalt
Bergen	155	2 833	52	48	280	15	101	14	4	7	26	517	48	36 414	71 447
Florø	4	28	0	1	0	0	0	3	0	0	0	0	0	54	2 579
Måløy	4	7	0	4	9	0	0	0	0	0	5	0	0	39	2 487
Torvik	2	13	0	1	4	0	2	0	0	0	0	1	0	38	3 335
Ålesund	26	65	5	6	54	0	15	0	0	0	0	9	1	238	13 124
Geiranger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3 224
Ålesund (2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8 132
Molde	24	59	9	5	12	2	9	1	0	2	0	0	1	116	9 141
Kristiansund	12	93	2	8	9	0	10	0	0	2	2	4	1	59	10 222
Trondheim	201	2 989	57	96	263	15	161	17	20	21	11	41	17	14 001	50 273
Rørvik	48	145	11	9	36	4	9	0	0	0	3	7	3	128	12 056
Brønnøysund	41	161	2	7	18	7	8	0	1	2	7	4	0	52	10 349
Sandnessjøen	30	285	14	6	84	0	31	0	3	4	1	2	0	118	6 620
Nesna	52	230	14	10	35	4	11	3	2	0	2	0	1	138	3 946
Ørnes	38	157	9	6	9	7	10	0	2	0	0	4	0	66	3 999
Bodø	184	798	44	45	131	9	100	16	6	10	10	14	3	622	28 316
Stamsund	100	981	29	20	81	5	46	32	10	19	23	10	0	149	25 934
Svolvær	414	5 646	302	70	196	12	153	12	9	12	21	15	3	541	40 482
Stokmarknes	48	717	37	19	55	1	7	0	0	3	2	6	0	128	8 138
Sortland	204	2 397	153	92	213	45	72	23	24	9	40	14	0	134	7 653
Risøyhamn	154	1 032	58	40	91	4	27	9	7	6	0	9	0	53	3 121
Harstad	261	4 897	522	285	892	100	227	58	41	27	53	66	13	477	14 739
Finnsnes	0	916	62	58	217	29	117	26	14	10	28	25	2	84	6 322
Tromsø	6 877	0	7 638	1 571	4 617	626	1 401	331	214	155	171	123	7	1 968	55 450
Skjervøy	229	3 868	0	588	885	56	127	7	12	22	19	12	4	76	6 509
Øksfjord	55	1 167	140	0	1 968	30	87	11	9	9	17	22	7	37	3 837
Hammerfest	284	4 757	571	464	0	1 281	3 485	493	149	108	114	165	8	610	14 279
Havøysund	47	1 146	63	23	795	0	498	45	31	50	51	35	2	92	3 114
Honningsvåg	191	2 370	125	46	3 363	630	0	1 250	372	207	188	242	16	544	11 424
Kjellefjord	35	542	19	31	450	82	1 882	0	41	52	56	50	6	147	3 595
Mehamn	14	251	10	7	76	13	216	877	0	263	147	99	1	155	2 229
Berlevåg	35	144	26	5	46	24	197	68	255	0	543	143	0	283	1 909
Båtsfjord	28	166	14	1	45	24	147	58	138	214	0	944	25	335	2 272
Vardø	10	96	6	1	32	6	145	43	61	94	420	0	183	3 126	4 344
Vadsø	22	128	21	7	67	21	189	78	105	60	80	69	0	92	1 421
Kirkenes	194	2 228	109	20	357	96	597	202	314	296	345	1 488	8 291	0	72 322
Totalt	10 023	41 312	10 124	3 600	15 390	3 148	10 087	3 677	1 844	1 664	2 385	4 140	8 643	61 114	528 344

APPENDIX 3: Details of the current ships in service

HURTIGRUTEFLÅTEN 2004												
	Selskap:	Byggeår:	Antall passasjerer:	Antall biler:	Antall køyeplasser:	Antall dekk:	Antall lugarer:	Dødvekt:	Nettonnasje:	Bredde:	Lengde:	Fart:
MS Midnatsol	TFDS, Tromsø	2003	1000	45	648	9	304		6 353	21,5 m	135,75 m	18,5 knop
MS Trollfjord	TFDS, Tromsø	2002	822	45	654	9	305	1186 tonn	6 291	21,5 m	135,75 m	18,5 knop
MS Finnmarken	OVDS, Narvik	2002	1000	50	643	8	285	945 tonn	6 059	21,5 m	138,50 m	18 knop
MS Nordnorge	OVDS, Narvik	1997	691	45	457	7	214					18 knop
MS Polarlys	TFDS, Tromsø	1996	737	48	479	7	225	850 tonn	4 170	19,5 m	123,00 m	18,5 knop
MS Nordkapp	OVDS, Narvik	1996	691	45	481	7	226	850 tonn	4 210	19,5 m	123,30 m	18 knop
MS Nordlys	TFDS, Tromsø	1994	691	50	482	7	226	860 tonn	4 153	19,2	121,80 m	18 knp
MS Richard With	OVDS, Narvik	1993	691	45	483	7	230	930 tonn	4 153	19,2	121,30 m	18 knop
MS Kong Harald	TFDS, Tromsø	1993	691	50	490	7	230	850 tonn	4 153	19,2 m	121,80 m	19 knop
MS Vesterålen	OVDS, Narvik	1983, omb.-88/-95	560	40	316	7	149	727,5 tonn	2 257	16,5 m	108,00 m	18 knop
MS Narvik	OVDS, Narvik	1982, omb. -89/95	500	40	310	7	150	762 tonn	2 218	16,5 m	108,60 m	18 knop
MS Lofoten	OVDS, Narvik	1964, omb. -85/-88/-92/ -95	410	0	171	4	91	700 tonn	1 099	13,2 m	87,40 m	16 knop

