



Terms

**For Sikuki Nuuk Harbour A/S
Effective January 1, 2025**

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1. INTRODUCTION

1.1. General

For the use of areas, quays and facilities belonging to Sikuki Nuuk Harbour A/S as well as the sale of services, user fees are charged in accordance with these **Terms and Conditions**, which must be approved by the Government of Greenland at all times. Changes may be made without prior notice.

Regarding the regulation of the general conditions, legal basis, liability, sanctions, etc. in the Port of Nuuk, reference is made to **the Rules of Order for Sikuki Nuuk Harbour A/S**, which must be approved by the Government of Greenland at all times, as well as applicable executive orders and laws, including in particular:

Act No. 17 of 3 June 2015 on Sikuki Nuuk Harbour A/S and the construction of a harbour near Nuuk

Permit for the construction and operation of ports in Nuuk of 30 June 2015

The Home Rule Ordinance no. 1. of 4 January 2000 on port regulations

Inatsisartut Act No. 9 of 3 June 2015 on Ports

Inatsisartut Act No. 43 of 23 November 2017 on the removal of ships and wrecks in ports.

Landsting Act No. 20 of 30 October 1992 on port dues, with the amendments resulting from Landsting Act No. 4 of 13 May 1993, Landsting Act No. 14 of 28 October 1993, Landsting Act No. 11 of 13 June 1994, Landsting Act No. 17 of 3 November 1994, Landsting Act No. 1 of 20 May 1998, Landsting Act No. 2 of 21 May 2002, Landsting Act No. 3 of 27 March 2006, Landsting Act No. 14 of 2 November 2006, Landsting Act No. 8 of 5 December 2008, Inatsisartut Act No. 14 of 3 June 2015 and Inatsisartut Act No. 61 of 20 November 2023.

Amendments to the Terms and Conditions must in each case be approved by the Government of Greenland. These Terms and Conditions were approved by the Ministry of Housing and Infrastructure on 28 November 2024 with effect from 1 January 2025.

1.2. User fees for the port's services

For calls, stays, loading/unloading and use of the port's areas and facilities, user fees are charged for ships, user fees for goods and passengers, as well as payment for waste management, land rental and services such as sale of electricity, water, line handling, etc.

1.3. Booking berths and services

Enquiries regarding booking of quays and ordering Sikuki Nuuk Harbour A/S' services should be made by contacting Sikuki Nuuk Harbour A/S at:

Mail: booking@sikuki.gl,

VHF channel 12

Phone: +299 31 40 30

1.4. Port dues for the Government of Greenland

Sikuki Nuuk Harbour A/S is ordered by the Danish Tax Agency to collect a port fee on behalf of the Government of Greenland, cf. Inatsisartut Act amending the Landsting Act on Port Fees (Reintroduction of a Cruise Passenger Tax - 61/2023) The procedures and declaration forms in force at any time for cruise ships and other ships, respectively, can be obtained from the Danish Tax Agency.

Please note that the deadline for submission of the declaration and settlement of the fee to Sikuki Nuuk Harbour A/S is on the day of departure, cf. applicable law and executive order.

2. PAYMENT TERMS AND REGULATION

All rates mentioned in these Terms and Conditions are valid from 1 January 2025 to 31 December 2025. The charges for user fees for ships, goods, passengers and other services are adjusted annually with a 2% increase in the charges.

Current rates are stated in the Tariff Sheet on www.sikuki.gl.

The payment deadline for services at Sikuki Nuuk Harbour A/S is 14 days net, unless otherwise agreed. In the event of payment deadlines being exceeded, fees and interest will be calculated.

Reminder fee:	Kr. 100,00
Interest:	1.5% per month started

When paying by credit card, a credit card fee is paid depending on the type of card. As a rule, cash payments are not accepted.

3. USER FEES FOR SHIPS AND GOODS

3.1. User fees for ships – Ship tariff and Subscription

3.1.1. General provisions

There is a user fee for all ships and vessels in the Port of Nuuk, including container ships, cruise and passenger ships, settlement ships, trawlers and vessels for commercial fishing, tugboats, pleasure craft, barges and all other floating equipment.

The user fee is the responsibility of the ship.

3.1.2 Cruise ships

The ship tariff is calculated on the ship's total gross tons (GT) and is tarified per call at Kr. 1.17 per GT.

