



# Price List 2023





# Contents

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<b>Contact . . . . .</b>	<b>3</b>
<b>Tugs . . . . .</b>	<b>4</b>
<b>Transport . . . . .</b>	<b>6</b>
<b>Equipment. . . . .</b>	<b>8</b>
<b>Mooring boat . . . . .</b>	<b>8</b>
<b>Vehicle/Cranes . . . . .</b>	<b>8</b>
<b>Others. . . . .</b>	<b>9</b>
<b>Supply manpower. . . . .</b>	<b>10</b>
<b>Stores . . . . .</b>	<b>10</b>
<b>Mooring/Unmooring</b>	
<b>Port of Brunsbuettel/Elbehafen. . . . .</b>	<b>11</b>
<b>Port of Ostermoor, Oilharbour,     Brunsbuettel Innerharbour . . . . .</b>	<b>12</b>
<b>Disposal . . . . .</b>	<b>13</b>
<b>Oil pollution . . . . .</b>	<b>14</b>
<b>Terms and conditions . . . . .</b>	<b>15</b>

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By publishing this catalog all previous editions and prices are invalid.  
Amendment 02/2022.

# Tugs

## Tug CORVIN

Length	32,50 m
Beam	12,00 m
Draft	5,40 m
Bollard Pull	70 t
Engine Power	2x2030 kW

**Price on request**

### Lumpsum rate Kiel Canal Assistance

- Elbe 1–Kiel LT or v.v.
- Brb roads–Kiel roads or v.v.
- Brb roads–Elbe 1 or v.v.
- Brb roads–Neuwerk roads or v.v.



**Prices on request**

## Tug SÖNKE

Length	25,30 m
Beam	11,90 m
Draft	4,46 m
Bollard Pull	70 t
Engine Power	2x 2100 kW

**Price on request**

### Lumpsum rate Kiel Canal Assistance

- Elbe 1–Kiel LT or v.v.
- Brb roads–Kiel roads or v.v.
- Brb roads–Elbe 1 or v.v.
- Brb roads–Neuwerk roads or v.v.



**Prices on request**

## FlatTop TORSTEN

Length	31,50 m
Beam	12,00 m
Draft	2,75 m
Bollard Pull	53,8 t
Engine Power	2x 1425 kW

**920,00 EUR/hour**

### Lumpsum rate Kiel Canal Assistance

- Elbe 1–Kiel LT or v.v.
- Brb roads–Kiel roads or v.v.
- Brb roads–Elbe 1 or v.v.
- Brb roads–Neuwerk roads or v.v.



**16.300,00 EUR**  
**9.085,00 EUR**  
**7.820,00 EUR**  
**5.865,00 EUR**

# Tugs

## Tug MAX

Length	27,02 m
Beam	9,10 m
Draft	2,60–3 m
Bollard Pull	40 t
Engine Power	2238 b kW at 1600 rpm

**780,00 EUR/hour**

### Lumpsum rate Kiel Canal Assistance

Elbe 1–Kiel LT or v.v.	14.890,00 EUR
Brb roads–Kiel roads or v.v.	8.450,00 EUR
Brb roads–Elbe 1 or v.v.	7.185,00 EUR
Brb roads–Neuwerk roads or v.v.	5.400,00 EUR



**14.890,00 EUR**

**8.450,00 EUR**

**7.185,00 EUR**

**5.400,00 EUR**

## Tug VS PARAT

Length	28,50 m
Beam	8,80 m
Draft	4,50 m
Bollard Pull	32,2 t
Engine Power	2x885 kW

**Price on request**

### Lumpsum rate Kiel Canal Assistance

**Price on request**



## Tug BÖSCH

Length	26,02 m
Beam	9,10 m
Draft	2,65 m
Bollard Pull	30 t
Engine Power	1642 kW

**650,00 EUR/hour**

### Lumpsum rate Kiel Canal Assistance

Elbe 1–Kiel LT or v.v.	12.075,00 EUR
Brb roads–Kiel roads or v.v.	7.420,00 EUR
Brb roads–Elbe 1 or v.v.	6.040,00 EUR
Brb roads–Neuwerk roads or v.v.	4.430,00 EUR



