

Schedule of Rates and Terms

COLUMBIA & WILLAMETTE RIVER PORTS AREAS

EFFECTIVE: 01 JANUARY 2023



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PORTLAND, OR 97231-1127

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DOCKING AND UNDOCKING—RATES PER TUG BY HORSEPOWER (HP)

FROM/TO

PORTLAND, OREGON/VANCOUVER, WASHINGTON

AREA 1: ROSS ISLAND BRIDGE TO THE ST. JOHN'S RAILROAD BRIDGE	Conventional Tug	\$ 5,085
AREA 2: ST. JOHN'S RAILROAD BRIDGE TO OREGON STEEL	HP 2001-3300	\$ 6,430
AREA 3: TERMINAL 6, COLUMBIA EXPORT, TERMINAL 5 INCLUDING PORTLAND BULK DOCK, PORTLAND, OREGON. ANCHORAGES AT HAYDEN AND SAUVIE ISLAND AND VANCOUVER, WASHINGTON	Tractor Tug	\$ 7,315

KALAMA, WASHINGTON

AREA 4: ALL	Conventional Tug	\$ 5,955
	HP 2001-3300	\$ 6,835
	Tractor Tug	\$ 7,895

LONGVIEW, WASHINGTON & RAINIER, OREGON

AREA 5: ALL	Conventional Tug	\$ 5,955
	HP 2001-3300	\$ 6,835
	Tractor Tug	\$ 7,895

PORT WESTWARD, OREGON

AREA 6: ALL	Conventional Tug	\$ 5,955
	HP 2001-3300	\$ 6,835
	Tractor Tug	\$ 7,895

ASTORIA, OREGON

AREA 7: ALL	Conventional Tug	By Request
	HP 2001-3300	By Request
	Tractor Tug	By Request

HOURLY RATES – 2 HOUR MINIMUM

CONVENTIONAL TUG	\$ 1,630
TRACTOR TUG	\$ 1,840

LAUNCH SERVICE

PORTLAND/VANCOUVER	\$ 595 per hour, 3-hr minimum
KALAMA/LONGVIEW	\$ 705 per hour, 3-hr minimum

RUNNING OR LETTING GO LINES

BY ASSIST TUG	\$ 1,550
BY LINE TUG	\$ 1,145 per hour, 3-hr minimum

REGIONAL SPECIFIC TERMS AND CONDITIONS: (SUPERSEDES GENERAL PROVISIONS)

ADVANCE NOTICE (COLUMBIA/WILLAMETTE RIVER): A minimum of three (3) hours advance notice is required for all vessel departures and harbor moves in Areas 1 through 5, minimum of four (4) hours in Area 6, and minimum ten (10) hours in Area 7.

STANDBY AT ANCHORAGE: When a tug is required to standby a vessel at anchorage, the standby rate is the applicable hourly rate.

FUEL SURCHARGE (CSR): Fuel surcharge for Columbia & Willamette River ports is assessed based on \$2.00/gallon and applies to all rate schedule items except Security Surcharge. A minimum fuel surcharge of 20% will apply.

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ESCORT RATES: By Quote.

A+ TUG SURCHARGE: A Surcharge of 50% will apply to any A+ Tug (as designated in the Columbia River Pilots 'TUG CLASS RATINGS') if the A+ Tug is specifically called for to the exclusion of any other tug.

SEAWARD OF THE ASTORIA BRIDGE: Assist and hourly work performed seaward of the Astoria Bridge will be billed at 1.5 times the applicable rates.

ASSIGNMENT OF TUGS: Foss will dispatch tug power promptly consistent with other commitments upon receipt of orders. While every effort will be made to honor requests for specific tugs, Foss will dispatch tugs without commitment of a specific tug for a particular job.

CANCELLATION OF TUGS: If a tug order is cancelled after tugs have been dispatched there will be a minimum of two (2) hours charged in Areas 1-3, three (3) hours in Areas 4-5, four (4) hours in Area 6 and ten (10) hours in Area 7. If the tug(s) have arrived alongside the vessel, the full ship assist rate will apply.