	Register-tonn:	Maks lengde på kjøretøy:	Maks bredde på kjøretøy:	Maks høyde på kjøretøy:	Maks kjøretøyvekt:	Hoved-motor - KW:	Hovedmotor - Fabrikat:	Hovedmotor - Type:	Masthøyde:	Dyptgående:
MS Midnatsol	16.151	6,5 m	2,45 m	2,3 m	5000 kg	8 280	Wärtsila	2 x W9L32	ca 29 m	4,9 m
MS Trollfjord	16.140	6,5 m	2,45 m	2,3 m	5000 kg	8 280	Wärtsila	2x W9L32	ca 29 m	4,9 m
MS Finnmarken	15.530	6,5 m	2,4 m	2,5 m		2x414	Wärtsila	2XW9132 Wärtsilä	29.6 m	4.9 m
MS Nordnorge	11.386									
MS Polarlys	11.341	6,5 m	2,45 m	2,4 m	5 000 kg	7 940	Ulstein	2xBRM9+2xKRG9	ca 29 m	4,9 m
MS Nordkapp	11.386	6,5 m	2,45 m	2,5 m	3 500 kg	9 000	MAK	2X6M552C	30,6 m	4,7 m
MS Nordlys	11.204	6,5	2,45	2,4	5 000 kg	9 000	MAK	2xMAK 6M552C	ca 29 m	4,9 m
MS Richard With	11.205	6,5 m	2,45 m	2,5 m	3 500 kg	9 000	Mak	2 X6M552C	30,6 m	4,7 m
MS Kong Harald	11.204	6,5 m	2,45 m	2,4 m	5 000 kg	9 000	MAK	2xMAK 6M552C	ca 29 m	4,9 m
MS Vesterålen	6.261	5,45 m	2,2 m	1,95 m	1 800 kg	4 760	Bergen Diesel	2 X KVM-16	28 m	4,6 m
MS Narvik	6.257	5,45 m	2,2 m	1,95 m	2 800 kg	4 760	Bergen Diesel	2xKVM-16	28 m	4,6 m
MS Lofoten	2.621	5,45 m	2,2 m	2,4 m		2 447	B&W	DM742VT2BF90	26 m	4,6 m

Avgang fra Bergen den:

2006

Antall rundturer:	33	33	34	34	33	33	33	33	33	33	33
Rundturspakke nr.	1	2	3	4	5	6	7	8	9	10	11
			1. januar 2006	2. januar 2006	3. januar 2006	4. januar 2006	5. januar 2006	6. januar 2006	7. januar 2006	8. januar 2006	9. januar 2006
	10. januar 2006	11. januar 2006	12. januar 2006	13. januar 2006	14. januar 2006	15. januar 2006	16. januar 2006	17. januar 2006	18. januar 2006	19. januar 2006	20. januar 2006
	21. januar 2006	22. januar 2006	23. januar 2006	24. januar 2006	25. januar 2006	26. januar 2006	27. januar 2006	28. januar 2006	29. januar 2006	30. januar 2006	31. januar 2006
	1. februar 2006	2. februar 2006	3. februar 2006	4. februar 2006	5. februar 2006	6. februar 2006	7. februar 2006	8. februar 2006	9. februar 2006	10. februar 2006	11. februar 2006
	12. februar 2006	13. februar 2006	14. februar 2006	15. februar 2006	16. februar 2006	17. februar 2006	18. februar 2006	19. februar 2006	20. februar 2006	21. februar 2006	22. februar 2006
	23. februar 2006	24. februar 2006	25. februar 2006	26. februar 2006	27. februar 2006	28. februar 2006	1. mars 2006	2. mars 2006	3. mars 2006	4. mars 2006	5. mars 2006
	6. mars 2006	7. mars 2006	8. mars 2006	9. mars 2006	10. mars 2006	11. mars 2006	12. mars 2006	13. mars 2006	14. mars 2006	15. mars 2006	16. mars 2006
	17. mars 2006	18. mars 2006	19. mars 2006	20. mars 2006	21. mars 2006	22. mars 2006	23. mars 2006	24. mars 2006	25. mars 2006	26. mars 2006	27. mars 2006
	28. mars 2006	29. mars 2006	30. mars 2006	31. mars 2006	1. april 2006	2. april 2006	3. april 2006	4. april 2006	5. april 2006	6. april 2006	7. april 2006
	8. april 2006	9. april 2006	10. april 2006	11. april 2006	12. april 2006	13. april 2006	14. april 2006	15. april 2006	16. april 2006	17. april 2006	18. april 2006
	19. april 2006	20. april 2006	21. april 2006	22. april 2006	23. april 2006	24. april 2006	25. april 2006	26. april 2006	27. april 2006	28. april 2006	29. april 2006
	30. april 2006	1. mai 2006	2. mai 2006	3. mai 2006	4. mai 2006	5. mai 2006	6. mai 2006	7. mai 2006	8. mai 2006	9. mai 2006	10. mai 2006
	11. mai 2006	12. mai 2006	13. mai 2006	14. mai 2006	15. mai 2006	16. mai 2006	17. mai 2006	18. mai 2006	19. mai 2006	20. mai 2006	21. mai 2006
	22. mai 2006	23. mai 2006	24. mai 2006	25. mai 2006	26. mai 2006	27. mai 2006	28. mai 2006	29. mai 2006	30. mai 2006	31. mai 2006	1. juni 2006