**12.075,00 EUR**

**7.420,00 EUR**

**6.040,00 EUR**

**4.430,00 EUR**

# Tugs

## Schlepper FELIX

Length	24,30 m
Beam	7,35 m
Draft	3,50 m
Bollard Pull	30 t
Engine Power	2x764 kW

**520,00 EUR/hour**

### Lumpsum rate Kiel Canal Assistance

Elbe 1 – Kiel LT or v.v.	<b>12.075,00 EUR</b>
Brb roads – Kiel roads or v.v.	<b>7.420,00 EUR</b>
Brb roads – Elbe 1 or v.v.	<b>6.040,00 EUR</b>
Brb roads – Neuwerk roads or v.v.	<b>4.430,00 EUR</b>



## Tug HANS

Length	19,50 m
Beam	6,20 m
Draft	2,50 m
Bollard Pull	22 t
Engine Power	2x537 kW

**420,00 EUR/hour**

### Lumpsum rate Kiel Canal Assistance

Elbe 1 – Kiel LT or v.v.	<b>9.890,00 EUR</b>
Brb roads – Kiel roads or v.v.	<b>5.350,00 EUR</b>
Brb roads – Elbe 1 or v.v.	<b>4.830,00 EUR</b>
Brb roads – Neuwerk roads or v.v.	<b>3.630,00 EUR</b>



## Tug HELMUT

Length	16,56 m
Beam	5,54 m
Draft	2,54 m
Bollard Pull	17 t
Engine Power	2x448 kW

**350,00 EUR/hour**

### Lumpsum rate Kiel Canal Assistance

Elbe 1 – Kiel LT or v.v.	<b>8.625,00 EUR</b>
Brb roads – Kiel roads or v.v.	<b>4.830,00 EUR</b>
Brb roads – Elbe 1 or v.v.	<b>4.025,00 EUR</b>
Brb roads – Neuwerk roads or v.v.	<b>3.280,00 EUR</b>



All listed prices are considered as rates per hour. Official working hours are from 07:00 h to 16:00 h. Outside official working hours a minimum of 2 working hours will be charged. For Jobs during weekend additional 20% fee will arise. Bunker surcharges can be raised. During winter, possibly an ice surcharge can arise. However, usually conditions of projects/longterm agreements are certainly based on mutually agreed framework conditions.

# Transporter

## Multipurpose vessel „SONJA“

Length	45,00 m
Beam	10,50 m
Draft	0,75–1,50 m
Loading capacity	307 t
Gross Tonnage	292 GT

**Price on request**



## Hopper barge „TRANSPORTER 1-6“

Length	32,50 m
Beam	8,18 m
Loading capacity	445 t

**Price on request**



## Ponton „P3“

Length	60,00 m
Beam	19,00 m
Loading capacity	2700 t

**1.100,00 EUR/day**

Prices for long-term charter on request.



## Ponton „MPP1“

Length	58.00 m
Beam	18,80 m
Loading capacity	1.400 t

**Price on request**

# Equipment list



## Mooring boat

**Mooring boat „Makker“ 8-16 (60-90 kW)**

**Mooring boat „Makker“ 17-18 (110 kW)**

Kiel-Canal (incl. 1x Boatman)

Elbe (incl. 1x Boatman)

Makker 19

**89,00 EUR/hour**

**99,00 EUR/hour**

**175,00 EUR/hour**

## Equipment

Land crane incl. crane operator

Harbour crane 40-150t/240t as tandem operation

Hydraulic excavator (Typ Multidocker)

Reachstacker up to 45 t lifting capacity

Wheel loader (Liebherr 586 X Power)

Fork lifts (4t)

Fork lifts (16t)