EMERGENCY RESPONSES: When a vessel is in distress in the Columbia or Willamette Rivers, the hourly rate will be applied. Actual running time plus an assist charge will be levied. The hourly rate for tug(s) will be applied from departure Portland and continue until tug(s) returns to Portland. (Minimum eight (8) hours).

FRACTION OF HOURS: Fractions of hours will be assessed in 30-minute increments.

INTRA-AREA RATES: Ships assisted or shifted within the same area will be charged at one full assist in and one full assist out. A full assist will be charged on or off an anchor buoy.

JOBS OUTSIDE AREAS 1-5: For assists outside Areas 1-5, the hourly rate will be applied. Actual running time from, and back to the nearest established zone, plus an assist charge will be levied.

HOLIDAY RATES: A "Holiday Surcharge" of an additional \$500 per tug per assist beyond the normal charge for all services performed will be applied on the following holidays: New Year's Day (January 1), Memorial Day (Last Monday of May), Independence Day (July 4), Labor Day (First Monday of September), Veterans' Day (November 11), Thanksgiving Day (Fourth Thursday of November), Christmas Eve Day (December 24), and Christmas Day (December 25). When the above-mentioned holiday falls on a Sunday, the following Monday will be considered a holiday.

GENERAL PROVISIONS

SECURITY AND ENVIRONMENTAL COMPLIANCE SURCHARGE: Foss may assess a security and compliance fee of \$200 per tug per job for escort and assist services.

DELAY TIME: Delay time will be charged at the tug's applicable hourly rate, prorated to the next 1/2 hour. Delay charges would commence after 30-minutes from time original order time.

RATES: Rates apply to tug services for docking and undocking vessels under their own power. Rates and terms and conditions for pushing or towing vessels not under their own power, for rescue towing, for assisting vessels aground, for salvage and for other services not specified in the Schedule will be provided upon request.

RATES FOR SHIFTING SHIPS: Shifting between berths, between anchor and berth, and end-for-ending in one continuous movement, will be charged 1.5 times applicable single assist rates.

ADDITIONAL TUGS REQUIRED: When conditions beyond the control of Foss, such as weather, tidal conditions, difficult berths, navigation congestion, requests by ship's Master, Pilot or Port Agent, or other factors, require that additional tugs be dispatched to a job, charges for services performed by these tugs will be in accord with rates as set forth in this Schedule. When additional tugs are to be dispatched and/or conditions are such that there will be probable delay to ship's schedule, Foss agrees to attempt to contact the ship's agent. If unable to contact the ship's agent, Foss will not be held liable for any penalties caused by ship delay due to the conditions contained herein.

CONGESTION SURCHARGE: Foss may assess a \$250 per tug Congestion Surcharge should terminal or labor operations contribute to the inefficient deployment of our tugs and service to our customers.

TAXES: Foss is not responsible for any transportation, use, sales or any similar federal, state or local taxes due from the operation and use of any tug, and such taxes shall be for the customer's account, provided, however, Foss will pay all taxes applicable to an owner of a tug.

PILOTAGE: No pilotage services are offered or supplied by Foss. Compliance with all pilotage and vessel manning requirements is the responsibility of the vessel.

WARRANTIES: Foss warrants that it will exercise due diligence to furnish seaworthy tugs which are adequately equipped and manned for the work to be performed. Except as otherwise expressly set forth in this paragraph, Foss makes no express warranty of any kind and, to the extent permitted by law, disclaims all implied and statutory warranties of any nature whatsoever, including, but without limitation any warranty of workmanlike service.

NOTICE OF DAMAGE CLAIM: Should any damage or injury be suffered by or caused to a vessel to which tug services are rendered hereunder, notice must be given to this company within 72 hours, as well as a reasonable opportunity to inspect and survey any such damages before repairs are begun. Written notice of intent to make a claim as a result of such injury or damage must be made within 30 days of such occurrence. Any action brought as a result of such injury or damages, or any other claims which arise out of, relate to, or in connection with any service rendered by Foss pursuant to this schedule, must be brought within one year of the date of the occurrence or will be waived and released. Failure to give any notice and opportunity to inspect, if applicable, under this clause constitutes waiver of the right to bring an action as a result of any such occurrence.

