

NORTH SEA CANAL AREA

TOWAGE TARIFF FOR AMSTERDAM, THE NETHERLANDS



RATES PER TUG IN EUR

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	MAX. TIME DURATION IN HOURS
VESSEL SIZE IN LENGTH LOA (IN METRES)	< 100	101 - 126	127 - 132	133 - 138	139 - 144	145 - 150	151 - 163	164 - 175	176 - 187	188 - 199	200 - 211	212 - 224	225 - 236	237 - 250	251 - 270	271 - 299	300 - 319	320 Over	
1 FROM INNERPIERHEADS TO TATA / LIGHTERING DOLPHINS / FISHERHARBOUR OR V.V.	1,039	1,329	1,527	1,620	1,769	1,830	2,096	2,152	2,208	2,789	3,110	3,463	3,846	4,322	4,786	5,238	5,547	5,837	1.5
2 INTO OR OUT OF ONE OF THE LOCKS (NOT SHIFTING RO OR FROM BERTH)	1,039	1,329	1,527	1,620	1,769	1,830	2,096	2,152	2,208	2,789	3,110	3,463	3,846	4,322	4,786	5,238	5,547	5,837	1.5
3 SHIFTING IJMUIDEN OR FROM A BERTH INTO ONE OF THE LOCKS OR V.V.	1,101	1,428	1,632	1,738	1,886	2,072	2,350	2,405	2,473	3,129	3,488	3,877	4,322	4,854	5,380	5,887	6,233	6,573	2.5
4 ASSISTANCE / ESCORTING ON THE N.S. CANAL FROM CANAL (VELSEN) TO SECTION A OR V.V.	2,405	FOR ALL VESSEL SIZES																	2.0
5 ASSISTANCE / ESCORTING ON THE N.S. CANAL FROM CANAL (VELSEN) TO SECTION B OR V.V.	2,993	FOR ALL VESSEL SIZES																	2.5
6 BERTHING OR SAILING IN AMSTERDAM, ZAANDAM, BEVERWIJK AND VELSEN	1,039	1,132	1,231	1,329	1,435	1,466	1,577	1,719	1,756	1,843	1,898	1,973	2,041	2,102	2,195	2,257	2,325	2,424	1.5
7 SHIFTING WITHIN SECTION A OR B	1,447	1,960	2,096	2,220	2,375	2,486	2,659	2,814	2,931	3,079	3,172	3,339	3,518	3,685	3,778	3,852	3,939	4,026	3.5
8 SHIFTING FROM SECTION A OR B OR V.V.	1,602	2,313	2,671	2,715	2,820	2,968	3,339	3,611	3,797	3,995	4,261	4,372	4,502	4,594	4,724	4,836	4,897	4,984	4.0

SURCHARGES

9 ADDITIONAL TIME, WAITING, KEEP GOING, EXTRA PUSHING TO BERTH (IN COMBINATION WITH AN ASSISTANCE) PER HOUR	1900	FOR ALL VESSEL SIZES
10 ASSISTANCE DEAD SHIP SURCHARGE	100%	OF THE TARIFF WILL BE CHARGED
11 FIRM ORDERS / CANCELLATION / POSTPONEMENT WITHIN TWO (2) HOURS OF JOB COMMENCEMENT	100%	OF THE TARIFF WILL BE CHARGED

TERMS & CONDITIONS THAT ARE APPLICABLE FOR THE ABOVE TARIFF CAN BE FOUND ON BELOW LINK

[PORT AREA](#)

[TERMS AND CONDITIONS](#)

[NL TOW CONDITION](#)

OPERATIONS (24 HOURS)

