

March 25, 2024

To Whomsoever This May Concern

**RE: Required Escort Tug Towage Services with KOTUG Canada**

In accordance with Terms and Conditions of the Service Level Agreement between Trans Mountain<sup>1</sup> and KOTUG Canada, KOTUG Canada shall provide, on an exclusive basis, escort tug towage services between Buoy QA and Buoy J (i.e., from close to the jurisdictional limit of the Port of Vancouver to the western entrance of the Juan de Fuca Strait) for all tankers loaded with crude oil from the Westridge Marine Terminal (Westridge). KOTUG Canada shall ensure the services are rendered using tugs which are suitable for foreseeable meteorological and ocean conditions and based on tanker and cargo size.

In addition, the escort tugs are equipped with oil spill response equipment and have firefighting capabilities, and tug crews have received training to that purpose.

Escort by KOTUG Canada provided escort tugs is a pre-condition for acceptance of the tanker to load at Westridge.<sup>2</sup> The Vessel's Master must ensure that arrangements have been made in advance for this purpose through the vessel's local agents. Upon arrival at the terminal, compliance will be checked and confirmed prior to acceptance of Vessel's Notice of Readiness. For added clarity, this requirement applies regardless of whether or not the tanker makes a direct passage to Buoy J or calls at another nearby port or terminal after having loaded crude oil cargo at Westridge, notwithstanding whether the secondary port call is for cargo or any other vessel related purposes, including receiving of bunkers.

Tankers under escort should be aware that the following maneuvers may be applied by the escort tug, subject always to the discretion of the escort tug Captain:<sup>3</sup>

- Passive escort – tug follows a ship closely but is not connected (untethered).
- Active escort – tug is connected (tethered) to the tanker's centre lead aft to assist steering of the ship.
- Indirect towage – tug assists a ship around a channel. It uses propulsion to steer the tug away from the general direction of heading to create drag and includes towline force.

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<sup>1</sup> Trans Mountain facilitated an RFP process on behalf of the Trans Mountain Shippers, advised by the Trans Mountain Shippers' Sub-Committee, and together the parties selected KOTUG Canada to maintain and operate the services on an exclusive basis.

<sup>2</sup> Vessel Acceptance Standard and Westridge Marine Terminal Regulations and Operations guide available at [www.transmountain.com/tolls-tariffs](http://www.transmountain.com/tolls-tariffs)

<sup>3</sup> Source for types of escort towage: [Pilots' Pocket Guide and Checklist, UK Chamber of Shipping](#)

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- Powered indirect – similar to indirect, but the tug actively drives forward and turns away from the direction of heading, generating high towline forces and doubling tug bollard pull. In an emergency such a manoeuvre may also be used to turn a ship away from danger.
  - Transverse arrest – tug is connected (tethered) to the tanker's centre lead aft but used to slow and stop the ship – can be brought around into direct pull once speeds drop to less than 7 knots.
  - Emergency (rescue) towage – tug connects (tethers) expeditiously with a ship to prevent drift grounding. Depending on the prevalent circumstances the connection with the ship may be by means of the ship's deployed emergency towing arrangement.

Please contact us at [marine\\_enquiries@transmountain.com](mailto:marine_enquiries@transmountain.com) or +1.866.514.6700 if you have questions.

Sincerely,



Bikramjit Kanjilal  
Director, Burnaby and Westridge Terminals  
Trans Mountain