A minimum of 70 GT is paid regardless of whether the ship is smaller than this. Ships over 70 GT pay for actual BT.

For cruise ships, the payment covers stays in the port for up to one day. For stays of more than 1 day, an additional ship fee will be calculated per commenced day. Delaying or moving between different quay sections is considered as one stay and not as a new call.

When anchoring outside Nuuk Harbour, the port's Tender Pontoon must be used for disembarkation by appointment. User fees are calculated according to the gross tonnage (GT) of the mother ship.

3.1.3 Other vessels

For other ships, the Ship Tariff is calculated on the ship's total gross tons (GT) and is tarified per call at Kr. 1.17 per GT.

For other ships, the payment covers stays in the port for up to 4 days. For stays of more than 4 days, a proportionate additional ship tariff is calculated per day commenced. Delaying or moving between different quay sections is considered as one stay and not as a new call.

When anchoring outside the Port of Nuuk, the port's pontoons can be used for disembarkation by appointment. User fees are calculated according to the gross tonnage (GT) of the mother ship.

3.1.4 Subscription

Subscriptions for stays at Trawlerkaj, Fiskerikaj, Kutterkaj and Monterkaj are classified with a minimum tariff of Kr. 10,545 per half-year for vessels of less than 70 GT. Ships over 70 GT pay $GT/70 \times Kr. 10,545$ per half-year. For long-term stays/lay-up at other quay sections, the subscription is paid according to the same principle and rate.

Subscriptions for stays at Pontoon Quay at Puulukip Nuua (Marine Headland) are tarified at a minimum rate of Kr. 14,763 per half year for ships under 70 GT. Ships over 70 GT pay $GT/70 \times Kr. 14,763$ per half-year.

Subscription at Kutterkaj and Pontoon Quay at Puulukip Nuua includes the use of pontoons at the Tidal Stairs in Østre Vig, at Skonnertkaj and in Nuup Saava for loading and unloading.

Subscriptions for vessels in coastal fishing, with berths at Trawlerkaj and Fiskerikaj, are classified with a minimum tariff of Kr. 5,306 per half-year for vessels of less than 70 GT. Ships over 70 GT pay $GT/70 \times Kr. 5,306$ per half-year.

Admission cards to Kutterkaj and Pontonkaj at Puulukip Nuua can be obtained upon payment of a deposit. Admission tickets are personal.

3.1.5 Use of Tidal Stairs and Pontoons

Commercial vessels without a subscription that use the Tidal Staircase in Østre Vig, the Tender Pontoon at Skonnertkajen in the inner harbour and the pontoon at Nuup Saava for loading and dropping off passengers, etc., are classified with a fixed minimum rate of Kr. 7,500 per year per vessel.

The tender pontoon and pontoon in Nuup Saava are taken up during the winter months.

3.1.5. Barges

For barges, 25% of the tariff under Clause 3.1.1 is paid according to the gross tonnage (GT) of the barge.

3.1.6. Exemption from ship tariffs

Exempt from ship tariffs are:

- A. Ships that are part of the national defence, coast guard and SAR belonging to Danish or foreign government authorities and which are not designed to carry goods or passengers. Research vessels and fisheries inspection are not exempt. Exemption can be revoked in the event of a long-term uninterrupted stay/lay-up of more than 21 days.
- B. Ships that have only called at the port to seek medical assistance, disembark sick, shipwrecked persons and the like, as well as ships that are forced to seek port due to a casualty, provided that the stay in the port is not extended beyond 24 hours.
- C. No ship tariff is paid in connection with the trading of fresh and iced fish and shellfish products when this takes place in Østre Vig and at Trawlerkaj and Fiskerikaj. In the event of a continued stay beyond 4 hours after unloading for trading, a ship fee must be paid.

3.2. User payment for goods - Product tariff

3.2.1. General provisions

A freight tariff is paid on all goods that are unloaded or loaded or otherwise launched or disembarked in the port.

The goods tariff is the responsibility of the consignee of the goods, the respective consignor of the goods.

In the event of tariff changes, the goods tariff is calculated according to the tariffs in force at the time when unloading or loading was completed.