	2. juni 2006	3. juni 2006	4. juni 2006	5. juni 2006	6. juni 2006	7. juni 2006	8. juni 2006	9. juni 2006	10. juni 2006	11. juni 2006	12. juni 2006
	13. juni 2006	14. juni 2006	15. juni 2006	16. juni 2006	17. juni 2006	18. juni 2006	19. juni 2006	20. juni 2006	21. juni 2006	22. juni 2006	23. juni 2006
	24. juni 2006	25. juni 2006	26. juni 2006	27. juni 2006	28. juni 2006	29. juni 2006	30. juni 2006	1. juli 2006	2. juli 2006	3. juli 2006	4. juli 2006
	5. juli 2006	6. juli 2006	7. juli 2006	8. juli 2006	9. juli 2006	10. juli 2006	11. juli 2006	12. juli 2006	13. juli 2006	14. juli 2006	15. juli 2006
	16. juli 2006	17. juli 2006	18. juli 2006	19. juli 2006	20. juli 2006	21. juli 2006	22. juli 2006	23. juli 2006	24. juli 2006	25. juli 2006	26. juli 2006
	27. juli 2006	28. juli 2006	29. juli 2006	30. juli 2006	31. juli 2006	1. august 2006	2. august 2006	3. august 2006	4. august 2006	5. august 2006	6. august 2006
	7. august 2006	8. august 2006	9. august 2006	10. august 2006	11. august 2006	12. august 2006	13. august 2006	14. august 2006	15. august 2006	16. august 2006	17. august 2006
	18. august 2006	19. august 2006	20. august 2006	21. august 2006	22. august 2006	23. august 2006	24. august 2006	25. august 2006	26. august 2006	27. august 2006	28. august 2006
	29. august 2006	30. august 2006	31. august 2006	1. september 2006	2. september 2006	3. september 2006	4. september 2006	5. september 2006	6. september 2006	7. september 2006	8. september 2006
	9. september 2006	10. september 2006	11. september 2006	12. september 2006	13. september 2006	14. september 2006	15. september 2006	16. september 2006	17. september 2006	18. september 2006	19. september 2006
	20. september 2006	21. september 2006	22. september 2006	23. september 2006	24. september 2006	25. september 2006	26. september 2006	27. september 2006	28. september 2006	29. september 2006	30. september 2006
	1. oktober 2006	2. oktober 2006	3. oktober 2006	4. oktober 2006	5. oktober 2006	6. oktober 2006	7. oktober 2006	8. oktober 2006	9. oktober 2006	10. oktober 2006	11. oktober 2006
	12. oktober 2006	13. oktober 2006	14. oktober 2006	15. oktober 2006	16. oktober 2006	17. oktober 2006	18. oktober 2006	19. oktober 2006	20. oktober 2006	21. oktober 2006	22. oktober 2006
	23. oktober 2006	24. oktober 2006	25. oktober 2006	26. oktober 2006	27. oktober 2006	28. oktober 2006	29. oktober 2006	30. oktober 2006	31. oktober 2006	1. november 2006	2. november 2006
	3. november 2006	4. november 2006	5. november 2006	6. november 2006	7. november 2006	8. november 2006	9. november 2006	10. november 2006	11. november 2006	12. november 2006	13. november 2006
	14. november 2006	15. november 2006	16. november 2006	17. november 2006	18. november 2006	19. november 2006	20. november 2006	21. november 2006	22. november 2006	23. november 2006	24. november 2006
	25. november 2006	26. november 2006	27. november 2006	28. november 2006	29. november 2006	30. november 2006	1. desember 2006	2. desember 2006	3. desember 2006	4. desember 2006	5. desember 2006
	6. desember 2006	7. desember 2006	8. desember 2006	9. desember 2006	10. desember 2006	11. desember 2006	12. desember 2006	13. desember 2006	14. desember 2006	15. desember 2006	16. desember 2006
	17. desember 2006	18. desember 2006	19. desember 2006	20. desember 2006	21. desember 2006	22. desember 2006	23. desember 2006	24. desember 2006	25. desember 2006	26. desember 2006	27. desember 2006
	28. desember 2006	29. desember 2006	30. desember 2006	31. desember 2006							

