

MAKING THE WORLD A LITTLE BIT SMALLER



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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

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Main Business Areas

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

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Employees / staff

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

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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

CONTAINER TERMINAL



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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

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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

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FRYSELAGER

 TYRHOLM & FARSTAD



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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



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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

SEA TRANSPORT



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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

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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 AGENTS

 TYRHOLM & FARSTAD



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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

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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

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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

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	2010		2011		2012		2013		2014		2015		2016	
Import	Containere	TEU	Containere	TEU	Containere	TEU	Containere	TEU	Containere	TEU	Containere	TEU	Containere	TEU
Tom cont. reefer	5611	11222	5411	10822	5862	11724	5972	11944	6920	13840	6556	12959	6390	12624
Tom cont. dry	872	1440	848	1404	1047	1812	1226	2002	1605	2640	1287	2223	1181	1941
Import 20'/40' dry	2160	3314	2596	4048	2371	3649	2031	3065	2026	3086	1893	2893	1635	2525
Import 20'/40' reefer	522	1010	372	715	320	629	356	694	188	361	253	476	283	549

Total Import	9165	16986	9227	16989	9600	17814	9585	17705	10739	19927	9989	18551	9489	17639
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Eksport	Containere	TEU	Containere	TEU	Containere	TEU	Containere	TEU	Containere	TEU	Containere	TEU	Containere	TEU
Tomme containere	1956	3435	2425	4077	2353	3894	2083	3487	2589	4446	1984	3455	1490	2586
Eksport 20'/40' dry	1250	1798	1235	1785	1208	1808	1162	1671	1306	1904	1377	2057	1264	1850
Eksport 20'/40' reefer	5549	10742	5508	10675	6064	11844	6463	12702	7446	14708	6260	12346	6637	13111

