



Oslo Kommune
Oslo Havn KF



THE PORT OF OSLO

A cleaner way to Norway's capital



3,350 mobile phones arrive in Oslo by sea every day

FREIGHT

Norway's largest freight port

- HALF OF THE NORWEGIAN POPULATION LIVES LESS THAN THREE HOURS' DRIVE FROM THE PORT OF OSLO
- VERY CLOSE TO THE RAILWAY AND MAIN ROADS
- STATE-OF-THE-ART, EFFICIENT CARGO TERMINALS

It is one of Norway's national goals that as much freight as possible should be carried by sea and rail, because the method is so much more environmentally sound than road transport. In the Port of Oslo, cargoes can be unloaded straight onto the railway, which reaches all the way out to the waterfront, and when lorries are going to transport the goods on, they can reach half of the population of Norway within three hours.

STATE-OF-THE-ART CONTAINER TERMINALS

53,300 pairs of shoes and 54,700 kilos of coffee are part of what reaches Oslo by sea every day. Our state-of-the-art container terminals are visited by 8 container vessels a week, and around 125,000 containers are unloaded each year.

Trains leave the port for Gardermoen airport every day carrying aviation fuel. In fact, 40 percent of Norway's consumption of oil, petrol and diesel passes through the port of Oslo. In addition, we unload one million tonnes of dry cargo, such as grain, sand, cement and salt. Not everyone is aware that the passenger ferries also carry freight. A third of the freight comes with the ferries from Germany and Denmark.

BUILDING A NEW FREIGHT PORT

The city council has decided that Oslo's permanent port will be in the southern port area, which extends from the mouth of the Akerselva river to Ormsund, a total of around 61.5 hectares, or 34 football pitches.

We are building a modern and even more efficient freight port, and when the southern port is finished, we will be able stack twice as many containers as we can now, and will have one of the world's most space-efficient ports.



ROLLS ON BOARD: A third of all freight arrives with the ferries from Denmark and Germany.
PHOTO: TOMM W. CHRISTIANSEN