LIMITATION OF LIABILITY: The furnishing of any service, or anything done in connection therewith, shall not be construed to be, or give rise to, a personal contract and it is understood and agreed that Foss, the tugs, their owners, charterers, operators, managers and agents shall have the benefit of all exceptions from, and limitations of, liability to which an owner of a vessel is entitled under any limitation of liability statutes of the United States, including, but not limited to, limitation or immunity from liability under the Oil Pollution Act of 1990 ("OPA 90") and any applicable state law. In no event shall Foss, its contractors and subcontractors, Customer, the tugs, or their owners, charterers, operators, managers and agents, be liable for any incidental or consequential damages of any nature whatsoever, including without limitation, extra expense, loss of profits, loss of use of vessel or property, delay or damages resulting from loss of use of vessel or property, regardless of cause, including but not limited to the negligence, breach of contract, or other legal fault of any individual or entity, and even if the possibility of such damage is foreseeable by any individual or entity. Unless entitled to immunity as a responder or otherwise under OPA 90 or applicable state laws and subject to defenses to, exemptions from and limitations of liability provided herein, Foss, its contractors and subcontractors, the tugs, their owners, charterers, operators, managers and agents shall only be liable, to the extent caused by their legal fault, up to and including the first \$250,000 for all claims, demands, causes of action, liabilities and costs (including attorneys' fees) arising out of or related to a single occurrence, or connected series of occurrences, in connection with any service rendered pursuant to this schedule. Customer understands and agrees that the Rates assume the limitation of liability afforded by this Limitation of Liability Clause and that this Clause shall not be limited, restricted or, in any way, affected by the amount of insurance carried by Customer.

INDEMNITY: All claims, demands, causes of action, liabilities and costs (including attorneys' fees) exceeding \$250,000 that are attributable to the acts or omissions (whether negligent, breach of contract or other legal fault) of Foss, its contractors and subcontractors, the tugs, their owners, charterers, operators, managers and agents, or to a tug's unseaworthiness and which arise out of, or relate to a single occurrence, or connected series of occurrences, in connection with any service rendered pursuant to this schedule shall be subject to the following indemnity: Customer agrees to indemnify, defend and hold harmless Foss, its contractors and subcontractors, the tugs, their owners, charterers, operators, managers and agents from all claims, demands, causes of action, liabilities and costs (including attorneys' fees) of every type and character, whether in rem or in personam, which are asserted against them by any individual or entity (including, without limitation, Customer's employees) including but not limited to those for personal injury, illness or death, or for loss or damage to property of any kind or type as well as oil pollution or the spill of any hazardous substance. The parties intend for this indemnity to apply to all incidents of whatsoever nature.

STRIKES, BREAKDOWNS, ETC.: The tugs, their owners, operators, managers, agents and charterers shall not be responsible or liable for any expenses, losses, damages or claims whatsoever caused by or resulting from the failure or delay in the performance of services due to strikes, labor difficulties, breakdowns, shortage of tugs, priorities in service or any other causes of like or different character beyond their control or created by the operation of law.

SUBCONTRACT: All or part of any service requested may be subcontracted to others without notice. Any such subcontractor shall have the benefit of all defenses, exemptions, indemnities, and limitation of liability provided Foss and shall be considered an independent contractor and not an agent, servant or employee of Foss.

PAYMENT TERMS: Payment is due within 15 days of receipt of invoice. A service charge will be assessed on amount outstanding over 15 days at the rate of 18% per annum.

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CUSTOMER AUTHORITY: The term "Customer" as used in this schedule means and includes individually and collectively any individual or entity ordering services pursuant to this schedule, the vessel for which service is requested and such vessel's owners, operators, agents, charterers and managers. Unless the context otherwise requires, the term "vessel" as used in this Schedule means and includes the tow or other vessel for which services are requested. The individual or entity ordering tug and/or piloting services warrants that it has the authority to bind the vessel and its owners, operators, agents, charterers and managers to all the provisions of the preceding paragraphs and shall defend, indemnify and hold harmless Foss, its contractors and subcontractors, the tugs, their owners, charterers, operators, managers and agents from all losses, damages or expenses that may be suffered or incurred in consequence of any lack of such authority.