

E.N. BISSO & SON, INC.

Tariff

Rate Schedule

(The Current Rate Schedule and The Terms and Conditions, Together Form the Complete Tariff)

Lower Mississippi River

Effective May 1, 2022

[All amounts are in U. S. Dollars]

The rates below apply to each tug ordered or engaged

ZONE RATES

"Miles" are statute miles, with 0.0 being Head of Passes and thence moving northward/upriver

ZONE	ZONE DESCRIPTION	RATE
1	From Mile 0.0 To Mile 50.0	\$ 6,950.00
2	From Mile 50.1 To Mile 78.0	\$ 5,195.00
3	From Mile 78.1 To Mile 106.0	\$ 4,600.00
4	Above Mile 106.1	\$ 5,195.00
5	Industrial Canal	\$ 5,650.00

- A Fuel Surcharge may be assessed on all rates. Not subject to discount.

TONNAGE FEE

\$38.00 per 1,000 International Gross Registered Tons
The Tonnage Fee applies to all Zones.

MOORING BUOY CHARGE

\$795.00 (additional)

SPECIAL OPERATIONS CHARGE

\$975.00 (additional)

HOURLY RATES

Tugboats In-Port (Hourly)

Stand-By (after 1 hour) \$1,125.00

Emergency Assistance, Ships Aground, Escorting, and Holding Against the Berth:

Conventional Twin-Screw Tugs: \$1,245.00

Tractor Tugs + Vera Bisso: \$1,470.00

- Tugboats in port are billed in half-hour increments, minimum 1 hour
- Refer to Terms and Conditions.

FIREFIGHTING

\$1,775.00 per hour, or part thereof

Ordering tugs for firefighting is understood to be an agreement with applicable Terms and Conditions



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Terms and Conditions

(The Terms and Conditions and The Current Rate Schedule Together Form the Complete Tariff)

Effective May 1, 2022

E.N. Bisso Service Commitments

- We agree to furnish or arrange tugs as ordered by the customer.
- We agree to allow one (1) free hour after the Reporting Time.
- We will not require a minimum number of tugs for any service. The ship's Master and the assigned Pilot will determine the number of tugs needed for an operation. *However, we reserve the right to decline assignments which we deem to be unsafe.*
- We will not charge "overtime" for any tug service.
- We will not charge for the use of a tug's hawser.

Tugboat Services and Order Times

- Our core business is providing tugboat services for docking, un-docking, anchoring, un-anchoring, turning vessels, escorting and holding vessels at midstream and shore facilities along the Lower Mississippi River between Southwest Pass and Baton Rouge.
- Twelve (12) hours' notice is required for services below Mile 20. Six (6) hours' notice is required for service below Mile 50. A three (3) hour notice is required on all other orders.

Charges

1. Docking/Un-Docking -- Mooring/Un-Mooring -- Anchoring/Un-Anchoring

For these services, charges for each tug engaged will be as follows:

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|--------------------------|---|
| + Zone Charge | See the current Rate Schedule for zone descriptions and rates. |
| + Tonnage Fee | This charge is calculated by taking the GRT (as published in Lloyds Register or similar authoritative sources), rounding up to the next highest 1,000 GRT and then multiplying this figure by the tonnage rate, as noted in the rate schedule. |
| + Buoy Charge | When a vessel moors to/un-moors from a buoy, the buoy charge is assessed for each tug engaged. |
| + Stand-By Time | This charge applies when the start of an operation is delayed for more than one (1) hour past the Reporting Time, or the arrival of tugs, whichever is later. Stand-by time will be calculated in one-half (1/2) hour increments, multiplied by the hourly rate in the current Rate Schedule. |
| + Additional Time | This charge applies when a Docking/Un-Docking, Mooring/Un-Mooring or Anchoring/Un-Anchoring event exceeds 1.5 hours. Tugs are billed at the applicable hourly rate in half-hour increments, minimum one hour. |
| + Tractor Tugs | When tractor tugs are specifically ordered by vessel/pilot/facility to perform a job, zone/tonnage rates will be assessed at 150%. |

2. Reporting and Cancellation Charges

- If service is cancelled or rescheduled after an order has been placed but before tugs have been dispatched, there will be no charge.
- If an order is cancelled or rescheduled after tugs are dispatched but before the Reporting Time, a fee of 50% of what the invoice would have been is applicable.
- If an order is cancelled or rescheduled after the tugs have arrived at the job location and after the Reporting Time, a fee of 75% of what the invoice would have been is applicable.
- If service ordered below Mile 20 is cancelled or rescheduled after the Reporting Time, the hourly rate will be assessed for the tug's running time between its departure location and arrival at its next station.

3. Special Operations

When a vessel is required to be turned twice while shifting between an anchorage and a berth, or between two berths, both a docking and un-docking will be billed.

When vessels are ordered to berth with their bow/head downriver, and for vessels experiencing partial or full loss of propulsion or steering, a "Special Operations" charge will apply for each tug engaged.