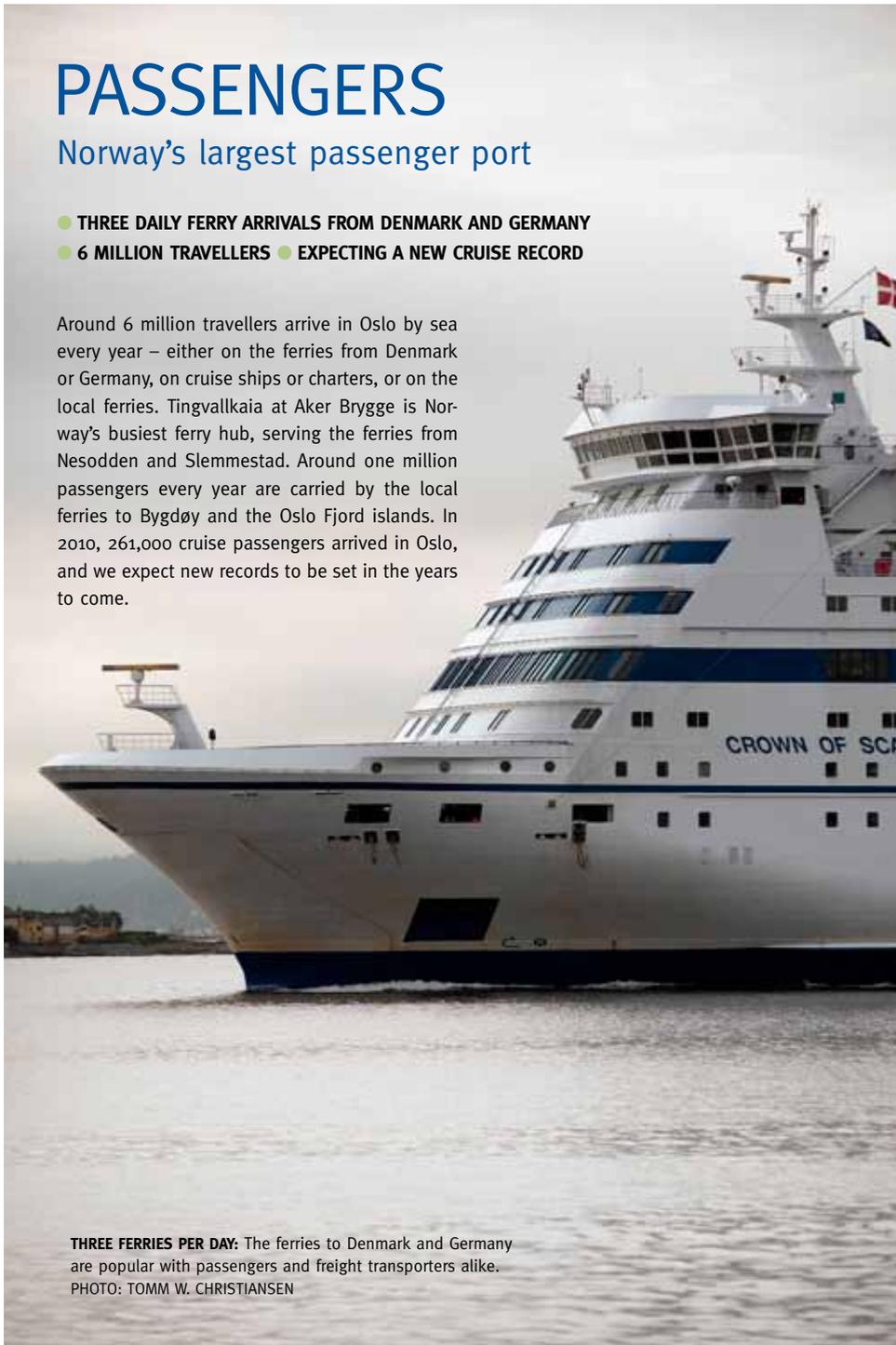
LIFTS THE GOODS ASHORE: 5.5 million tonnes of freight arrived in Oslo by sea in 2010.
PHOTO: TOMM W. CHRISTIANSEN

PASSENGERS

Norway's largest passenger port

- **THREE DAILY FERRY ARRIVALS FROM DENMARK AND GERMANY**
- **6 MILLION TRAVELLERS** ● **EXPECTING A NEW CRUISE RECORD**

Around 6 million travellers arrive in Oslo by sea every year – either on the ferries from Denmark or Germany, on cruise ships or charters, or on the local ferries. Tingvollkaia at Aker Brygge is Norway's busiest ferry hub, serving the ferries from Nesodden and Slemmestad. Around one million passengers every year are carried by the local ferries to Bygdøy and the Oslo Fjord islands. In 2010, 261,000 cruise passengers arrived in Oslo, and we expect new records to be set in the years to come.



THREE FERRIES PER DAY: The ferries to Denmark and Germany are popular with passengers and freight transporters alike. PHOTO: TOMM W. CHRISTIANSEN



LOBSTER IN THE HARBOUR: Project Oslo Fjord has led to the fjord being cleaner than it has been for 100 years. Flora and fauna have returned. This lobster lives just outside the Oslo City Hall quay. PHOTO: DAG L. HANSEN/STAVERN DYKKERSENTER FOR NGI

THE ENVIRONMENT

The seaways are green ways

- **THE HARBOUR REDUCES THE LENGTH OF TRAFFIC QUEUES BY 12 MILES PER DAY**
- **OSLO FJORD IS CLEANER THAN IT HAS BEEN FOR 100 YEARS**
- **NEW TECHNOLOGY REDUCES EMISSIONS**

The sea route makes environmental sense. If the freight that arrives in the port had been transported by road, we would have had 12 mile long queues of lorries every working day. This is equivalent to a continuous line of lorries from Sjursøya to Slepden.