Avgang fra Bergen den:

2007

Antall rundturer:	33	33	33	33	34	34	33	33	33	33	33
Rundturspakke nr.	1	2	3	4	5	6	7	8	9	10	11
					1. januar 2007	2. januar 2007	3. januar 2007	4. januar 2007	5. januar 2007	6. januar 2007	7. januar 2007
8. januar 2007	9. januar 2007	10. januar 2007	11. januar 2007	23. januar 2007	24. januar 2007	25. januar 2007	26. januar 2007	27. januar 2007	28. januar 2007	29. januar 2007	30. januar 2007
19. januar 2007	20. januar 2007	21. januar 2007	22. januar 2007	23. januar 2007	24. januar 2007	25. januar 2007	26. januar 2007	27. januar 2007	28. januar 2007	29. januar 2007	31. januar 2007
10. februar 2007	11. februar 2007	12. februar 2007	13. februar 2007	14. februar 2007	15. februar 2007	16. februar 2007	17. februar 2007	18. februar 2007	19. februar 2007	20. februar 2007	1. februar 2007
21. februar 2007	22. februar 2007	23. februar 2007	24. februar 2007	25. februar 2007	26. februar 2007	27. februar 2007	28. februar 2007	1. mars 2007	2. mars 2007	3. mars 2007	2. februar 2007
4. mars 2007	5. mars 2007	6. mars 2007	7. mars 2007	8. mars 2007	9. mars 2007	10. mars 2007	11. mars 2007	12. mars 2007	13. mars 2007	14. mars 2007	3. februar 2007
15. mars 2007	16. mars 2007	17. mars 2007	18. mars 2007	19. mars 2007	20. mars 2007	21. mars 2007	22. mars 2007	23. mars 2007	24. mars 2007	25. mars 2007	4. februar 2007
26. mars 2007	27. mars 2007	28. mars 2007	29. mars 2007	30. mars 2007	31. mars 2007	1. april 2007	2. april 2007	3. april 2007	4. april 2007	5. april 2007	5. februar 2007
6. april 2007	7. april 2007	8. april 2007	9. april 2007	10. april 2007	11. april 2007	12. april 2007	13. april 2007	14. april 2007	15. april 2007	16. april 2007	6. februar 2007
17. april 2007	18. april 2007	19. april 2007	20. april 2007	21. april 2007	22. april 2007	23. april 2007	24. april 2007	25. april 2007	26. april 2007	27. april 2007	7. februar 2007
28. april 2007	29. april 2007	30. april 2007	1. mai 2007	2. mai 2007	3. mai 2007	4. mai 2007	5. mai 2007	6. mai 2007	7. mai 2007	8. mai 2007	8. februar 2007
9. mai 2007	10. mai 2007	11. mai 2007	12. mai 2007	13. mai 2007	14. mai 2007	15. mai 2007	16. mai 2007	17. mai 2007	18. mai 2007	19. mai 2007	9. februar 2007
20. mai 2007	21. mai 2007	22. mai 2007	23. mai 2007	24. mai 2007	25. mai 2007	26. mai 2007	27. mai 2007	28. mai 2007	29. mai 2007	30. mai 2007	10. februar 2007
31. mai 2007	1. juni 2007	2. juni 2007	3. juni 2007	4. juni 2007	5. juni 2007	6. juni 2007	7. juni 2007	8. juni 2007	9. juni 2007	10. juni 2007	11. februar 2007
11. juni 2007	12. juni 2007	13. juni 2007	14. juni 2007	15. juni 2007	16. juni 2007	17. juni 2007	18. juni 2007	19. juni 2007	20. juni 2007	21. juni 2007	12. februar 2007
22. juni 2007	23. juni 2007	24. juni 2007	25. juni 2007	26. juni 2007	27. juni 2007	28. juni 2007	29. juni 2007	30. juni 2007	1. juli 2007	2. juli 2007	13. februar 2007
3. juli 2007	4. juli 2007	5. juli 2007	6. juli 2007	7. juli 2007	8. juli 2007	9. juli 2007	10. juli 2007	11. juli 2007	12. juli 2007	13. juli 2007	14. februar 2007
14. juli 2007	15. juli 2007	16. juli 2007	17. juli 2007	18. juli 2007	19. juli 2007	20. juli 2007	21. juli 2007	22. juli 2007	23. juli 2007	24. juli 2007	15. februar 2007
25. juli 2007	26. juli 2007	27. juli 2007	28. juli 2007	29. juli 2007	30. juli 2007	31. juli 2007	1. august 2007	2. august 2007	3. august 2007	4. august 2007	16. februar 2007
5. august 2007	6. august 2007	7. august 2007	8. august 2007	9. august 2007	10. august 2007	11. august 2007	12. august 2007	13. august 2007	14. august 2007	15. august 2007	17. februar 2007
16. august 2007	17. august 2007	18. august 2007	19. august 2007	20. august 2007	21. august 2007	22. august 2007	23. august 2007	24. august 2007	25. august 2007	26. august 2007	18. februar 2007
27. august 2007	28. august 2007	29. august 2007	30. august 2007	31. august 2007	1. september 2007	2. september 2007	3. september 2007	4. september 2007	5. september 2007	6. september 2007	19. februar 2007
7. september 2007	8. september 2007	9. september 2007	10. september 2007	11. september 2007	12. september 2007	13. september 2007	14. september 2007	15. september 2007	16. september 2007	17. september 2007	20. februar 2007
18. september 2007	19. september 2007	20. september 2007	21. september 2007	22. september 2007	23. september 2007	24. september 2007	25. september 2007	26. september 2007	27. september 2007	28. september 2007	21. februar 2007
29. september 2007	30. september 2007	1. oktober 2007	2. oktober 2007	3. oktober 2007	4. oktober 2007	5. oktober 2007	6. oktober 2007	7. oktober 2007	8. oktober 2007	9. oktober 2007	22. februar 2007
10. oktober 2007	11. oktober 2007	12. oktober 2007	13. oktober 2007	14. oktober 2007	15. oktober 2007	16. oktober 2007	17. oktober 2007	18. oktober 2007	19. oktober 2007	20. oktober 2007	23. februar 2007
21. oktober 2007	22. oktober 2007	23. oktober 2007	24. oktober 2007	25. oktober 2007	26. oktober 2007	27. oktober 2007	28. oktober 2007	29. oktober 2007	30. oktober 2007	31. oktober 2007	24. februar 2007
1. november 2007	2. november 2007	3. november 2007	4. november 2007	5. november 2007	6. november 2007	7. november 2007	8. november 2007	9. november 2007	10. november 2007	11. november 2007	25. februar 2007
12. november 2007	13. november 2007	14. november 2007	15. november 2007	16. november 2007	17. november 2007	18. november 2007	19. november 2007	20. november 2007	21. november 2007	22. november 2007	26. februar 2007
23. november 2007	24. november 2007	25. november 2007	26. november 2007	27. november 2007	28. november 2007	29. november 2007	30. november 2007	1. desember 2007	2. desember 2007	3. desember 2007	27. februar 2007
4. desember 2007	5. desember 2007	6. desember 2007	7. desember 2007	8. desember 2007	9. desember 2007	10. desember 2007	11. desember 2007	12. desember 2007	13. desember 2007	14. desember 2007	28. februar 2007
15. desember 2007	16. desember 2007	17. desember 2007	18. desember 2007	19. desember 2007	20. desember 2007	21. desember 2007	22. desember 2007	23. desember 2007	24. desember 2007	25. desember 2007	29. februar 2007
26. desember 2007	27. desember 2007	28. desember 2007	29. desember 2007	30. desember 2007	31. desember 2007						30. februar 2007

Avgang fra Bergen den:

2008

Antall rundturer:	33	33	33	33	33	33	34	34	34	33	33
Rundturspakke nr.	1	2	3	4	5	6	7	8	9	10	11
6. januar 2008	7. januar 2008	8. januar 2008	9. januar 2008	10. januar 2008	11. januar 2008	12. januar 2008	1. januar 2008	2. januar 2008	3. januar 2008	4. januar 2008	5. januar 2008
17. januar 2008	18. januar 2008	19. januar 2008	20. januar 2008	21. januar 2008	22. januar 2008	23. januar 2008	12. januar 2008	13. januar 2008	14. januar 2008	15. januar 2008	16. januar 2008
28. januar 2008	29. januar 2008	30. januar 2008	31. januar 2008	1. februar 2008	2. februar 2008	3. februar 2008	2. februar 2008	4. februar 2008	5. februar 2008	6. februar 2008	7. februar 2008
8. februar 2008	9. februar 2008	10. februar 2008	11. februar 2008	12. februar 2008	13. februar 2008	14. februar 2008	13. februar 2008	15. februar 2008	16. februar 2008	17. februar 2008	18. februar 2008
19. februar 2008	20. februar 2008	21. februar 2008	22. februar 2008	23. februar 2008	24. februar 2008	25. februar 2008	24. februar 2008	26. februar 2008	27. februar 2008	28. februar 2008	29. februar 2008
1. mars 2008	2. mars 2008	3. mars 2008	4. mars 2008	5. mars 2008	6. mars 2008	7. mars 2008	6. mars 2008	8. mars 2008	9. mars 2008	10. mars 2008	11. mars 2008
12. mars 2008	13. mars 2008	14. mars 2008	15. mars 2008	16. mars 2008	17. mars 2008	18. mars 2008	17. mars 2008	19. mars 2008	20. mars 2008	21. mars 2008	22. mars 2008
23. mars 2008	24. mars 2008	25. mars 2008	26. mars 2008	27. mars 2008	28. mars 2008	29. mars 2008	28. mars 2008	30. mars 2008	31. mars 2008	1. april 2008	2. april 2008
3. april 2008	4. april 2008	5. april 2008	6. april 2008	7. april 2008	8. april 2008	9. april 2008	8. april 2008	10. april 2008	11. april 2008	12. april 2008	13. april 2008
14. april 2008	15. april 2008	16. april 2008	17. april 2008	18. april 2008	19. april 2008	20. april 2008	19. april 2008	21. april 2008	22. april 2008	23. april 2008	24. april 2008
25. april 2008	26. april 2008	27. april 2008	28. april 2008	29. april 2008	30. april 2008	1. mai 2008	30. april 2008	2. mai 2008	3. mai 2008	4. mai 2008	5. mai 2008
6. mai 2008	7. mai 2008	8. mai 2008	9. mai 2008	10. mai 2008	11. mai 2008	12. mai 2008	11. mai 2008	13. mai 2008	14. mai 2008	15. mai 2008	16. mai 2008
17. mai 2008	18. mai 2008	19. mai 2008	20. mai 2008	21. mai 2008	22. mai 2008	23. mai 2008	22. mai 2008	24. mai 2008	25. mai 2008	26. mai 2008	27. mai 2008
28. mai 2008	29. mai 2008	30. mai 2008	31. mai 2008	1. juni 2008	2. juni 2008	3. juni 2008	31. mai 2008	4. juni 2008	5. juni 2008	6. juni 2008	7. juni 2008
8. juni 2008	9. juni 2008	10. juni 2008	11. juni 2008	12. juni 2008	13. juni 2008	14. juni 2008	12. juni 2008	15. juni 2008	16. juni 2008	17. juni 2008	18. juni 2008
19. juni 2008	20. juni 2008	21. juni 2008	22. juni 2008	23. juni 2008	24. juni 2008	25. juni 2008	23. juni 2008	26. juni 2008	27. juni 2008	28. juni 2008	29. juni 2008
30. juni 2008	1. juli 2008	2. juli 2008	3. juli 2008	4. juli 2008	5. juli 2008	6. juli 2008	4. juli 2008	7. juli 2008	8. juli 2008	9. juli 2008	10. juli 2008
11. juli 2008	12. juli 2008	13. juli 2008	14. juli 2008	15. juli 2008	16. juli 2008	17. juli 2008	15. juli 2008	18. juli 2008	19. juli 2008	20. juli 2008	21. juli 2008
22. juli 2008	23. juli 2008	24. juli 2008	25. juli 2008	26. juli 2008	27. juli 2008	28. juli 2008	26. juli 2008	29. juli 2008	30. juli 2008	31. juli 2008	1. august 2008
2. august 2008	3. august 2008	4. august 2008	5. august 2008	6. august 2008	7. august 2008	8. august 2008	7. august 2008	9. august 2008	10. august 2008	11. august 2008	12. august 2008
13. august 2008	14. august 2008	15. august 2008	16. august 2008	17. august 2008	18. august 2008	19. august 2008	18. august 2008	20. august 2008	21. august 2008	22. august 2008	23. august 2008
24. august 2008	25. august 2008	26. august 2008	27. august 2008	28. august 2008	29. august 2008	30. august 2008	29. august 2008	31. august 2008	1. september 2008	2. september 2008	3. september 2008
4. september 2008	5. september 2008	6. september 2008	7. september 2008	8. september 2008	9. september 2008	10. september 2008	9. september 2008	11. september 2008	12. september 2008	13. september 2008	14. september 2008
15. september 2008	16. september 2008	17. september 2008	18. september 2008	19. september 2008	20. september 2008	21. september 2008	20. september 2008	22. september 2008	23. september 2008	24. september 2008	25. september 2008
26. september 2008	27. september 2008	28. september 2008	29. september 2008	30. september 2008	1. oktober 2008	2. oktober 2008	30. september 2008	3. oktober 2008	4. oktober 2008	5. oktober 2008	6. oktober 2008
7. oktober 2008	8. oktober 2008	9. oktober 2008	10. oktober 2008	11. oktober 2008	12. oktober 2008	13. oktober 2008	11. oktober 2008	14. oktober 2008	15. oktober 2008	16. oktober 2008	17. oktober 2008
18. oktober 2008	19. oktober 2008	20. oktober 2008	21. oktober 2008	22. oktober 2008	23. oktober 2008	24. oktober 2008	22. oktober 2008	25. oktober 2008	26. oktober 2008	27. oktober 2008	28. oktober 2008
29. oktober 2008	30. oktober 2008	31. oktober 2008	1. november 2008	2. november 2008	3. november 2008	4. november 2008	3. november 2008	5. november 2008	6. november 2008	7. november 2008	8. november 2008
9. november 2008	10. november 2008	11. november 2008	12. november 2008	13. november 2008	14. november 2008	15. november 2008	14. november 2008	16. november 2008	17. november 2008	18. november 2008	19. november 2008
20. november 2008	21. november 2008	22. november 2008	23. november 2008	24. november 2008	25. november 2008	26. november 2008	25. november 2008	27. november 2008	28. november 2008	29. november 2008	30. november 2008
1. desember 2008	2. desember 2008	3. desember 2008	4. desember 2008	5. desember 2008	6. desember 2008	7. desember 2008	6. desember 2008	8. desember 2008	9. desember 2008	10. desember 2008	11. desember 2008
12. desember 2008	13. desember 2008	14. desember 2008	15. desember 2008	16. desember 2008	17. desember 2008	18. desember 2008	17. desember 2008	19. desember 2008	20. desember 2008	21. desember 2008	22. desember 2008
23. desember 2008	24. desember 2008	25. desember 2008	26. desember 2008	27. desember 2008	28. desember 2008	29. desember 2008	28. desember 2008	30. desember 2008	31. desember 2008		