Bobcat

Tractor

Transporter incl. driver

**155,00 EUR/hour**

**615,00 EUR/hour**

**295,00 EUR/hour**

**185,00 EUR/hour**

**135,00 EUR/hour**

**95,00 EUR/hour**

**155,00 EUR/hour**

**85,00 EUR/hour**

**95,00 EUR/hour**

**70,00 EUR/hour/30,00 EUR/tour**





# Equipment

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## Equipment

Chain Puller		8 pc. á 60 t
Pumps		electronic und hydraulic
Compressor		3x Diesel 185 gfn/min. TBN 1,2 t
Genset		1x Diesel 35 kw 1,1 t
		1x Diesel 100 kw 1,9 t
		1x Diesel 100 kw 2,9 t
Fifi		1x 1200 m <sup>3</sup> /h remote operated monitor
		1x Container PSE
		1x Container water
Grapple		1x 50 t
		1x 100 t
		1x 150 t
Anchor		4 x Delta Flipper (DF) á 1000 kg
		4 x Delta Flipper (DF) á 500 kg
		div. anchor 50-500 kg
Chain		8 x 34 mm Ø U3 –27,5m
		1 x 46 mm Ø U3 –27,5m
Oil recovery		400 m deepsea boom on reels with driver
		35x25m absorbaut boom
Fender	Yokohama Fender	4 x 5,5m x 2,5m Ø a 1,9 t
	Rubber Fender	20 x 500 Ø x 1000 x 0,25 t

Price on request

# Manpower & Stores



## Supply Manpower

### Group 1 (Stevedores/Mooring men)

from Monday to Friday (7.00 – 16.00 o'clock)

**47,00 EUR/hour**

### Group 2 (Foremen)

from Monday to Friday (7.00 – 16.00 o'clock)

**60,50 EUR/hour**

The following surcharges are added to the respective shifts as listed below:

+ 25 % overtime / night work  
+ 50 % on Saturday  
+ 100 % on Sunday / public holidays  
(+ 25 % dirt surcharge)

## Runner

### Hourly rate

Rate per runner

**55,00 EUR**

+ 25 % on Sunday  
+ 50 % on public holidays

### Lumpsum transportation

Cuxhaven

**400,00 EUR**

Kiel

**300,00 EUR**

Rendsburg

**250,00 EUR**

The hourly rate will be charged upon departure Schramm berth until arrival Schramm berth, unless same has mutually agreed.

Costs are incl. transfer (boat / car) in Brunsbuettel (if required).

## Stores

### Storages

up to 10 m<sup>2</sup>

**Price on request**

more than 10 m<sup>2</sup>

**Price on request**

### Cargo insurance

**Price on request**

# Mooring / Unmooring

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At Port of **Brunsbüttel** for vessels of:

1	to	2.500 GT	507,00 EUR
2.501	to	4.000 GT	778,00 EUR
4.001	to	5.500 GT	950,00 EUR
5.501	to	10.000 GT	1.284,00 EUR
10.001	to	15.000 GT	1.512,00 EUR
15.001	to	20.000 GT	1.978,00 EUR
20.001	to	30.000 GT	2.712,00 EUR
30.001	to	40.000 GT	3.377,00 EUR
40.001	to	50.000 GT	3.892,00 EUR
50.001	to	60.000 GT	4.358,00 EUR
60.001	to	80.000 GT	4.624,00 EUR
80.001	to	100.000 GT	5.422,00 EUR
100.001	to	120.000 GT	6.022,00 EUR
		>120.000 GT	6.588,00 EUR
FSRU		Tanker division	9.750,00 EUR

The rate includes mooring as well as unmooring.

In case only mooring or unmooring is requested, regardless the full rate will be charged.

Measurement is based on the highest GT, without deduction of SBTs (separate ballast tanks).

Additional breast ropes will be charged with **250,00 Euro**.