MORE ENVIRONMENTALLY SOUND ELECTRICITY

Oslo Havn KF has led the Clean Oslo Fjord project. 95 - 99 percent of the pollution has been removed from Pipervika and Bjørvika, and the inner Oslo Fjord area is cleaner than it has been for 100 years. The contaminated spoil has been deposited in a deep water trench near Malmøykalven island. The trench has been covered with sand and this area is also cleaner than it used to be.

We have built artificial reefs in Bjørvika to enhance the biodiversity of the fjord. Mussels and

other organisms make their homes in the reefs and clean the water in a natural way.

Ships also need electricity when they are moored. Currently, the electricity comes from diesel-powered auxiliary engines, but the Port of Oslo is working to be able to offer more environmentally sound electricity from the shore, reducing CO₂ emissions by 3,500 tonnes per year.

WORKING ON REDUCING NOISE

The environmental aspect is included in all of the company's projects, and we are continually working on environmental improvements. The Port of Oslo is certified according to ISO 14001.

A port is not always the best neighbour. Freight traffic, unfortunately, does generate a lot of noise. We make continual efforts to reduce noise levels. In addition, we create buffer zones between the freight terminals and the surrounding city.

Aesthetics is important for a city port. For this reason, we have drawn up aesthetic guidelines for that part of the port that is open to the general public.



TJU VHOLMEN: A new suburb springs up.
PHOTO: TOMM W. CHRISTIANSEN



BJØRVIKA: A bar code is Oslo's new skyline.
PHOTO: TOMM W. CHRISTIANSEN



TJU VHOLMEN: People have begun to move in.
PHOTO: TOMM W. CHRISTIANSEN

URBAN DEVELOPMENT

The Fjordbyen suburb emerges

- HALF OF THE PORT WILL BE NEW
- BEACHES AND PARKS IN THE HEART OF OSLO
- NEW SUBURBS EMERGE

In 2000, Oslo City Council adopted the so-called fjord city plan.

The council will link the fjord and the city together. People should be able to live in, shop on and enjoy the waterfront. Around half of what used to be the port will now be used for other purposes, including waterfront promenades and beaches, housing and offices.

FJORDBYEN TAKES SHAPE

The new fjordside suburb will stretch from the Aker selva river and to the west. The new opera house in Bjørvika is already one of the capital's greatest tourist attractions, and several new cultural centres are planned: the new Munch and Stenersen Museums, and the Deichmanske Library. There will also be around 4,000 - 5,000 housing units and around 20,000 jobs. The submerged tunnel will remove 70,000 vehicles from the surface and open up for completely new urban development in this area. Our wholly-owned subsidiary Hav Eiendom has a key part to play here.

HOUSING, PARKS AND FERRY TERMINAL

At Tjuvholmen there will be 900 housing units, surrounded by streets and squares, inspired by Italian urban structures. The Astrup Fearnley Museum and sculpture park will also find a home here. Tjuvholmen will also give the city's population a new beach.

The development of Fjordbyen will progress in stages. At Filipstad we are still on the starting line, but there will be housing, parks and a ferry terminal here. We have also planned a waterfront promenade and a fjord tram that will link the new fjordside city together.

Income from sale of the areas to be developed will be used to build the southern port, which will be one of the world's most space-efficient freight ports.



A CITY BEACH: The new opera house in Bjørvika is one of the city's greatest tourist attractions. In the summer it is also used as a beach.
PHOTO: BJØRN LANGSEM/DAGBLADET



Oslo Port Authority

- Oslo Havn KF is a municipally-owned company (KF) which reports to the City of Oslo's department for transport and the environment. We must offer efficient and environmentally sound sea transport and monitor the traffic in the port area.
- Private enterprise is responsible for the work at the terminals, with the exception of the cranes, for which the Port of Oslo is responsible.
- Oslo Havn KF is one of five Norwegian ports that are designated as especially important in the development of efficient and safe sea transport of passengers and freight.

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Published: October 2010