Avgang fra Bergen den:

2009

Antall rundturer:	33	33	33	33	33	33	33	33	33	34	34
Rundturspakke nr.	1	2	3	4	5	6	7	8	9	10	11
	3. januar 2009	4. januar 2009	5. januar 2009	6. januar 2009	7. januar 2009	8. januar 2009	9. januar 2009	10. januar 2009	11. januar 2009	1. januar 2009	2. januar 2009
	14. januar 2009	15. januar 2009	16. januar 2009	17. januar 2009	18. januar 2009	19. januar 2009	20. januar 2009	21. januar 2009	22. januar 2009	12. januar 2009	13. januar 2009
	25. januar 2009	26. januar 2009	27. januar 2009	28. januar 2009	29. januar 2009	30. januar 2009	31. januar 2009	1. februar 2009	2. februar 2009	23. januar 2009	24. januar 2009
	5. februar 2009	6. februar 2009	7. februar 2009	8. februar 2009	9. februar 2009	10. februar 2009	11. februar 2009	12. februar 2009	13. februar 2009	3. februar 2009	4. februar 2009
	16. februar 2009	17. februar 2009	18. februar 2009	19. februar 2009	20. februar 2009	21. februar 2009	22. februar 2009	23. februar 2009	24. februar 2009	14. februar 2009	15. februar 2009
	27. februar 2009	28. februar 2009	1. mars 2009	2. mars 2009	3. mars 2009	4. mars 2009	5. mars 2009	6. mars 2009	7. mars 2009	25. februar 2009	26. februar 2009
	10. mars 2009	11. mars 2009	12. mars 2009	13. mars 2009	14. mars 2009	15. mars 2009	16. mars 2009	17. mars 2009	18. mars 2009	8. mars 2009	9. mars 2009
	21. mars 2009	22. mars 2009	23. mars 2009	24. mars 2009	25. mars 2009	26. mars 2009	27. mars 2009	28. mars 2009	29. mars 2009	19. mars 2009	20. mars 2009
	1. april 2009	2. april 2009	3. april 2009	4. april 2009	5. april 2009	6. april 2009	7. april 2009	8. april 2009	9. april 2009	30. mars 2009	31. mars 2009
	12. april 2009	13. april 2009	14. april 2009	15. april 2009	16. april 2009	17. april 2009	18. april 2009	19. april 2009	20. april 2009	10. april 2009	11. april 2009
	23. april 2009	24. april 2009	25. april 2009	26. april 2009	27. april 2009	28. april 2009	29. april 2009	30. april 2009	1. mai 2009	21. april 2009	22. april 2009
	4. mai 2009	5. mai 2009	6. mai 2009	7. mai 2009	8. mai 2009	9. mai 2009	10. mai 2009	11. mai 2009	12. mai 2009	2. mai 2009	3. mai 2009
	15. mai 2009	16. mai 2009	17. mai 2009	18. mai 2009	19. mai 2009	20. mai 2009	21. mai 2009	22. mai 2009	23. mai 2009	13. mai 2009	14. mai 2009
	26. mai 2009	27. mai 2009	28. mai 2009	29. mai 2009	30. mai 2009	31. mai 2009	1. juni 2009	2. juni 2009	3. juni 2009	24. mai 2009	25. mai 2009
	6. juni 2009	7. juni 2009	8. juni 2009	9. juni 2009	10. juni 2009	11. juni 2009	12. juni 2009	13. juni 2009	14. juni 2009	4. juni 2009	5. juni 2009
	17. juni 2009	18. juni 2009	19. juni 2009	20. juni 2009	21. juni 2009	22. juni 2009	23. juni 2009	24. juni 2009	25. juni 2009	15. juni 2009	16. juni 2009
	28. juni 2009	29. juni 2009	30. juni 2009	1. juli 2009	2. juli 2009	3. juli 2009	4. juli 2009	5. juli 2009	6. juli 2009	26. juni 2009	27. juni 2009
	9. juli 2009	10. juli 2009	11. juli 2009	12. juli 2009	13. juli 2009	14. juli 2009	15. juli 2009	16. juli 2009	17. juli 2009	7. juli 2009	8. juli 2009
	20. juli 2009	21. juli 2009	22. juli 2009	23. juli 2009	24. juli 2009	25. juli 2009	26. juli 2009	27. juli 2009	28. juli 2009	18. juli 2009	19. juli 2009
	31. juli 2009	1. august 2009	2. august 2009	3. august 2009	4. august 2009	5. august 2009	6. august 2009	7. august 2009	8. august 2009	29. juli 2009	30. juli 2009
	11. august 2009	12. august 2009	13. august 2009	14. august 2009	15. august 2009	16. august 2009	17. august 2009	18. august 2009	19. august 2009	9. august 2009	10. august 2009
	22. august 2009	23. august 2009	24. august 2009	25. august 2009	26. august 2009	27. august 2009	28. august 2009	29. august 2009	30. august 2009	20. august 2009	21. august 2009
	2. september 2009	3. september 2009	4. september 2009	5. september 2009	6. september 2009	7. september 2009	8. september 2009	9. september 2009	10. september 2009	31. august 2009	1. september 2009
	13. september 2009	14. september 2009	15. september 2009	16. september 2009	17. september 2009	18. september 2009	19. september 2009	20. september 2009	21. september 2009	11. september 2009	12. september 2009
	24. september 2009	25. september 2009	26. september 2009	27. september 2009	28. september 2009	29. september 2009	30. september 2009	1. oktober 2009	2. oktober 2009	22. september 2009	23. september 2009
	5. oktober 2009	6. oktober 2009	7. oktober 2009	8. oktober 2009	9. oktober 2009	10. oktober 2009	11. oktober 2009	12. oktober 2009	13. oktober 2009	10. september 2009	11. september 2009
	16. oktober 2009	17. oktober 2009	18. oktober 2009	19. oktober 2009	20. oktober 2009	21. oktober 2009	22. oktober 2009	23. oktober 2009	24. oktober 2009	12. oktober 2009	13. oktober 2009
	27. oktober 2009	28. oktober 2009	29. oktober 2009	30. oktober 2009	31. oktober 2009	1. november 2009	2. november 2009	3. november 2009	4. november 2009	14. oktober 2009	15. oktober 2009
	7. november 2009	8. november 2009	9. november 2009	10. november 2009	11. november 2009	12. november 2009	13. november 2009	14. november 2009	15. november 2009	25. oktober 2009	26. oktober 2009
	18. november 2009	19. november 2009	20. november 2009	21. november 2009	22. november 2009	23. november 2009	24. november 2009	25. november 2009	26. november 2009	5. november 2009	6. november 2009
	29. november 2009	30. november 2009	1. desember 2009	2. desember 2009	3. desember 2009	4. desember 2009	5. desember 2009	6. desember 2009	7. desember 2009	16. november 2009	17. november 2009
	10. desember 2009	11. desember 2009	12. desember 2009	13. desember 2009	14. desember 2009	15. desember 2009	16. desember 2009	17. desember 2009	18. desember 2009	27. november 2009	28. november 2009
	21. desember 2009	22. desember 2009	23. desember 2009	24. desember 2009	25. desember 2009	26. desember 2009	27. desember 2009	28. desember 2009	29. desember 2009	8. desember 2009	9. desember 2009
										19. desember 2009	20. desember 2009
										30. desember 2009	31. desember 2009