Cargo tariff containers (TEU = twenty foot container)	Kr. 57,42/TEU
Commodity tariff for non-containerized break-bulk	Kr. 15,23/ton
Goods Tariff Fish and Shellfish	Kr. 41,00/ton
Goods tariff Sand and Crushed Stone	Kr. 15,23/m3
PAX tariff for cruise ships, excluding crew	Kr. 10.40/PAX

If a product is not separately specified, the payment is Kr. 15.23/tonne.

3.2.2 Turnaround of passengers

If a cruise ship calls for a turnaround (covering disembarkation and embarkation of new passengers), the following rates are payable.

Turnaround, base fee for use of port facilities for check-in is invoiced with Kr. 7,500/day.

Turnaround, disembarkation, incl. check-in at port and transport of luggage are invoiced with Kr. 132/PAX.

Turnaround, boarding is invoiced with KR. 25/PAX.

3.2.3. Exemption from payment of commodity tariff

Certain product groups are exempt from payment of goods tariff. An application for exemption from commodity tariffs must be made by the master or the ship's agent prior to the start of loading or unloading.

The following goods are exempt from commodity tariff:

- A. Empty containers used for liner traffic when they are not shipped as commercial goods.
- B. Provisions and other necessities for the ship's own use.
- C. Goods transhipped via quay during the same stay in port to the same ship without further processing or processing.
- D. Fresh and iced fish and shellfish products for trading from dinghies and cutters in coastal fisheries.

3.3. Disclosure of information

3.3.1. Ship tariffs

The master or the ship's agent must provide the port with the necessary information about the ship for the purpose of calculating and collecting the ship's tariff and any fees. Included in the information must be the shipping company and any charterer.

On request, the ship or agent must be able to document the information provided to the port by presenting relevant ship papers and insurance information.

The master or the ship's agent must also provide the port with the information necessary for the production of statistics on the ship, passengers and cargo, including on means of transport, containers, etc.

The required information must be received by the port **no later than upon the ship's arrival**.

3.3.2. Custody rate:

The master or the ship's agent must submit to the port the information necessary for the calculation and collection of the commodity tariff on the cargo unloaded and cargoed by the ship when submitting the ship and cargo declaration.

On request, the ship or agent must be able to document the information provided to the port by presenting cargo documents, weight documentation and passenger list, etc.

Required information must be received by the port **no later than 8 days after the departure of the ship** or the end of the operation in question in case the ship remains in port thereafter. Otherwise, the port may make a discretionary estimate of quantities for invoicing.

3.3.3. Port dues for the Government of Greenland

In accordance with current legislation, ships subject to port dues must submit a declaration and pay port dues to Sikuki to the designated account no later than on departure from the port. The declaration and procedure can be obtained from the Danish Tax Agency.

4. FRESH WATER

Delivery of water in the Old Harbour is carried out by Sikuki, where possible.

Delivery of water during the port's opening hours	Kr. 58.58/kbm
However, the minimum	Kr. 322,00/time

Delivery of water at Qeqertat (New Container Terminal) is carried out by Royal Arctic Line A/S in accordance with their terms and conditions. The cost of this is settled directly with RAL.

5. ELECTRICITY SUPPLY

Delivery of power at Qeqertat (New Container Terminal) is made by Royal Arctic Line A/S in accordance with their terms and conditions. The cost of this is settled directly with RAL.

Sale of electricity on other quay areas, where this is possible, is carried out by Sikuki.

Electricity tariff	Applicable tariff per kWh
A fee is added for the establishment and maintenance of electricity supply	Kr. 0.45 per kWh
Connection during the port's opening hours	Kr. 292.74/time
Purchase of an electricity card for Kutterkajen	Kr. 450/card

Connection outside the port's opening hours, minimum 4 hours, cf. section 6.7.1.

At Sikuki, it is possible to buy an electricity card for use at Kutterkajen and Marinenæsset during opening hours that can be topped up according to the user's wishes.

The consumption is settled at the official rate per kWh in force at any given time.

6. OTHER SERVICES

6.1. Personnel

Harbour assistant, weekdays between 08:00 and 16:00	Kr. 527.25/started hour
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Overtime + 50 %. Call outside the port's opening hours, minimum 4 hours.

Requests for external assistance are subject to a 15% handling fee.

6.2. Rope routing, tidying up, etc.

See section 6.1.