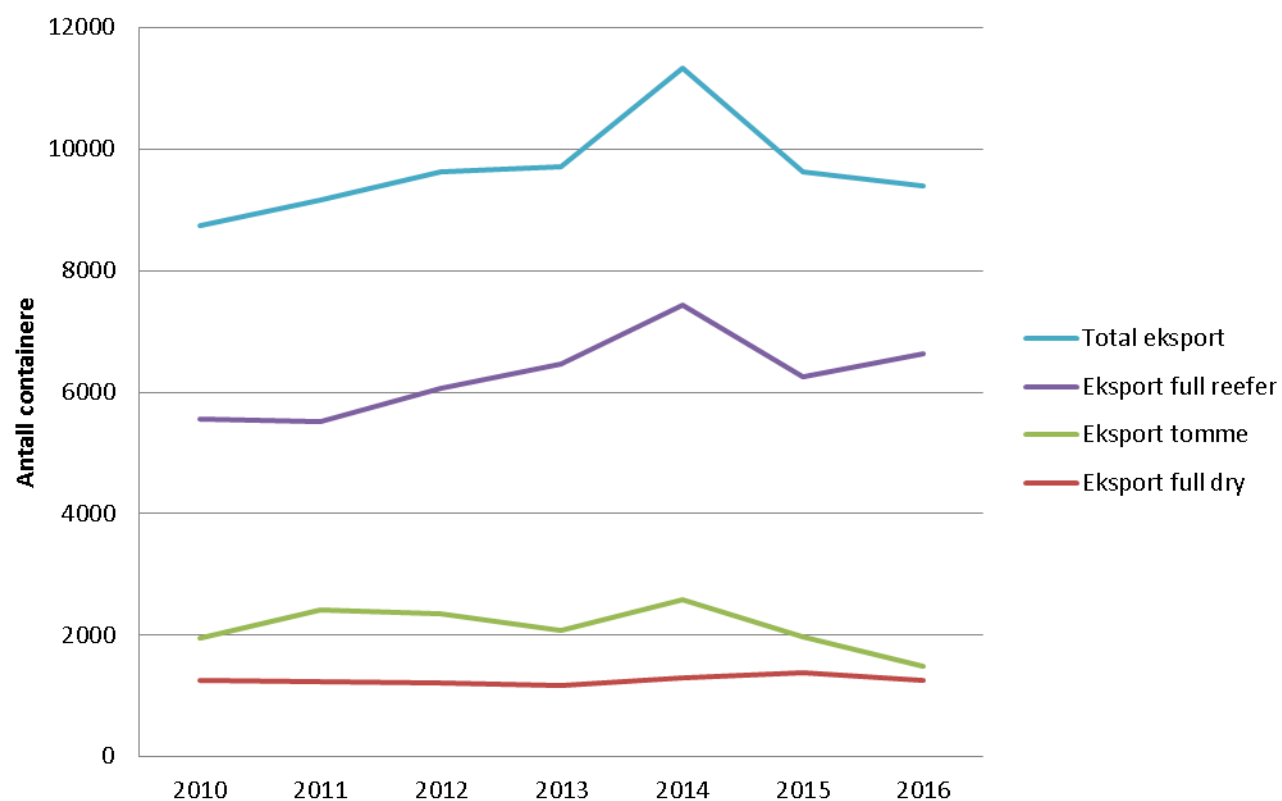
Total Eksport	8755	15975	9168	16537	9625	17546	9708	17860	11341	21058	9621	17858	9391	17547
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Total Handling Inn/Ut	17920	32961	18395	33526	19225	35360	19293	35565	22080	40985	19610	36409	18880	35186
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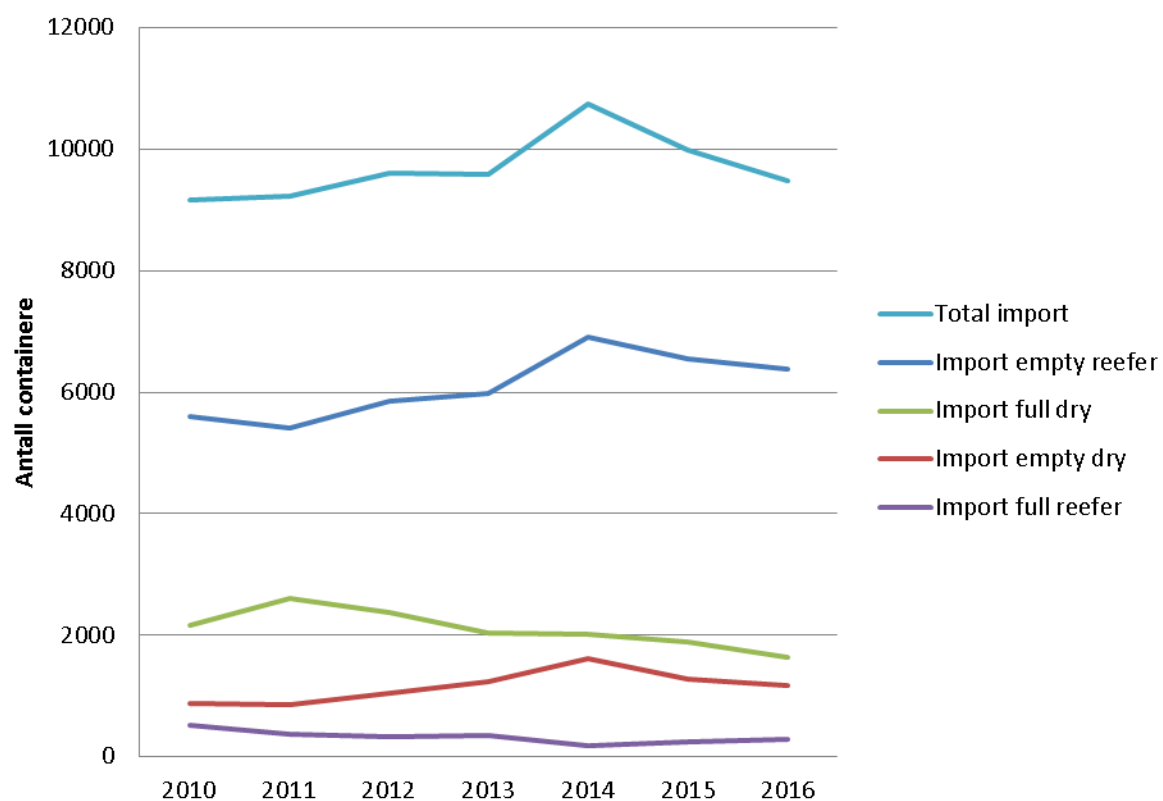
Eksport



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Import



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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

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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

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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/kjølelager
- Tørrlager
- Havnekran

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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