TILBUD PÅ TRAFIKERING AV KYSTRUTE BERGEN - KIRKENES 2005(6) - 2012

1. Tilbyder

Navn	Adresse	Tlf.	Fax	Kontaktperson
Daglig leder	Styreleder	E-postadresse til kontaktperson		

2. Krav til statens kjøp, NOK per rundturspakke

1000 NOK (uten desimaler)	Rundturspakke enkeltvis										
	a)	b)	c)	d)	e)	f)	g)	h)	i)	j)	k)
Statlig kjøp*) per rundturspakke enkeltvis											
Skip som skal trafikere rundturspakken											
Trafikken kan starte fra (dato):											

3. Krav til statens kjøp for flere rundturspakker

1000 NOK (uten desimaler)	Antall rundturspakker:										
	2	3	4	5	6	7	8	9	10	11	
Samlet kjøpesum*) for flere rundturspakker (1000 NOK)											
Sammensetning av bestemte rundturspakker? (angi bokstaver)											

*) Tilbudsbeløpene er eksklusive merverdiavgift

4. Trekk i statens kjøp i henhold til kvalitetsordningen (avsnitt 8.3 i anbudsgrunnlaget) aksepteres

5. Løsninger for innsatskapasitet ved reparasjons- eller vedlikeholdsopphold

--

6. Årsberetning og regnskap for 2002 og 2003 er vedlagt

7. Beskrivelse av fartøy som skal brukes i trafikken er vedlagt

8. Informasjon om selskapets organisasjon og organisering av kystrutedriften er vedlagt

9. Sikkerhetssertifikater er vedlagt

10. Egenerklæringer vedr. helse, miljø og sikkerhet er vedlagt

11. Skatteattester er vedlagt

Sted, dato, underskrift:

--

SPESIFIKASJON AV FARTØY

Tilbyder

Fartøyets navn:

Hvis innsatsfartøy, sett "inns."

Eier

Byggeår:

Antall passasjerer:

Antall sitteplasser mv. for passasjerer

Passasjerareal m2

Antall lugarer:

herav lugarer med dusj/toalett

Antall køyeplasser:

Tilgjengelighet for forflytningshemmede

Antall biler:

Maks lengde på kjøretøy:

Maks bredde på kjøretøy:

Maks høyde på kjøretøy:

Maks kjøretøy-vekt:

Kjøretøy inn/ut (måte)

Godsrom antall m2

Godsrom antall m3

Lastemåte

Dødvekt:

Nettotonnasje:

Registertonn:

Antall dekk:

Bredde:

Lengde:

Fart:

Hovedmotor - KW:

Hovedmotor - Fabrikat:

Hovedmotor - Type:

Mastehøyde:

Dyptgående:

Miljø

Annet



SAMFERDSELSDEPARTEMENTET

Norwegian Ministry of Transport and Communications

**INVITATION TO TENDER
COASTAL TRANSPORT SERVICE
BERGEN-KIRKENES**

Following the decision by the Norwegian Parliamentary, the Ministry of Transport and Communications will accept tenders for the coastal services between Bergen and Kirkenes, also known as "Hurtigruten", over the period 1.1.2005(-6) to 31.12.2012, re. TED 2004-12085. Tender documents are available from the Ministry's web-site, <http://odin.dep.no/sd> until 25.8.2004.

Requests for tendering documents can also be directed to The Ministry of Transport and Communications, Road and Sea Transport Section, tel. +47 22248241, e-mail: postmottak@sd.dep.no, P.O.Box 8010 Dep., N-0030 OSLO, or directly to:

Arne Stenberg tel. +47 22248247, arne.stenberg@sd.dep.no,
Dag Namtvedt tel. +47 22 248249, dag.namtvedt@sd.dep.no or
Arnfinn Øen tel. +47 22248263, arnfinn.oen@sd.dep.no),

The Ministry must receive any tenders no later than 12.00 am, Wednesday 15 September 2004.

KONTRAKT

Mellom (nedenfor kalt operatøren) og Samferdselsdepartementet (nedenfor kalt oppdragsgiveren) er det inngått følgende avtale:

§ 1. Tjenester

Operatøren påtar seg å utføre transport av gods og personer på strekningen Bergen-Kirkenes i henhold til godkjent ruteprogram. Kontrakten løper fra og med første avgang i angitte rundturspakker i § 2 til og med den dag siste avgang fra Bergen før 1.1.2013 har returnert til Bergen.