6.3. Pilot

Reference is made to current legislation on pilotage in Greenlandic waters, cf. the Danish Maritime Authority.

6.4. ISPS

Costs for compliance with applicable ISPS requirements, which include the erection of fences and guard during the call, are invoiced to the ship/shipping company/agent. For external services, a processing fee of 15% is added.

Guards are ordered by Sikuki Nuuk Harbour for 1/2 hour before the scheduled call. In case of late arrival and/or departure, you will be charged for on-call duty from 1/2 hour before scheduled arrival (ETA) to 1/2 hour after actual departure (ATD). 1 watch is calculated for cruise ships of less than 300 PAX and 2 watches for ships over 300 PAX.

ISPS installation of barrier at cruise calls	Kr. 2,122.62 per port call
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Guard at cruise calls	Actual cost + 15%
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Additional costs for tightening the security level in addition to Security Level 1 will be charged to the individual user, plus a processing fee of 15%.

6.5 Info Centre

For access to the harbour's Info Centre for counters, tables etc.	Kr. 5,000 per season
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Reserved for tour operators, sale of handicrafts, souvenirs, etc. At all times, it is Sikuki that assesses access, location, area and distribution of areas between users.

6.6 Wheel loader w/driver

Wheel loader, w/forks, shovel or blade, incl. driver	Kr. 1,273 per hour
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7. WASTE FROM SHIPS

By establishing efficient reception schemes, Sikuki wishes to contribute to achieving a positive environmental effect through the proper management of the ships' operational waste. The goal is to make it easy for ships calling at the port to deliver their waste to the port. This can be a contribution to reducing pollution of the marine environment.

7.1. Legal basis, etc.

Inatsisartutlov nr. 4. of 17 February 2022 on protecting the environment
The Government of Greenland's Executive Order no. 3 of 7 January 2021 on waste
Regulations for waste from businesses, Kommuneqarfik Sermersooq

7.2. Definitions

User fees for ships:

The amount a ship normally pays for port calls. Payment for the receipt of certain types of operational waste is included in the normal user fee for ships. This principle is referred to as NSF = "No Charge" or "No Special Fee".

Operational waste:

Term for any type of waste, including kabby waste, domestic waste, packaging, wastewater, oil residues, chemicals and residues other than cargo residues, which is generated while the ship

is in operation. Please note that only certain types of operational waste can be delivered under the NSF rules.

Cargo residues:

Residues of cargo materials in cargo holds or tanks after unloading and cleaning have been completed, including residues from the cargo and spills during loading and unloading. Cargo residues are also classified as tank rinsing water and ballast water. Please note that cargo residues cannot be handed in under the NSF rules.

7.3 General provisions

The port can receive the following types of operational waste:

- A. Domestic waste and municipal waste (NSF, see section 7.3.1.)
- B. Oily waste of less than 50 litres (NSF, see section 7.3.1)
- C. Oily waste over 50 litres (for a fee)
- D. Sewage (for a fee)
- E. Chemicals (only by separate agreement and for a fee)

7.3.1 Special conditions for NSF (No Special Fee)

Payment for the delivery of municipal waste, domestic waste and oily waste of less than 50 litres is included in the normal user fee for ships under NSF.

Delivery of oily waste over 50 litres, sewage wastewater, cargo residues and chemicals are not covered by NSF.

The port is entitled to require separate payment in the following cases:

- A. If the amount of operational waste to be delivered under NSF is greater than the amount the ship, taking into account its size and type, would generate in normal operation since the last port call.
- B. If you want to deliver waste outside the port's regular working hours.
- C. If no user fee is paid for ships.
- D. In the case of cruise ships
- E. If no waste notification has been submitted at least 24 hours before waste is to be delivered (see section 6.4 on the waste notification).

Sikuki Nuuk Harbour A/S provides suitable waste containers and collection tanks where operational waste under NSF can be delivered.

Oil and oily mixtures delivered under NSF must not contain chemicals other than normal additives and must be filled into the separate collection tanks.

Separate payment will be charged for services on the basis of the tariffs applicable by the port at any given time.

7.4. About the waste notification

The master of a ship that plans to call at the port must fill in a waste notification with information about the types and quantities of waste the ship wishes to deliver.

