



Gothenburg 2010-06-01

To whom it may concern

Escort towing of tankers to and from berths and inner anchorage areas has been in progress for a decade on the Swedish west coast as a government requirement. This is in order to minimize the risks associated with oil transportation in the sensible archipelago. Pilots and tug masters, have since the start followed strict procedures for escort towing with for the purpose specially designed tugs.

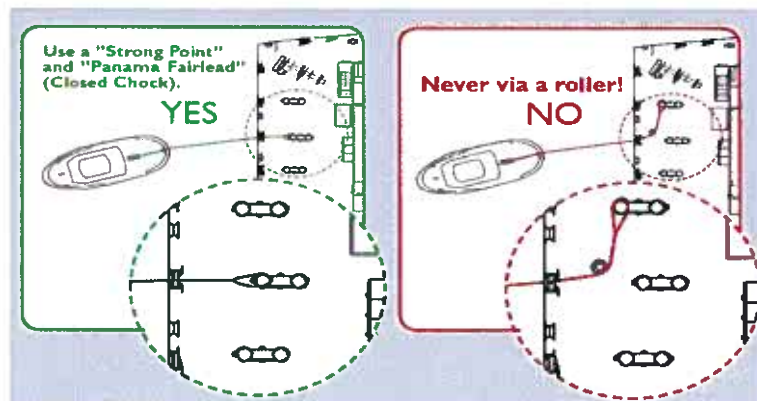
Despite these measures there is in some cases a weak link in the chain - fastening devices on tankers. Some of them can withstand just about 50 tons which is not enough if the tug shall work as an emergency rudder. OCIMF, Oil Companies Industrial Forum has made recommendations with regard to bollards for escort towing. For vessels up to 50 000 DWT, fairleads and bollards shall withstand at least 100 ton loads and for larger ships 200 tons SWL when used for escort towage. Note that this equipment should be designed for escort towing and should not be mixed up with the equipment available for emergency towing (which can be used when it is designed for dual purpose).

For this reason, the West Coast port managers and the head of West Coast Maritime Area in a letter dated December-07 (see backside of this page), stated that ship's not complying with OCIMF's standards regarding ship's fittings for use with escort tugs, should have an extra tug available at the ship's side during the voyage into the archipelago. This will result in an additional escort tug charge as long as your ship does not comply with OCIMF regulation; see "Mooring Equipment Guidelines 3" section 3.4.

This extra charge is for the moment between 3000 - up to 6000 Euro for every port of call to ports on Swedish west coast depending on the size of your vessel. As soon as your ship's equipment complies with OCIMF regulation this extra charge will expire.

Björn Garberg

Area Manager Göteborg





Escort Towage on the Swedish West Coast

The Swedish Maritime Administration has in agreement with the Ports of Göteborg and Stenungsund adopted the resolution of compulsory escort towage in the above mentioned ports. In Brofjorden there has been a similar resolution since 1998 which was even enforced in the Environmental Court in 2005.

In accordance to the resolution, vessels which are subject to compulsory escort towage shall be required to follow OCIMF's recommendations concerning towage arrangements i. e. bollards and fairleads (strongpoints).

Some vessels which frequent call at our ports (2007-12-17) are still not applying OCIMF's recommendations. Therefore the ports and the Swedish Maritime Administration has decided that vessels which are subject to compulsory escort towage but are not following the OCIMF's recommendations shall have an additional tug boat while being escorted. As soon as the vessel complies with the rules and its equipment is approved the additional tug boat will no longer be required.

Attached: Excerpt from OCIMF's recommendations for strongpoints for escort towage

Jörgen Wallroth
Port of Göteborg

Morgan Hermansson
Borealis

Mats Eggers
Brofjorden

Dan-Erik Andersson
Swedish Maritime Ad