

## Buksér og Berging AS Towage Tariff Stenungsund 2021

Berthing and Un berthing Service	
Vessel Loa × Beam (extreme in meters)	Price in SEK (per assistance per tug)
Upto 3 000	14 640,-
3 001 - 4 000	20 130,-
4 001 - 5 000	26 700,-
5 001 - 6 000	31 570,-
6 001 - 7 000	36 820,-
7 001 - 8 000	41 450,-
8 001 - 9 000	44 580,-
9 001 - 10 000	47 110,-

for additional group of 1000 at SEK 1 000,-

Escorting Service	
Vessel k DWT	Price in SEK per escort per tug
0 - 15	15 450
15 - 30	21 650
30 - 45	25 750
45 - 60	27 290
> 60	33 470

The above tariff is valid for provision of 1<sup>st</sup> and 2<sup>nd</sup> tug. Third tug may be deployed upon request with additional mobilization/ demobilization fee to apply.

The above is based on clean tariffs, no BAF or additions will apply except as set forth herein.

### Duration of Service:

- Escort is defined to/from Skallen beacon at the fjord of Marstrand to where normal tug assistance will commence. Duration more than 3 hours will be charged at SEK 4 250,- per initiated half hour.
- Price for Tug assistance is up to a 3 hour period per towage object from tug has left its base or is mobilized. For assistance exceeding 3 hours, the tariff will be increased pro rata; hence for example 4.5 hours will be charged 150%.
- Standing by or waiting exceeding 30 minutes from the firm time ordered, will be charged SEK 4 250,- per initiated half hour when tug is waiting at sea or preventing alternative work. The period of assistance and escort/ following will count from the actual commencement of the job or at the time mobilized for the job, whichever is the earliest, until the tug(s) is disconnected or released by the towage object, whichever is the latest.

### Terms and Conditions:

- All rates are valid 24 hrs per day full year.
- If escort towage services are not preceded or followed by ordinary harbour towage, an add-on of 25% will apply.
- If escort towage services are preceded or followed by ordinary harbour towage, but interrupted by for example anchoring and continued at a later point in time, an add-on of 25% of the rates above will apply per interruption.
- Order, cancellation or postponement made less than ½ hours before the firm time ordered for the job, is subject to a charge of 45% of the rates, maximum SEK 15 400,- per tug.
- Cancellation made after mobilization will be charged as if towage performed.
- The Hirer (the body or person who has ordered the service or on whose behalf the service has been ordered) acknowledges that there may be times of capacity constraints and that the employment of tug boats is subject to availability. Notwithstanding this, Tugowner shall endeavor to have tug boats available at the time and location

ordered. The Hirer agrees to indemnify the Tugowner against all claims, liabilities, loss, damage, delay, costs, fines and/or expenses arising in consequence of any unavailability and/or delay.

- G. Payment is due and shall be paid within 21 days of the invoice date without any discount, deduction, set-off, lien, claim or counter-claim, tug and/or tow lost or not lost. If any amounts are not paid when due, an interest rate of Libor plus 3% per annum shall apply from such due date.
- H. Payment to a ship agent, freight forwarder, broker or anyone other than the Tugowner shall not be deemed payment to the Tugowner and shall be made at the payer's sole risk.
- I. If services are ordered by any other party than the Hirer, such as but not limited to a ship agent, freight forwarder or broker, such other party shall be jointly and severally liable to the Tugowner for the due fulfillment of all obligations undertaken by the Hirer in this tariff.

In the event of war, strikes, increase of cost outside the control of the Tugowner, or any extraordinary conditions, prices may be adjusted according to the prevailing circumstances, and the Tugowner shall be entitled to postpone or cancel his obligations.

All services are undertaken subject to the Scandinavian Tugowners' Standard Conditions of 1985 which shall be deemed incorporated herein, subject towage object not being aground, in distress, adrift, declared in general average or having lost its maneuverability. Should the towage object be in distress terms of assistance or salvage services shall be agreed in a case by case basis.