

5. TOWAGE OF THE KOREA TUG BUSINESS COOPERATION
(Effective from 1st July, 2015)

(1) Basic rate : per hour per boat

(unit : Korea Won)

Engine H. P.	Ordinary	Z. Peller
6,000	1,168,910	1,359,570
5,900	1,152,380	1,340,460
5,800	1,135,850	1,321,350
5,700	1,119,320	1,302,250
5,600	1,102,790	1,283,140
5,500	1,086,260	1,264,030
5,400	1,069,510	1,244,650
5,300	1,052,760	1,225,270
5,200	1,036,010	1,205,880
5,100	1,019,250	1,186,500
5,000	1,002,500	1,167,110
4,900	985,510	1,147,430
4,800	968,510	1,127,750
4,700	951,520	1,108,070
4,600	934,520	1,088,390
4,500	917,520	1,068,710
4,400	900,460	1,048,920
4,300	883,390	1,029,130
4,200	866,330	1,009,340
4,100	849,260	989,550
4,000	832,200	969,760

Engine H. P.	Ordinary	Z. Peller
3,900	815,070	949,880
3,800	797,940	930,010
3,700	780,800	910,140
3,600	763,670	890,270
3,500	746,540	870,390
3,400	728,990	850,450
3,300	711,440	830,510
3,200	693,900	810,560
3,100	676,350	790,620
3,000	658,800	770,670
2,900	641,540	750,650
2,800	624,280	730,630
2,700	607,010	710,610
2,600	589,750	690,590
2,500	572,490	670,560
2,400	553,410	648,360
2,300	534,330	626,150
2,200	515,250	603,940
2,100	496,180	581,730
2,000	477,100	559,530

Engine H. P.	Ordinary	Z. Peller
1,900	454,780	534,080
1,800	432,460	508,620
1,700	410,130	483,170
1,600	387,810	457,720
1,500	365,490	432,270
1,400	344,500	407,420
1,300	323,500	382,580
1,200	302,510	357,740
1,100	281,520	332,900
1,000	260,530	308,060
900	241,860	286,230
800	223,200	264,400
700	204,540	242,580
600	185,880	220,750
500	167,210	198,930

※ Remarks : Rates for a tug boat with main engine horsepower over than the standard, 1/5 of the usage rate for a standard horsepower section is applied at every 100 hp.

(2) Additional charges

Description	Additional	Remarks
<ul style="list-style-type: none"> • Non-office hours • Official public holidays • D&H cargo • Fire fighting and sea casualty work 	30% of the basic rate	<ul style="list-style-type: none"> • Jan ~ Mar 18:00 ~ 07:00 Apr ~ Jun 19:00 ~ 05:00 Jul ~ Sep 19:00 ~ 06:00 Oct ~ Dec 17:00 ~ 07:00 • Tankers in ballast are to be exempted from additional surcharge for D&H. However, a tanker of less than 20,000 deadweight tons shall be fitted with Inert Gas System or verified that she has put inert gas for the purpose of this exemption. • If chemical compound is used at fire fighting against oil tanker, gunpowder, explosives or D&H chemicals onboard, the actual cost shall be separately burdened.

□ General Provisions

- 1) The hire hours of the tugboat shall be counted from her departure time from her station until the arrival time at her station. However at Incheon, the time spent in waiting for the opening of lock gate and the time unable to operate and to use due to tide shall not be counted.
- 2) In case the hire hour exceeds the first one hour, a half of the basic rate shall be additionally charged for every 30 minutes.
- 3) Should tugs be used in and out of Incheon tidal lock, the minimum time shall be 30 minutes and its rate shall be applied to a half of the above basic rate.
- 4) Where hourly rate is to apply, the fraction less than one hour shall be counted as one hour. Where 30 minutes rate is to apply, the fraction less than 30 minutes shall be counted as 30 minutes.
- 5) In case the additional charges overlap, all the relevant additional charges shall be added to the basic rate. But in case the tugboat is used on Sunday/holidays and non-office hours, the surcharges for non-office hours shall not

be applied.

- 6) In case the larger horse-powered tug is used than the appropriate sized tug as provided in the Article 6 of MOF(Ministry of Ocean and Fisheries) Notice No. 2013-36 issued on 6th May, 2013, and Regional District Office regulations, the actual applicable rate shall be reduced by three-fourth of difference rate between the appropriate sized tug and the actual tug used. However, the foregoing shall not be applied in case use of the larger tug is regarded as unavoidable in consideration of the operational conditions at that time and/or made upon the user's request, or the number of tugs used is less than provided in the above Notice.
- 7) As to the towage arising from the vessel berthing and unberthing at the piers exclusively used by the cargo owners, the terms and conditions of the additional charges could be determined between the user and Central Tug Operation Council. However, if the tugboat belongs to the other harbour, then this provision does not apply.
- 8) Passenger carriers and cargo carriers of both national and foreign shipowners stipulated in the Maritime Act are entitled to enjoy the following discount rates on the basis of the aggregate towage annually paid nationwide. However, if the tugboat belongs to no association, then this provision does not apply by the regulation 34 for the Harbor Act.

Annual Towage	More than 4 billions Won	More than 5 billions Won	More than 7 billions Won
discount rate	8%	10%	12%

- 9) The tug service to the shipowners / agent who leave the relevant towage unpaid for more than three months could be suspended.
- 10) The tug service to the shipowners / agent who does not fulfill The Towage Clause fixed by Central Tug Operation Council could be suspended.