The said notification must be received by the port no later than 24 hours before the delivery is to begin.

In special cases where 24-hour notice has not been possible, the port may agree to receive on the condition that the port does not incur additional costs in this connection. To cover any additional costs, the port may charge separately.

7.5. Special provisions for each type of waste

7.5.1. Domestic waste and municipal waste

Reception of domestic waste and municipal waste under the NSF rules is done by using waste containers located available in the quay area. Waste containers are emptied regularly and must not be overfilled. If a waste container is full, the ship is referred to one of the port's other containers and the port is informed. Waste must not be deposited at waste containers.

Waste containers in the port area are only intended for domestic waste, galley waste and the like (not environmentally harmful waste). Large units of operational waste, furniture, scrap metal and chemicals of any kind must not be deposited in the waste containers. Suitable waste containers can be requested from the port for a fee.

Within the port's normal working hours, waste containers can be requested, which are delivered at the vessel's berth.

7.5.2. Oil residues and oily mixtures

In the containers set up by the port, oil sludge, used lubricating oil, machine sloop and the like up to 50 litres can be delivered under the NSF rules.

Quantities over 50 litres must be delivered to Kommuneqarfik Sermersooq's incineration plant.

The ship can request a sewer cleaner or other transport itself. If Sikuki requests a sewer cleaner or other transport, a handling fee of 15% will be added.

Oily waste containing emulsifying substances that prevent separation in an oil phase and in an aqueous phase shall not be accepted.

For the receipt of non-pumpable slop oil, etc., which is approved for delivery in drums, barrels or the like, a separate payment will be charged, including for cleaning of and possibly destruction of the packaging.

7.5.3. Sewage

Sewage wastewater must be collected with a sewer cleaner at the quay and is not covered by the NSF rules.

The ship can request a sewer cleaner itself. If Sikuki requests a sewer cleaner, a handling fee of 15% will be added.

7.5.4. Chemical waste

Reception can only be made by separate agreement and for a fee.

Reservations are made for the refusal to accept certain types of chemicals (see section 7.5.6).

7.5.5. Cargo residues

Reception can only be made by separate agreement and for a fee.

Reservations are made for the acceptance of certain types of cargo residues (see section 7.5.6).

7.5.6. Other provisions

Oil waste, ballast and tank rinsing water containing, for example, chemicals, hazard classes 1 and 2 products or emulsifying substances are not accepted.

Companies that repair ships, companies that operate port tours, and companies that operate port towing must maintain and pay for the disposal of waste themselves.

Companies that ship or receive petroleum products or liquid harmful substances in bulk must establish their own receiving facilities, including receiving oil- or chemical-mixed ballast and tank rinsing water.

7.6 Liability

The company is responsible for the consequences of incorrect, misleading or missing information from the master about the nature and composition of the waste, as well as for leakage caused by its own defective equipment (e.g. coupling links or packaging) or misoperation of its own equipment when delivered.

Liability also applies to damage caused to third parties in this connection.

7.7. Requisitioning and enquiries

7.7.2. Domestic waste

Waste containers of 600 l	Kr. 1,757.46 per item
Larger units	Actual cost + 15%
Overtime and call-outs, cf. Section 6.1 and subcontractor's rates	

7.7.3. Oil residues, chemicals, etc.

Oil residues in canisters, etc.	Kr. 7,62 per litre
Oil residue w/sewer cleaner	Actual cost + 15%
Drums	Actual cost + 15%
Chemicals	Actual cost + 15%
Overtime and call-outs, cf. Section 6.1 and subcontractor's rates	

7.7.4. Sewage

Sewer cleaner	Actual cost + 15%
Overtime and call-outs, cf. Section 6.1 and subcontractor's rates	

7.7.5. Cargo residues

Truck, Sewer Cleaner, Crew, Disposal	Actual cost + 15%
Overtime and on-call fees according to subcontractor's rates	

8. LEASING OF LAND AND TEMPORARY STORAGE OF GOODS, ETC.

8.1. General provisions

Loading of goods, etc., is carried out in accordance with the port's instructions.

When loading goods, the type, quantity and any hazard class of the goods must be stated. Furthermore, information must be provided about the ownership of the estate.

Sikuki Nuuk Harbour A/S assumes no responsibility for cargo, including containers, machinery and equipment, that are laid up or set up on the port areas.

