

REPSOL VETTING PROCESS & MARINE SAFETY CRITERIA

APPLICABLE TO SIRE VESSELS (TANKERS, BARGES AND TUGS) AND BULK CARRIERS

For vessels under OCIMF-OVID program, refer to **Offshore Vessel Vetting Process**.

For all river transportation used in E&P projects in Peru and Ecuador, refer to **Vetting Safety Criteria for River Vessels**.

For Floating Production Storage Offloading units (FPSO & FSO), refer to **REPSOL VETTING PROCESS & MARINE SAFETY CRITERIA FOR F(P)SOs**

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I. Purpose and preliminary comments

It is Repsol policy to employ only vessels which have been screened for compliance with all applicable International and/or National Regulations and with other marine safety standards. The purpose of this document is to explain the process for such screening (the Vetting Assessment) and the marine safety criteria required during the process.

Compliance of vessels with the requirements described below or vessels being rated as Acceptable in the vetting process does not grant the Owner or Operator any right whatsoever to have the vessel chartered or employed by Repsol, nor imposes on Repsol any duty or obligation to charter or employ the vessel.

Repsol nor any of its employees, agents or contractors, shall be under no liability whatsoever to any Owner, Operator or Third Party by reason of acceptance/non-acceptance of a particular vessel.

II. Scope of Application

This procedure applies to vessels tendered for chartering or owned by Repsol, vessels transporting Repsol's cargoes, and also to vessels visiting terminals owned or operated by Repsol.

The following is excluded from this process:

1. **Compatibility with Terminals**

Compatibility of the vessel with the terminals or berth and acceptance of cargoes in transit rests with the Terminal directly

2. **Fitness to the nominated cargo**

3. **Requirement of use of Inert gas**

Repsol Terminals require all chemical and product vessels carrying products with low flash point (below 60° C) must be fitted with appropriate and operational inert gas (IG, IGG, N2) systems and must be in use in when on Repsol employment. Low flash point transit cargoes and Residual fuel oils must be inerted as well.

III.- Effective date

11th May 2020

IV. REPSOL Vetting Process

IV.1 VESSELS UNDER REPSOL GROUP COMMERCIAL INTEREST

Vessels are required to be screened each time they are nominated for Repsol Group business. Repsol Vetting do not pre-approve vessels and vessels are screened each time they are offered to Repsol.

A. SPOT and COA Vessels

Vessels are screened on each occasion they are proposed for Repsol Group business using all available information at the time of proposal. The Vetting assessment starts with an online request from any Commercial department within Repsol Group or its affiliated companies.

The vetting assessment takes into account many factors which includes but is not limited to compliance with Repsol Marine Safety Criteria, latest information available from different sources such as official publications, Terminal's reports, PSC reports, SIRE reports, Technical Operator Management Reviews (TMSA audit), casualty/incident data, previous Repsol operational performance, the fleet profile of the Technical Operator, etc... The vetting assessment may also be affected by future International or National statutory and legislative changes and/or any alteration in Repsol Group policy.

Subsequent to a screening, if a vessel is considered as acceptable for a Repsol use, this approval would be valid only for that request. If the vessel is proposed for a subsequent Repsol use, it will be screened again by the Repsol Vetting Department. It should not be assumed that an approval in the past will mean the vessel will be approved for another Repsol use in the future.

B. TC Vessels

Vessels are screened on each occasion they are proposed for a time charter contract, new or renewal, with Repsol Group.

B.1 For contracts of less than 6 months: a vetting assessment with an acceptable result must be obtained before lifting the vetting subjects of the agreement.

B.2 For contracts of 6 months or more: a vetting assessment with an acceptable result, which includes a Repsol Physical inspection, must be obtained before lifting the vetting subjects of the agreement.

- a) New contracts: if the latest Repsol Physical inspection is not older than three months, which has been rated as Acceptable, then a new physical inspection will not be required.
- b) Renewals: if the latest Repsol Physical inspection or Repsol Safety inspection is not older than three months, which has been rated as Acceptable, the new physical inspection will not be required.

During the contract, vessels less than 15 years old are subject to a Repsol Physical inspection at an interval no exceeding 12 months and vessels 15 years old or more at an interval no exceeding 6 months.

B.3 New buildings: additional to the requirements mentioned in section V.13 of Repsol Marine Safety Criteria,

- i. Attendance at sea trials, including gas trial for LNGs

- ii. Before vessel delivery date, Technical Operator Safety Management System to be assessed for compliance with Repsol criteria. If the last assessment is older than 24 months a new one will be required.

