

# TRANS MOUNTAIN PIPELINE ULC

## Westridge Marine Terminal Berth Schedule Management

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**Issued By:**

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## **Trans Mountain Pipeline ULC Westridge Marine Terminal Berth Schedule Management**

### **1. INTRODUCTION**

Westridge Marine Terminal (Terminal) serves as an important nexus between the Western Canadian Sedimentary Basin and offshore markets like Asia and California. Trans Mountain Pipeline's capability to move multiple products to multiple destinations and its common carrier obligations requires the scheduling of the Terminal's berths and manage the turnaround of vessels with due consideration of the needs of all users of the Trans Mountain Pipeline system, which includes the Terminal.

Vessel movements to and from the Terminal are subject to Port of Vancouver rules and available Transit Windows. The Carrier's goal is to optimally schedule berths to vessels in support of the pipeline schedule, safely maximize pipeline transportation capacity and lower the risk of pipeline or marine shipping disruptions. Carrier strives for each Lifting Vessel to complete its transfer of entire Nominated Petroleum volume within the allocated Load Window, provided safe to do so, and subject to Lifting Vessel's arrival on time. The berth schedule shall serve as ready reference for Shippers for planning purpose with the ability to accommodate and manage changes and occasional delays or disruptions in vessel arrivals or supply in a manner that minimizes impacts to Shippers and the Carrier.

For further information on Load Windows, please consult the Load Window Procedure found in appendix B of the Service Standards. Please see the Rules and Regulations for details governing the transportation of Petroleum on the Mainline System.

Capitalized terms that are not defined in this procedure are as defined in Trans Mountain Pipeline ULC's Petroleum Tariff: Rules and Regulations.<sup>1</sup>

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<sup>1</sup> The Trans Mountain Pipeline ULC Tariffs: Tolls Applying on Petroleum and Rules and Regulations Governing the Transportation of Petroleum are on file with the Canada Energy Regulator and can be located on the Carrier's website at <https://www.transmountain.com/tolls-tariffs>.

## 2. DEFINITIONS

Berth Schedule: is the daily line up of Lifting Vessels assigned to each berth at the Terminal.

Lifting Schedule is a binding Load Window schedule provided by the Carrier to Marine Shippers after the Monthly Nomination Date.

Part-loaded Lifting Vessel is a Lifting Vessel that was unable to complete loading of entire Shipper's Nominated Crude Petroleum during the Load Window assigned to the Shipper.

Tidal Schedule: Posted on the Carrier's website, this provides Marine Shippers with times and height of slack water as measured at Vancouver, British Columbia

Transit Window: established by the Port of Vancouver close to high and low water slack tides during periods of reduced tidal velocity to allow vessels to transit through the Second Narrows.

### **3. LOAD WINDOW ASSIGNMENT**

Carrier shall assign a Load Window to every vessel calling at the Terminal in accordance with the Load Window Procedure as further described in the Service Standards.

### **4. BERTH SCHEDULE**

Every Vessel with an assigned Load Window shall be assigned a berth at the Terminal and Carrier shall maintain an up-to-date Berth Schedule, which will be available to Shippers. At Carrier's discretion, the Berth Schedule could be changed to maintain or improve the efficiency of the Terminal and pipeline operations.

### **5. CHANGE TO BERTH SCHEDULE**

Carrier shall monitor current Vessel Notices of Arrival, port conditions, operations at the Terminal including completion of Petroleum transfer and berth vacancies, and available supply, and depending on the evolving situation, reserves the right to revise the berthing schedule of a vessel to maintain terminal efficiency and minimize impact to pipeline operations. Carrier shall effect changes to the Berth Schedule ensuring that such changes do not impede its ability to maintain efficiency of the Terminal and pipeline operations and to satisfy any other obligations it may have.

In making changes to the Berth Schedule, Carrier shall always endeavour to minimize impact of such change on Shippers and strive to allow Vessels to complete the transfer of their Petroleum volumes within their respective allocated Load Window.

Should Carrier determine that a revision to the Berth Schedule is required, provided berth and supply are available, and port conditions permit, individual Vessels may be reassigned their berths and/or berthing schedules in accordance with the following priority:

- a) First, subject to Rule 21.11 of the Rules and Regulations, to a Part-loaded Lifting Vessel. In such cases, provided it would not require another Vessel to extend its planned operation beyond the end of its allocated Load Window, Carrier shall endeavour to mitigate delay to the Part-loaded Lifting Vessel by allowing it to continue to remain at the same berth or accommodate it at an alternate berth, if necessary, when one becomes available;
- b) Second, to a Lifting Vessel that has provided notice of its estimated time of arrival at the Terminal, that is later than the start of its assigned Load Window but, in Carrier's reasonable estimation, would not require an extension that impacts the next vessel's Load Window;

- c) Third, to a vessel that is governed by Tide Windows but has high probability of completing its business at the terminal within its assigned Load Window;
- d) Fourth to those vessels that are not governed by Tide Windows;
- e) Fifth, subject to Rule 21.10 of the Rules and Regulations, to a Lifting Vessel that has already arrived at the area designated as a waiting area by the Carrier, or has indicated its ability to arrive at the Terminal prior to its Load Window and desires an early lifting, provided suitable supply is available and reasonable confirmation by Carrier that early berthing would not impact the completion of another vessel within its Load Window; and
- f) Lastly (Sixth) , subject to Rule 21.11 of the Rules and Regulations, to a Vessel that, based on its submitted Vessel Notice of Arrival shall complete its Petroleum transfer after the close of the Vessel's assigned Load Window and where such delay may require the next Vessel's Load Window to be extended unless the impacted Vessel agreed in writing, or Shippers have mutually come to an arrangement and accordingly informed Carrier. However, Carrier may schedule the delayed Vessel at an earlier priority if that is required to maintain efficient operations of the Terminal.

Shipper(s) who are impacted by Berth Schedule changes shall be promptly informed of the change.

## **6. DELAY AT BERTH**

Subject to Rule 21.11 of the Rules and Regulations, Carrier may, subject to a berth being available and the overall efficiency of the terminal not being affected, accommodate requests from Shippers or Vessels for a vessel to delay its departure from the berth, provided doing so does not impact the terminal's operations. However, if the Petroleum transfer was delayed due to Carrier's operational issues, Carrier shall arrange to accommodate the vessel at the same berth at least till such time as the safe transfer of Shipper's Tender of Petroleum has been completed, unless Shipper requests, or Shipper has been requested to cease the transfer.