Furthermore, Sikuki Nuuk Harbour A/S assumes no responsibility for any damage that the obvious/proposed may cause to third parties.

On the areas leased by RAL on Qeqertanut, RAL has these areas at its disposal.

Sikuki has the areas at its disposal in the other areas of the port. Areas can be used for leasing where Sikuki Nuuk Harbour A/S prioritises the port relevant business defined as:

- A company whose main commercial handling of goods takes place over the quay,
- An undertaking which, for work reasons, should be located in a port,
- A company with activities that are naturally located in a port, such as fishing, maritime, stevedore, freight forwarding, logistics, warehousing or port-related activities, as well as other actors related to the port or storage needs

8.2. Laying up of goods

Goods that are assembled for later loading into a ship may be placed in a designated place by agreement, against payment of space rent. Sikuki Nuuk Harbour A/S allocates areas for this.

8.3. Special conditions for rental and storage, etc.

Stored goods must be provided with the owner, designation and date of storage.

Goods can be stored for the agreed period and must then be removed. If the deadline for the removal of such goods is not met, the port is entitled to have it moved or removed at the owner's expense and risk.

Quays and quay streets must not be overloaded. The maximum permitted load is:

A. New Container terminal / Container area	10 tons/m ²
B. New Container terminal / Kajgade	5 tons/m ²
C. Old Atlantic quay	2 tons/m ²
D. Trawlerkaj	1.5 tons/m ²
E. Cutter quay	0.3 tons/m ²
F. Other quays	2 tons/m ²

5 meters from the quayside must be kept clear of loose goods.

When storing bulk cargo that entails a risk of dust nuisance, the following stricter requirements will apply:

- A. Bulk cargo must be removed as soon as possible after unloading. When loading such bulk cargo, it may be laid up at the quay no earlier than 48 hours before loading begins.
- B. If the bulk goods lie for more than 48 hours after the end of unloading, the port may arrange for the goods to be oversprayed with fresh water at least once a day at the expense of the cargo owner in cases where, in the opinion of the port, there is a risk of dust nuisance.
- C. In the event of strong winds at the time of loading and unloading, where, according to the port's assessment, dust nuisance may occur for companies in the immediate vicinity, an immediate overspray will be initiated at the expense of the cargo owner.
- D. In the event of particularly adverse weather conditions, the port may require the loading and/or unloading to be stopped.

8.4. Leasing of land

For the pitches available by Sikuki Nuuk Harbour A/S, the following area rent is payable:

Area rental, short time (months)	Per m ² /week	Kr. 5.85 (under 6 months)
Area rent, long time	Per m ² /month	Kr. 17.57 (over 6 months)
Lay-down areas on Fyrø	Per m ² /month (minimum 400 m ²)	Kr. 11.72 (over 6 months)

The above rates include areas and access to the rented area. An independent lease agreement is drawn up for each individual lease that regulates payment, termination and terms for storage, movable property and clean-up.

Tariffs that permanent tenants, including RAL on the new Container Terminal, may charge are irrelevant to Sikuki Nuuk Harbour A/S.

9. CLEANING OF AREAS

9.1 Cleaning and tidying up areas

The cargo owner or his agent must ensure that the used quay area is cleaned and cleared immediately after the end of the loading/unloading operation, so that the quay area can be used by the next ship.

If necessary, the Cargo Owner or his agent can agree in advance with Sikuki on an extended deadline for clean-up and cleaning.

Rental areas must be kept tidy and free of movable property at all times.

9.2. Liability

The cargo owner or his agent is responsible for the said cleaning and for the expenses associated with this, including disposal at an approved landfill in accordance with Kommuneqarfik Sermersooq's Waste Regulations.

9.3. Supervision

The port supervises compliance with the above rules.

Under particularly unfavourable weather conditions, where the goods in question, at the discretion of the port, will not be able to be loaded/unloaded without this causing significant inconvenience to companies in the immediate vicinity, unloading/loading will be stopped.

10. LIABILITY AND LIMITATION OF LIABILITY

As Sikuki Nuuk Harbour A/S does not handle any kind of goods, all storage etc. is at your own risk.

Damage in connection with the handling of goods is also irrelevant to Sikuki Nuuk Harbour.