# Mooring / Unmooring

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Port of Ostermoor, Oilharbour, Brunsbuettel Innerharbour for vessels of:

1	to	2.500 GT	248,00 EUR
2.501	to	4.000 GT	335,00 EUR
4.001	to	6.000 GT	427,00 EUR
6.001	to	8.000 GT	498,00 EUR
8.001	to	12.000 GT	645,00 EUR
12.001	to	15.000 GT	758,00 EUR
15.001	to	19.000 GT	906,00 EUR
19.001	to	23.000 GT	1.058,00 EUR
23.001	to	28.000 GT	1.245,00 EUR
28.001	to	34.000 GT	1.470,00 EUR
34.001	to	37.000 GT	1.582,00 EUR

Each additional 1.000 GT will be charged with **40,00 EUR** extra.

In case a second boat is in use, additional 50 % will be charged.

For the port of Ostermoor a distance fee of **80,00 EUR** for each boat will arise.

Additional wires for safety reasons will be charged with **70,00 EUR**.

## Total jetty 6:

To ensure a constant availability of personal and a safely mooring/unmooring maneuver an agreement has been made in 2011, that additional men power is required for mooring/unmooring at Total jetty 6. The additional men power will be charged with **350,00 EUR**.

Same is applicable for vessel with a GT of more than 15.000 only.

# Disposal

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## Disposal amount 0 - 6 m<sup>3</sup>

Vacuum truck  
additional disposal costs

Price on request

## Disposal amount 7 >

Barge / hour  
additional transport costs Hamburg, disposal costs

Price on request

**Acceptance of A1 goods to be checked on request.**



# Oil pollution

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## Single resp. mobile operations

Mooring boat with skipper	<b>89,00 EUR/hour</b>
Steam cleaner with generating set and operation	<b>105,00 EUR/hour</b>
High-pressure pump with with generating set	<b>47,00 EUR/hour</b>
Generating set 100 kVA	<b>150,00 EUR/day (excl. fuel)</b>
Generating set 30 kVA	<b>75,00 EUR/day (excl. fuel)</b>
Submersible pump	<b>11,00 EUR/hour</b>

Vacuum truck	<b>see disposal</b>
Single-use oil barrier incl. disposal costs	<b>30,00 EUR/m</b>

Dirt surcharge on equipment and manpower	<b>25% extra</b>
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Disposal costs for oily flotsam incl. transport of containers to SAVA	
Waste manifest	<b>upon proof</b>
Biodegradable cleaner	<b>9,00 EUR/litre</b>
Cold cleaner	<b>6,00 EUR/litre</b>
Oil binder	<b>37,00 EUR/package</b>
Simple Green	<b>15,00 EUR/litre</b>

Supply of manpower in regards to oil pollution services will be charged with additional 25% dirt money. Services out of office hours will be charged with at least 3 hours working time surcharge.

For material/costs of chemicals, we consider the respective current price on daily base. Generators excluding delivery and redelivery.

# Terms and conditions

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## 1. Definitions

*Assistance:* Services rendered in Close Proximity of a manned Towed Object under the command of its master or pilot, as the case may be.

*Contract of Affreightment:* Contract in the sense of § 407 German Commercial Code (Handelsgesetzbuch, HGB).

*Customer:* The party which has contracted with the Tug Owner to perform the Services.

*Material Obligation:* An obligation which needs to be complied with in order to allow for the proper performance of the contract and the compliance of which the contractual partner can regularly rely on.

*Services:* The operations carried out by the Tug Owner in relation to a Towed Object or otherwise in fulfilment of the order by the Customer, including but not limited to Assistance.

*Close Proximity:* The area within which the Tug and the Towed Object affect or may affect each other or are or may be subject to the influence of each other.

*Voyage Charter Party:* Contract in the sense of § 527 HGB.

*Towed Object:* Any floating object, including, in particular, seagoing vessels, whether manoeuvrable or not, in respect of which the Services are being rendered.

*Tug:* The tug or tugs including their master and crew and equipment actually performing the Services, whether or not owned by the Tug Owner or by third parties (see Clause 2.3 below).

*Tug Owner:* The party which undertakes to perform the Services.

*Ocean Freight Agreement:* Contract for the carriage of general cargo or Voyage Charter Party.

