

## Tug regulations Luleå

**Note:** This document is a translation of the Swedish version of the Tug regulations Luleå

In consideration of public order and security within the port area, the following have been established in consultation between the National Maritime Administration and the Port of Luleå to apply with effect from **01.07.2023**.

### Definitions

1. *Special equipment:* Functioning bow thrusters, stern thrusters, or other special manoeuvring equipment that substantially improves the vessel's manoeuvring capability.
2. *Azimuth Stern Drive (ASD):* Tug equipped with two stern engines capable of generating a 360°, all directional propulsion force.

### Ordering of tugs

Ordering of tugs needs to be done when assistance is required (incl. 1 Dec – 15 May). From 1<sup>st</sup> of December to 15<sup>th</sup> of May assistance of one tug is included on arrival and departure for all vessels. Tugboat enterprises can charge surcharges if order, cancellation or change of ETA/ETD is done outside their given timeframe.

### Regulations

The tugs have a bollard pull exceeding 35 tonnes.

N.B. See asterisk (\*) at the bottom of the document for terms and conditions.

### SVARTÖN (cruise ship quay)

Requirements for a tug or tugs are decided on a case-by-case basis depending on weather conditions and whether the vessels have functioning special equipment

### UDDEBO OIL TERMINAL

Deadweight tonnage	Special equipment	Number of tugboats on*	
		arrival	departure
3,000 - 10,000	yes	1	0
3,000 - 10,000	no	1	1
10,001 - 25,000	yes	1	1
10,001 - 45,001	no	2	2
25,001 - 45,000	yes	2	1
more than 45,001	yes	2	2
more than 45,001	no	3	2

**VICTORIA TERMINAL, outside of quay**

Deadweight tonnage	Special equipment	Number of tugs on*	
		arrival	departure
5,000 - 10,000	no	1	1
10,001 - 25,000	yes	1	0
10,001 - 45,000	no	2	2
25,001 - 45,000	yes	2	1
more than 45,001	yes	2	2
more than 45,001	no	3	2

**VICTORIA TERMINAL, inside of quay**

Deadweight tonnage	Special equipment	Number of tugs on*	
		arrival	departure
more than 5,000	more than 5,000	1	1

**SANDSKÄR, ore terminal**

Deadweight tonnage	Special equipment	Number of tugs on*	
		arrival	departure
5,000 - 10,000	no	1	1
10,001 - 25,000	yes	1	0
10,001 - 45,000	no	2	2
25,001 - 45,000	yes	2	1
more than 45,001	yes	2	2
more than 45,001	no	3	2

\*Some situations may result in additional tugs required than above mentioned, e.g. in special weather conditions. This applies to all vessels calling at all berths in the port.

# Scandinavian Tugowners Standard Conditions of the year 1959, revised 1974 and 1985

The tugboat enterprise (Hereinafter called the Company) provides assistance and/or towing services on the following conditions:

## **1. Definitions**

The expression Hirer in these conditions means the body or person who has ordered the service or on whose behalf the service has been ordered.

The expression damage in these conditions means economical losses of all kinds including but not limited to total loss, damage, loss of income and expenses and also loss of and damage to cargo on board of the vessel in tow.

## **2. The Company's liability towards the Hirer**

The Company is not liable for damage caused to the Hirer in connection with the towage service unless the damage is a consequence of fault or neglect on the part of the Company's management. The Company is, however, not liable for fault or neglect committed by a person of the Company's management in such a person's capacity as master of a tug or member of its crew.

The Hirer is not in any case entitled to damages from a master of a tug, a member of its crew, a pilot, or anybody else in the service of the Company.

The liability of the Company shall in any case not exceed SEK 100.000.

## **3. The Hirer's liability towards the Company**

The Hirer shall indemnify the Company for all damage caused to the Company in connection with the towage service unless the Hirer shows that neither the Hirer nor somebody for whose acts the Hirer is liable totally or partly has caused the damage by fault or neglect.

Should the Company be held liable for damage caused to a third party in connection with the towage service, the Hirer shall indemnify the Company unless the Company would have been liable towards the Hirer in case the damage had been suffered by the Hirer.

In case of dispute, the Swedish text shall apply.