Ruteprogrammet kan endres i henhold til nærmere avtale og etter de rutiner som gjelder for slike endringer.

Oppdragsgiver har rett til å forlenge kontraktens varighet med inntil ett år. Denne retten skal påberopes overfor operatøren innen den 1. april 2012.

§ 2. Statens kjøp

Denne kontrakt gjelder følgende rundturspakker à 33 rundturer per år som skal utføres av angitte skip med tilhørende statlig kjøp for kalenderåret 2005:

Rundturspakke .)	"M/S	"	xx xxx xxx,-	Første avgang	x.y.200z
Rundturspakke .)	"M/S	"	xx xxx xxx,-	Første avgang	x.y.200z
Rundturspakke .)	"M/S	"	xx xxx xxx,-	Første avgang	x.y.200z
Osv.	"M/S	"	xx xxx xxx,-	Første avgang	x.y.200z
<u>Til sammen</u>			<u>xxx xxx xxx,-</u>		

For rundturspakker som inneholder 34 rundturer per år er statens kjøp 34/33 av angitt beløp.

Oppdragsgiver utbetaler til operatørene 1/12 av det årlige kjøp den 1. i hver måned. Operatøren svarer ikke merverdiavgift av statens kjøp.

§ 3. Forbehold om bevilgning

Det tas forbehold om at Stortinget ved de årlige budsjettbehandlinger stiller de nødvendige midler til disposisjon for Samferdselsdepartementet til dekning av nevnte kjøpesum.

§ 4. Endring av godtgjørelse

Statens kjøp reguleres årlig i forbindelse med forberedelsene til statsbudsjettet i februar året før driftsåret. Oppdragsgiver regulerer kjøpesummen (første gang for 2006) i henhold til kriterier som er nærmere beskrevet i kapittel 10 i anbudsgrunnlaget.

Ved bortfall av avganger eller store forsinkelser reduseres statens kjøp i henhold til avsnitt 8.1.3 i anbudsgrunnlaget.

§ 5. Kontraktgrunnlag

Til grunn for denne kontrakt ligger anbudsinnbydelse datert 28. juni 2004 med følgende presiseringer (*bl.a. på bakgrunn av spørsmål og svar i anbudsperioden mv.*):

Endringer, presiseringer
Endringer, presiseringer
osv.

For øvrig gjelder kapitlene 7 og 8 samt 10 - 12 i anbudsgrunnlaget som gjensidig forpliktende deler av denne kontrakt. Norsk versjon av anbudsgrunnlaget har rang foran den engelske versjonen.

§ 6. Mislighold

Partene har gjensidig rett til å si opp avtalen dersom den annen part vesentlig misligholder sine forpliktelser etter avtalen.

Hvis en operatør ikke oppfylder sine forpliktelser overfor oppdragsgiveren, vil oppdragsgiver først gi operatøren et skriftlig varsel, og operatøren skal gis anledning til å presentere tiltak for å rette på forholdene innen 14 dager etter avsendt varsel. Ved mislighold som ikke rettes etter skriftlig varsel kan operatøren ilegges dagsbøter inntil forholdet er rettet. Dagsbøter tilsvarer 1 pro mille av kjøpesummen per år.

Ved gjentatte tilfeller av alvorlig karakter som ikke rettes etter skriftlig varsel har oppdragsgiveren rett til å heve kontrakten og trekke tildelt løyve tilbake. Det samme gjelder dersom operatørene ikke lenger innehar nødvendige garantier, sertifikater eller andre formelle forutsetninger for å gjennomføre kontrakten.

Som tilfelle av alvorlig karakter regnes f.eks. innstilling av 3 på hverandre følgende avganger i hver rundturspakke eller mer enn 5 avganger i ett kalenderår ut over de innstillinger som er omtalt i avsnitt 8.1.3.

§ 7. Force majeure

Krig, naturkatastrofer, arbeidskonflikter, brann og andre hendelser av force-majeure-karakter fritar partene fra forpliktelsene i transportkontrakten så lenge disse forholdene hindrer gjennomføringen av transportoppgavene.

§ 8. Tvister

Uenighet om forståelsen av kontrakten skal søkes løst gjennom forhandlinger. Fører ikke disse frem innen to måneder, kan saken av hver part bringes inn for de ordinære domstoler til avgjørelse, med mindre partene blir enige om å avgjøre saken ved voldgift. Oslo Tingrett er verneting for alle tvistemål i anledning dette kontraktsforhold med mindre partene blir enige om noe annet

§ 9. Utstedelse

Denne kontrakt er utstedt i to eksemplarer hvorav partene beholder hvert sitt.

§ 10. Forbehold om Stortingets godkjenning

Oppdragsgiver tar forbehold om Stortingets godkjenning, jfr. Innst. S nr. 125 (2003-2004).

Oslo, den ../.. 2004

for operatøren

for Samferdselsdepartementet

Vedlegg: Anbudsgrunnlag av 28.6.2004

APPENDIX 8: Statistics (Norwegian only)

Operatør:

Månedsvise

	Hele året	Januar	Februar	Mars	April	Mai	Juni	Juli	August	September	Oktober	November	Desember
Produksjon													
Antall skip i trafikk													
Antall dager													
Antall driftsdøgn													
Antall døgn ikke i trafikk													
Antall rundturer med store forsinkelser *)													

*) Se avsnitt 8.1.3 i anbudsgrunnlaget

Teritialsvis

	1/3	2/3	3/3	Sum for året
Trafikk				
Antall reiser nord				
Antall reiser syd				
Antall reiser totalt				
Antall personkilometer				
Godstrafikk: Antall tonn nord				
Godstrafikk: Antall tonn syd				
Antall tonn totalt				
Tonnkilometer				

Årlig

OD-matrise for persontrafikken

Teritialsvis

	1/3	2/3	3/3	Sum for året
Inntekter				
Persontrafikk				
Godstrafikk				
Catering				
Andre inntekter				
Inntekter totalt				