*Contract for the carriage of general cargo:* Contract in the sense of § 481 HGB.

# Terms and conditions

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## 2. Provision of Services

- (1) All Services of the Tug Owner – including future services – shall be rendered exclusively on the basis of these General Towing Conditions, unless otherwise expressly agreed.
- (2) When Services are rendered in respect of manned Towed Objects which are under the command of a master or pilot, the duty of the Tug Owner shall be limited to making the Tug's services available to carry out the instructions of the Towed Object's master or pilot, as the case may be.
- (3) The Tug Owner is entitled to make use of one or more Tugs owned by third parties.
- (4) If the provision of the Services is impossible or significantly more difficult due to circumstances beyond the Tug Owner's control, in particular weather constraints, e. g. storm, ice or bad visibility, the Tug Owner shall be under no obligation to provide the Services.
- (5) Other vessels, for instance inbound vessels, may have to be served with priority according to the customs of the port, in particular with regard to nautical conditions, or because of port authorities' orders. The Tug Owner shall always be entitled to render emergency assistance to people or crafts. This may lead to delays when rendering the Services, for which the Tug Owner shall not be responsible.
- (6) In the cases referred to in Clauses 2.4 and 2.5 sentences 1 and 2, the Tug Owner shall also be entitled to interrupt the Services rendered, whereby appropriate regard shall be had to the safety of the Towed Object. Once the cause for the interruption of Services has ceased, the Tug Owner shall resume with the Services without undue delay.

## 3. Further Obligations for the Secure Provision of Services

- (1) The Customer shall ensure that the Towed Object and the towing gear provided by the Customer is in all respects ready to allow the safe performance of the required Services, that all safety regulations relevant to the Towed Object are observed, that all required permissions in respect of the Towed Object and the Services are available and conditions imposed in such permissions are observed.
- (2) The Customer shall further ensure that the master or pilot, as the case may be, of the Towed Object gives orders to the Tug and the crew of the Towed Object in such a way that neither the Towed Object nor the Tug or interests of third parties are exposed to danger.
- (3) The Customer as well as the Tug Owner have to ensure respectively that the taking over and return/taking back of towing gear is carried out in a controlled manner. The Customer is responsible for the uninterrupted control and supervision on board of the Towed Object and the Tug Owner is responsible for the uninterrupted control and supervision on board of the Tug.



# Terms and conditions

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## 4. Remuneration

- (1) If the amount of remuneration has not been stipulated, the Tug Owner is entitled to determine the amount at reasonable discretion.
- (2) The agreed remuneration does not cover any extraordinary services or salvage services.
- (3) The remuneration is payable at the Tug Owner's place of business upon rendering the invoice.
- (4) The Customer is only entitled to set-off if he has obtained a final and binding judgment against the Tug Owner or if the Customer's claim(s) against the Tug Owner are undisputed.

## 5. Customer's Liability

- (1) The Customer shall be liable for any damage to the Tug caused by the Tug's activities during the time of Assistance, unless the damage was caused negligently or intentionally by the Tug Owner, his servants or sub-contractors or the Tug's master or crew.
- (2) The Customer shall be liable for any damage to the Tug incurred during the time of Assistance as a consequence of the Tug following an order or direction given by the Towed Object's master or pilot, as the case may be, unless the damage was caused by gross negligence or intentional acts of the Tug Owner, his servants or subcontractors or the Tug's master or crew.
- (3) Further the Customer is liable for loss or damage suffered by third parties in the course of the Assistance due to the Tug's manoeuvres carried out upon the orders and directions of the Towed Object's master or pilot, as the case may be, unless the loss or damage was caused by gross negligence or intentional acts or the non-observance of an Material Obligation , as the case may be, by the Tug Owner, his servants or sub-contractors or the Tug's master or crew.
- (4) In relation to Clauses 5.1 through 5.3 above, the burden of proof in respect of any negligence, gross negligence or intentional act of the Tug Owner, his servants or subcontractors or the Tug's master or crew as well as any non-observance of an Material Obligation by either of them shall rest with the Customer.
- (5) Whenever the Tug is out of service due to damage or due to other reasons for which the Customer is liable, the Tug Owner may recover loss of use . The Tug Owner ist entitled to determine the amount of loss of use at reasonable discretion.. His duty to mitigate damages (paragraph 254 German Civil Code) remains unaffected. If Services are rendered by a Tug owned by a third party (see Clause 2.3 above), that third party is also entitled to rely upon the foregoing provisions.
- (6) In case of Services rendered by a Tug owned by a third party, the losses suffered by that third party are considered to be the Tug Owner's own losses which he is, thus, entitled to liquidate (Drittschadensliquidation).
- (7) The foregoing provisions do not in any way affect other rights, claims or remedies the Tug Owner may have against the Customer, be it in contract or tort.