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GENERAL ENQUIRIES

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PORT TOWAGE AMSTERDAM

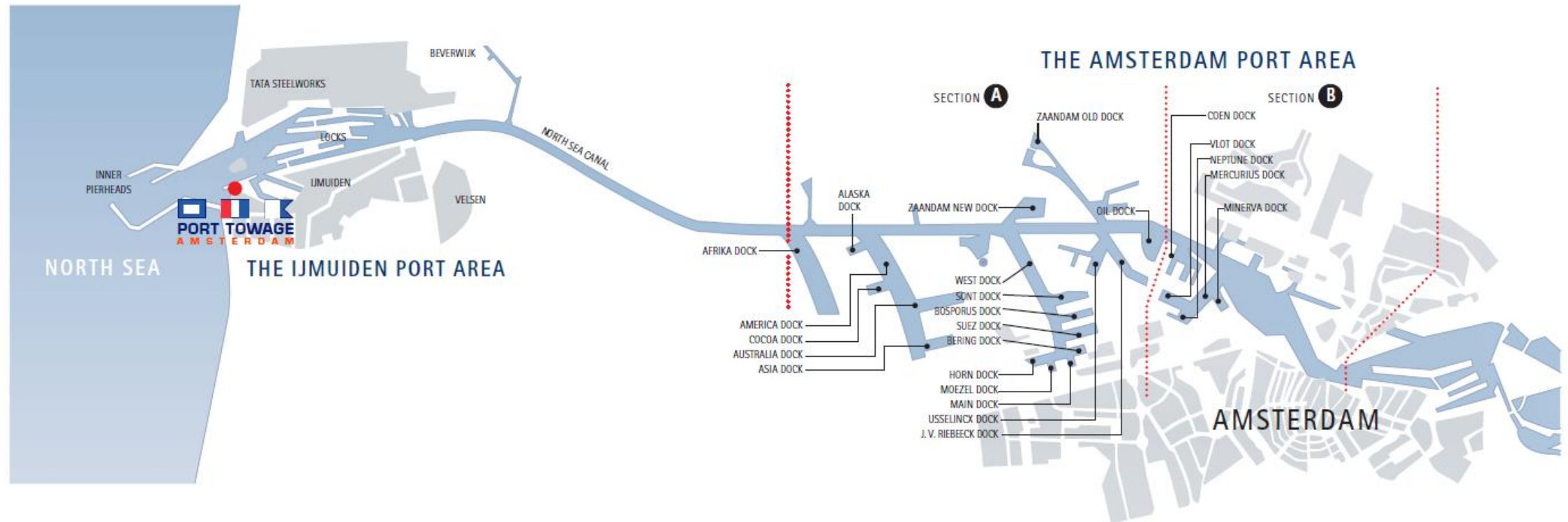
MONNICKENDAMKADE 19 D/E,

1976 EC IJMUIDEN, THE NETHERLANDS

RATES PER 1 APRIL 2024



NORTH SEA CANAL AREA PORT OVERVIEW



TERMS AND CONDITIONS

AMSTERDAM, THE NETHERLANDS



1. The tariff outlines the services provided, charges, terms and conditions for the safe and efficient arrival, shifting and departure of ships at the port of Amsterdam, effective from 1 April 2024.

2. The rates are charged on the basis of length overall (LOA) as published at Vesseltracker.com as prima facie source and rounded up.

3. All rates are in EUR excluding VAT.

4. The rates are for berthing/shifting/sailing. The period of assistance will count from the actual commencement of the job or the time ordered for the job, whichever is the earliest, until the tug(s) is disconnected or released by the towage object, whichever is the latest.

5. All rates in the tariff apply in any weather condition and 24/7.

6. Waiting surcharge and additional time surcharge is applicable if the service exceeds the allowed maximum time duration specified in the tariff.

7. Dead ship surcharge is applicable when services (whether secured with towline or not) are provided to vessels without normal main engine power and/or without steering.

8. Service has to be ordered minimum 2 hours in advance. For arriving vessels shorter time is accepted in alignment with customary tug ordering times in the port. An additional charge applies to late order / cancellation / postponement.

9. Rates and terms for special services are available on request.

10. All services rendered by Port Towage Amsterdam B.V., salvage services excluded, shall be subject to Netherlands Towing Conditions 1951.

11. All orders received are subject to availability. Maximum notice remains in the interest of all concerned.

12. Where services are ordered by any intermediary, such as but not limited to a ship agent, freight forwarder or broker, the intermediary acknowledges that the vessel's owners, operators, masters, and agents have been informed of and have accepted the Terms and Conditions outlined in this tariff.

13. The intermediary shall provide Port Towage Amsterdam B.V. with the following: vessel name, IMO number, and the names of all parties directly associated with the vessel such as the vessel's owner(s), masters, operators, charterer, trader or other party involved, to establish customer identity in compliance with sanctions requirements.

14. Port Towage Amsterdam B.V. must not directly or indirectly be asked to provide services in relation to any vessel, person, entity or cargo in violation of all foreign trade control and export control legislation, regulations and sanctions, including those imposed by the United States, the United Kingdom, the European Union (EU), EU Member States, Switzerland, the United Nations or United Nations Security Council.

15. If bunker prices are above EURO 135,-- (one hundred and thirty five) per cubic meter (m³/cbm), a surcharge is applicable. Bunker price references can be found on (Rotterdam) Marine Gas Oil (MGO).

16. Payment for all services is due and shall be paid within 20 working days of the invoice date without any discount, deduction, set-off, lien, claim or counter-claim. Payment to a ship agent, freight forwarder, broker or anyone other than Port Towage Amsterdam B.V. shall not be deemed payment to Port Towage Amsterdam B.V. and shall be made at the payer's sole risk.

NETHERLANDS TOWING CONDITIONS 1951



Article 1 The Tug Owners only make available their equipment and personnel on all waters and in all places in and outside the Netherlands on the following conditions:

Ship means in these conditions--unless the contrary is expressed--any vessel or floating object or unit which is towed, assisted, salvaged and/or moved under its own power in the Netherlands or Overseas, which is being assisted, supplied with steam and/or to which personnel is made available and to which or for which any other work is done.

