MAKING THE WORLD A LITTLE BIT SMALLER
Tyrholm & Farstad AS – Global Competence in Transport & Logistics

- Established in 1914
- 100 % owned by the Farstad family in Aalesund
- Engaged in shipping since 1959. Farstad Shipping AS separated into an own company in 1993
- Tyrholm & Farstad AS largest shareholder in Farstad Shipping ASA with 40,50 %
- Airfreight agent since 1956 for Braathen, continued through SAS
Main Business Areas

- Roadfreight, import / export
- Seafreight, import / export
- Containerfreight import / export
- Airfreight
- Ships agent
- Terminal (cold storage plant & dry storage)
- Documentation
- Property development
Employees / staff

- Head office
- 24 employes
- Terminal department
- 13 employes
- Airfreight department
- 6 employes
- Holger Fischer Spedisjon AS Oslo – 6 employes
- Holger Fischer GMBH & CO. KG, Hamburg – 6 employes
Tyrholm & Farstad AS

- The terminal in Skutvika, Aalesund was opened in 1992
- Second phase of construction finished at Skutvika in 1999
- The terminal building at Skutvika opened for business in the spring of 2000
- Certified terminal for import of fish from 3. party countries in 2000, and now also for chilled fish, fishproducts and all kinds of fish oil.
- Extended the capacity of the cold storage plant in 2007

For more information - www.tyrholm.no
Terminal

- 13 employees – certified personnel for handling and securing all kind of goods
- Stock holding and shipping for several Shipping/Offshore companies
- 420 meters Quay capacity, consisting of 3 separate Quays Depths alongside from 6m to 16m.
- Forklifts capacity from 1.5 ton to 46 tons
- Dry storage of 1 100m² / 6 900m³
- Cold storage of 3 100m² / 28 000m³
- Chilled storage of 1 600m² / 8 000m³
Container facilities

- 3 forklifts for containers
- 360 power outlets for containers
- Containers for rent and for sale
- Services we provide:
  - PTI check of containers
  - Wash / cleaning of containers
  - Container repairs
Cold storage plant

- Cold storage capacity 3 100m² / 28 000m³ divided in bulk and rack-system
- Rack storage capacity 1 700m² / 15 000m³ / apprx 8 000 pallets
- Bulk storage capacity 1 400m² / 13 000m³
- Chilled storage capacity 1 600m² / 12 000 m³
- Computerized solutions for tracking of cargo
ROAD HAULAGE
Roadimport/eksport

- 8 employees
- Import customs declarations
- Domestic and international road freight
- Regular routes between Norwegian and foreign shipyards on a weekly basis
- Issuing of transport documents and certificates
Export/import

- 7 employees
- Transportation of frozen and chilled cargo, full-/part loads and project freights
- Extensive network of partners in regard to container freight, ship owners, transport companies etc.
- Issuing of documents / certificates
- Customs handling
AIR FREIGHT
Air Freight

- 6 employees
- Open between 07:30 – 19:30 Monday to Friday
- After office no/duty no - +47 90 10 17 70
- Jetpak
- Handling agent for SAS cargo
- Courier
Shipping Agent Department

• Operated since 1926
• 3 employees on operational basis
• 24 hrs service
• Extensive contact network guaranteeing fast and efficient service at any time in any Norwegian port
• Solution minded
• Service area covering the coastline from Bergen to Kristiansund. Services beyond this area either in co-operation with sub-agents or as remote controlled port calls.
• Experience with all types of vessels.
• Apprx 400 port calls per. year
Vessel types we are handling:

- General cargo vessels
- Container vessels
- Reefer vessels
- Supply / service / offshore vessels
- Seismic/research/chase vessels
- Tug boats
- Cruise vessels
- Tank/gas vessels
- Navy vessels
Provision of services

- Ordinary agent services
- Organize loading/discharging incl stevedores, if needed.
- Custom handling of goods import/export
- Crew change / immigration / meet and greet
- Payment of salary to crew
- Transfer of crew and cargo
- Arranging doctor, dentist etc.
- Brokering of fuel, cargo, vessels and tugs
- Freight / ships brokerage
## Total Import

<table>
<thead>
<tr>
<th>Year</th>
<th>Container</th>
<th>TEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>9165</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>16986</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>9227</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>16989</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>9600</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>17814</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>9585</td>
<td></td>
</tr>
</tbody>
</table>

## Total Eksport

<table>
<thead>
<tr>
<th>Year</th>
<th>Container</th>
<th>TEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>8755</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>15975</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>9168</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>16537</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>9625</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>17546</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>9708</td>
<td></td>
</tr>
</tbody>
</table>

## Total Handling Inn/Ut

<table>
<thead>
<tr>
<th>Year</th>
<th>Container</th>
<th>TEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>17920</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>32961</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>18395</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>33526</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>19225</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>35360</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>19293</td>
<td></td>
</tr>
</tbody>
</table>
Hvorfor flytte

- For lite areal
- Lite effektiv handling/ for mange moves pr. container
- Venting
- For høye personalkostnader
- Slitasje utstyr/trucker
- Ikke plass til havnekran
- Trafikksituasjonen/tilgjengelighet
- Støy/miljø
Hvorfor flytte

- Større areal for fremtidig vekst
- Mer kostnadseffektiv drift
- Mer gods over på sjø
- Høyere frekvens feedere
- Bedre tilbud til næringslivet
- Oversjøisk
- Shortsea Europa
Hvorfor flytte

- Flytte til Flatholmen
- Ikke i sentrum, men sentral beliggenhet
- Intensjonsavtale med ÅRH
- Salg av tomt i Skutvika, arealplan, lang behandlingstid i kommunen
- Doble terminalarealet fra 40 til 80 mål
- Kai lengde, større feedere
- Fiskerikai
- Vurderinger fryse/kjø relelager
- Tørrlager
- Havnekran
Hvorfor flytte

- Nærhet til andre terminalaktører/konkurrenter
- Terminalselskap?
- Felles utnyttelse av ressurser?
- Losse- og lastearbeidere? Organisering?
- Fortrinnsretten faller bort, nye muligheter til mer effektiv drift