# Terms and conditions

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## 6. Tug Owner's Liability

- (1) The Tug Owner shall be liable for loss or damage suffered by the Customer only to the extent that it was caused by gross negligence or intentional acts of the Tug Owner, his servants or subcontractors or the Tug's master or crew. This does not apply if the loss or damage is due to the non-observance of any of the Tug Owner's Material Obligation.
- (2) In case of damage caused by negligence, the Tug Owner shall only be liable in respect of a breach of a Material Obligation and limited to direct loss or damage which is reasonably foreseeable, but not for remote consequential loss.
- (3) In respect of loss or damage caused by delayed Services, Clauses 6.1 and 6.2 and Clause 2.5 shall apply. The Tug Owner's liability shall be limited to three times the remuneration which is or would have been payable by the Customer, unless the delay was caused intentionally or by gross negligence.
- (4) In case an Ocean Freight Agreement has been concluded, the Tug Owner is not liable for any damage caused by conduct in the course of steering or otherwise operating the towing vessel, save in case of measures taken predominantly for the benefit of the cargo or if caused by fire or explosion on board of the towing vessel.
- (5) Clauses 6.1 through 6.3 are not applicable as far as a Contract of Affreightment is concerned. Clauses 6.1 and 6.2 are not applicable in cases of a Contract for the carriage of general cargo. Insofar the statutory provisions shall be applicable.
- (6) Clauses 6.1 through 6.3 above do not apply to personal injury claims. In such cases, the relevant statutory provisions shall apply.
- (7) In case the Tug Owner is considered to be a carrier, his liability in respect of loss of or damage to the goods including the Towed Object shall – in derogation from § 431 HGB – not exceed 2 Special Drawing Rights of the International Monetary Fund per kilogram of any goods lost or damaged.
- (8) In any event the Tug Owner shall be entitled to limit his liability as provided for in provisions on ship owners' limitation of liability applicable to the Tug which caused the damage, such as the Convention on Limitation of Liability for Maritime Claims, 1976, as amended by the protocol of 2 May 1996, in the version respectively valid for the Federal Republic of Germany, or the Convention on Limitation of Liability in Inland Waterway Shipping (CLNI), 1988, or any national legislation, as the case may be. This also applies if the Tug provided by the Tug Owner to perform the Services is not owned, chartered, leased, managed or operated by the Tug Owner.
- (9) The exclusions and limitations referred to in Clauses 6.1 through 6.9 above shall apply to any claim be it in contract or otherwise against the Tug Owner. They shall also apply in favour of his servants or sub-contractors including, in particular, any third party owner of the Tug as well as the Tug's master and crew.

# Terms and conditions

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## **7. Indemnity**

The Customer shall indemnify the Tug Owner for all third party claims in respect of loss or damage for which, as between the Tug Owner and the Customer, the Customer is liable.

## **8. Law and Jurisdiction**

The contract for tug boat services is subject to German law. Any and all disputes arising under the contract or in connection with the Services rendered shall be subject to the exclusive jurisdiction of the courts of the Tug Owner's place of business.

## **9. German Version**

The German version of these General Towage Conditions shall prevail.

**Version 02/2023**