Article 2 The Management decides for the execution of the work which tug and what personnel is to be employed for the required service.

Article 3 The work is carried out if possible in rotation of the orders received and until the place of destination or until such point as the tug and/or ship can reach safely on account of depth of water, bridges, sluices, locks or of any other reason whatsoever.

Distress signals will be attended to in priority. If at the time agreed upon the ship is not ready or is not seaworthy or is not prepared for towage to the satisfaction of the management, then the Company is in default by the simple effluxion of time and liable to compensate the Tug Owner for all loss and/or damage.

The Tug Owner undertakes to make every effort in order to reach the place of destination without however giving any binding undertaking thereto.

Article 4 Unless otherwise agreed upon the contract price is due and payable before the commencement of the work.

Article 5 During the execution of the contract the ship may not cause any delay whatsoever.

Should such delay nevertheless occur the Company shall be in default by the mere occasion of the delay and responsible to the Tug Owners for any loss and/or damage.

Article 6 The Company of the owner of the ship shall take for their account all damages also if sustained by third parties even if due to any fault or negligence on the part of the Tug Owners or of persons on board of the tug, including pilots, or of the personnel of the Tug Owners or any personnel supplied by the Tug Owners, or to any defective equipment of the Tug Owners, or for which the Tug Owners might be held liable on any other ground.

Nevertheless, however, the Tug Owners will take for their account:

1. damage, which the tugs may have sustained by their own defects or through faults or negligence of their Masters and crews;
2. damage done to vessels or property of third parties through collision with the tugs and in so far as which the Company or the owner(s) of the ship can prove that this damage has not been contributed or was caused to by the ship.

Whenever pursuant to the provisions of this clause any damage is for account of the Company or the owner(s) of the ship neither the Tug Owners nor any other party who may have been instructed by the Tug Owners to carry out the work either entirely or in part shall be responsible for such damage, but the Company or the owner(s) shall be responsible to indemnify and keep indemnified the Tug Owners or any other party performing the work by order of the Tug Owners against all claims that third parties may have on account of this damage against the Tug Owners and/or other contractors whether jointly with the Company or owner(s) of the ship and to indemnify the other contractors against any damage to the boats of the other contractors in the same way as if this damage had been to the boats of the Tug Owners.

Article 7 In case of storm, drift ice, dense fog and darkness and in general in weather not favorable for navigation at the judgment of the Master of the tug, the tugs shall not be bound to tow.

If, however, the service of the tugs should be required in drift ice, the tariff shall no longer be in force and a special agreement shall have to be arranged.

If the hindrances as specified above should occur during the work, the Master of the Tug may cast off the ship or floating object towed, whenever in his judgment there will be danger for the tug.

He is bound, however, to take the ship and floating objects cast off in tow again when the circumstances necessitating the casting off have entirely disappeared; such again at his discretion.

Article 8 The Tug Owners and/or Masters of the tugs are entitled without being liable for any loss and/or damage of whatever nature, to interrupt the work in order to go to the assistance of vessels in distress.

Article 9 The rates specified in the tariff of the Tug Owners shall not be applicable to ships which have struck a leak, which have lost their rudder, have sustained damage to the engines or have sustained other damage and in general also the ships which, without having sustained any damage, are in danger, but a special agreement will have to be arranged.

In case the Tug Owners have rendered any extraordinary services, which cannot be considered to be in performance of the towage contract, the Tug Owners shall be entitled to separate remuneration.

Article 10 The Tug Owners shall be entitled in case the contract has not been performed or, if it has already been partially performed by them, to cancel the contract entirely or for the unperformed part in the event of war or warlike operations in or outside Europe, prohibitions, restrictions and controls of shipping; requisitioning of ships; revolution, riots, civil commotions, blockade, strikes; lockouts; abnormal increases in prices and wages; scarcity of fuel and similar events, which in the judgment of the Tug Owners may prevent or impede the performance of the

contract and the return voyage of the tugs to the Netherlands; by devaluation respectively depreciation of the currency in which the contract has been entered into, also at such change in circumstances that it must reasonably be assumed that the Tug Owners under those altered circumstances would not, or not on the same conditions, have entered into the contract.

Article 11 Those who make use of the Tug Owners services accept conditions with which they are deemed to be fully conversant. This agreement shall be subject to the Law of the Netherlands.

The settlement of all disputes arising from this agreement shall to the exclusion of any other judge, be submitted to the District Court at Rotterdam subject to the right of appeal against the decision of the said Court, in accordance with the provisions of the Law of the Netherlands.

Article 12 These conditions which have been deposited with the Central Offices of the District Courts of Rotterdam and Amsterdam shall be referred to as the "NETHERLANDS TUG OWNERS CONDITIONS 1951".