4. Hourly Services

Services not covered elsewhere in the Tariff will be billed on an hourly basis. Examples of these services include, but are not limited to, escorting, emergency response, assistance immediately prior or subsequent to a docking/un-docking, mooring/un-mooring, anchoring/un-anchoring event.

The starting time for billing of these services will be calculated by determining the time each tug departs its current location **or** the time they finish their previous paying assignment, whichever is later. The time will cease after each tug is released by the vessel's representative and arrives at its next location or commences its next paying assignment, whichever is sooner. The sum of this time will be rounded up to the nearest one-half (1/2) hour and multiplied by the hourly rate shown in the current Rate Schedule.

5. Tug Service Outside the Mississippi River

E.N. Bisso will respond to requests for tugboat service outside the Mississippi River at a pre-agreed rate, providing such service does not present undue risk to the tug or the lives of its crew. E.N. Bisso will perform these services under the provisions of the BIMCO daily rate of hire towage contract, insofar as it does not conflict with United States maritime law, with amendments as may be negotiated.

6. Firefighting Service

E.N. Bisso will provide this service on the Mississippi River if its tugs are available for firefighting efforts. The rate for firefighting services will be at the applicable rate in the current Rate Schedule, for each hour or part thereof. Discounts do not apply to this rate.

The customer agrees to reimburse E.N. Bisso for all firefighting supplies and materials consumed and/or damaged. The customer requesting firefighting service also agrees to indemnify, defend and hold E.N. Bisso harmless for any and all claims of death, personal injury, and property damage, arising directly or indirectly out of firefighting efforts, even if the claims arise out of the sole or concurrent fault of E.N. Bisso.

Invoices and Payment

All invoices are presented with terms of net payable within thirty (30) days from the invoice date unless other arrangements have been made and agreed to in writing. If an invoice is in dispute, payment for the amount not in dispute is to be made in accordance with the payment terms.

After thirty (30) days, unless other arrangements have been made and agreed to in writing, discounts are no longer valid and such invoices are overdue. Overdue amounts will be charged interest at the rate of 1.5% per month, backdated to the invoice date.

In the event an overdue invoice is placed in the hands of an attorney or agency for collection, the vessel to which the services have been rendered shall pay all expenses for collection, including attorney/agency fees at the rate of 25% of the gross undiscounted invoice, as well as all interest due.

Billable times for jobs and hourly work will be governed by AIS records.

Definitions

Customer	All vessels, or representatives of vessels, who are provided services under this tariff.
Vessel	Any floating craft to which E.N. Bisso provides tugboat or other services.
Tug and Tugs	Tugboats, whether owned, chartered, or hired by E.N. Bisso, which provide services to customer vessels.
Order Time	The time that the order for the service is placed with E.N. Bisso dispatchers by the customer.
Reporting Time	The time designated by the customer when the tug(s) is/are to arrive at the location where service is to be provided.
Advance Notice	The time between Order Time and Reporting Time.
Arrival Time	The time when tugs arrive at the job location.

Legal Matters

1. All services by E.N. Bisso & Son, Inc. (E.N. Bisso) are provided under the maritime laws of the United States of America.
2. All business transactions are performed as per the E.N. Bisso printed tariff (Terms and Conditions, and Rate Schedule). Services are rendered to the vessel and create a lien, even if the charges for services are billed to a charterer, operator, or agent.
3. The furnishing of any service or anything done in connection therewith shall not be construed to be or give rise to a personal contract. All or part of services requested may be subcontracted to others, without notice to the customer, and it is understood that E.N. Bisso, and any vessel E.N. Bisso may furnish, and their owners, charterers, operators, managers and agents, shall have the benefit of all exemptions from, and limitations of, liability to which an owner of a vessel is entitled under the Limitations of Liability Statutes of the United States.
4. E.N. Bisso shall exercise reasonable care to furnish tugs which are seaworthy and properly manned at the time of departure for the customer's job. E.N. Bisso does not make any warranty of workmanlike service and none is to be implied from any provision of this tariff (Terms and Conditions, and Rate Schedule).
5. E.N. Bisso does not furnish pilot services. It is the responsibility of the vessel, its owner and operator to arrange for pilotage in accordance with the applicable law and regulations. Whenever any person otherwise employed by E.N. Bisso, including the master or other officer of any tug furnished to or engaged in the service of assisting, escorting or towing a vessel making use of or having available her own propelling power, goes aboard such vessel to act as pilot, it is agreed that he or she becomes the borrowed servant of the vessel assisted or escorted and of its owner and operator for all purposes. In every respect while on board said vessel, his or her services while so engaged shall be subject to the exclusive supervision and control of the vessel's personnel. Any such service performed by any such person is beyond the scope of his or her employment for E.N. Bisso and neither E.N. Bisso or those furnishing the tugs or lending such person nor the tugs or their owners, agents, charterers, operators or managers shall be liable for any act, omission, negligence or fault of any such person. It is furthermore understood and agreed that the vessel and its owner and operator will indemnify and hold harmless E.N. Bisso and any assisting or escorting tug and its owners, agents, charterers, operators and managers with respect to all loss, damage, liability and expense that may be suffered or incurred by any of them as the result of any act, omission, negligence or fault of such person.