IV.2 FOLLOW UP VESSEL STATUS

Beyond above process, additional direct information may be gathered:

1. During a Repsol use, the vessel could be subject to Safety Inspection carried out by one Repsol Vetting Inspector.
2. “Terminal feedback reports” submitted to us by the Repsol Terminal Loading Master where the vessel has operated.

Information reviewed through steps 1 and 2 may result in the rejection of the vessel (i.e. the vessel being rated as Non Accepted) at any time. More generally, **the status of the vessel may be affected by any changes concerning safety and operational systems, change on the Repsol Vetting status of its Technical Operator, changes of name, technical operator, crew, flag etc, as well as any incident, casualty or terminal negative feedback report, PSC detention or Memoranda or condition of Class.** Technical Operators are requested to report to Repsol Vetting any of the mentioned events whenever they occur.

IV.3 VESSEL INSPECTION REQUEST

A Technical Operator interested in getting a particular vessel inspected by Repsol Vetting, must submit, at least 5 days in advance a written formal request by e-mail to vetting@repsol.com apprising port, date, local agents and type of operations.

The physical inspection will follow OCIMF guidelines. The inspection report will be uploaded to SIRE database, provided there is prior agreement between the Repsol Vetting head office with vessel’s Technical Operator.

Based on the Inspector’s report, the Repsol Vetting Department will produce an Official Inspection Report with a list of observations and recommendations, if any, which will be transmitted to the Technical Operator. The Technical Operator will have to reply with comments and/or corrective actions taken, following the pattern recommended by OCIMF. These responses and the inspection report will be used then to conclude the assessment of the vessel. A document with result of this evaluation will be then sent to Technical Operator.

The vetting inspection will be charged to the Owner’s account. It is performed independently and has no legal connection whatsoever with any possible Spot or Time Charter Agreement that might be signed with the Owners of the vessel.

IV.4 REASSESSMENT OF A VESSEL RATED AS NON ACCEPTED

To be reassessed, the vessel must undergo a physical inspection by Repsol during daylight hours during cargo operations outside Repsol terminals without any Repsol cargo on board, prior to visiting a Repsol Terminal or prior to taking any Repsol cargo.

If there has been changes of Technical Operators after rejection, a new assessment could be completed in order to determine if rejection still in force.

If the latest available inspection is reflecting observations of any nature, the Operator will be required to provide evidence that corrective actions have been taken before a physical inspection can be scheduled.

Vessels rejected by Repsol on two consecutive inspections will not be considered for a new assessment before three months from the last rejection, and such new assessment will require a physical inspection.

Vessel rejected on the ground that Technical Operator was banned by Repsol Vetting, will remain as not accepted until the Technical Operator is approved again by Repsol Vetting.

IV.5 PROCESS FOR SPECIAL VESSELS

- A. **Floating storage**: if they are 15 years old or more, they will be required to have a SIRE inspection no older than 3 months without high risk observations.
- B. Vessels calling in our terminals only for: **bunkering, nitrogen blanketing and slops discharge** could be acceptable, exclusively for such operation, once we receive and review an updated Listing of Survey Conditions of Class and Memoranda and certificate of P&I Full entry. These are to be sent to vetting@repsol.com.
- C. **Tugboats** used at Repsol Terminals: a vetting assessment with an acceptable result which includes a Repsol Physical inspection must be obtained. A new vetting assessment will normally not be required for a period of 12 months, regardless of tugboat's age. During that period, the tugboats could be subject to safety inspections.
- D. Vessels **dedicated to lubricants delivery**: a vetting assessment with an acceptable result which includes a Repsol Physical inspection must be obtained. A new vetting assessment will normally not be required for a period of 12 months, regardless of vessel's age. During that period, the vessels could be subject to safety inspections during operations.

V. REPSOL Marine Safety Criteria

V.1. Age

Vessel Type	Age Limit (less than)
OBO / OO / Combination Carriers	15 years
Tanker (Crude/Oil/Bitumen/Chemical)	25 years
Bulk carrier/general cargo	25 years
LPG	30 years
Bunker barge	25 years
Barge	30 years
Tugboat/Towboat	40 years
LNG	40 years

- a) Vessel age limits are indicated in the table above. A table based points system on the age of a vessel will apply.
- b) The age of a vessel is calculated from its initial delivery date. Rebuilding dates will not be taken into account.

V.2. Ballast tanks and void spaces' coating condition and substantial corrosion.

- a) Ballast tanks and void spaces' coating must not be in poor condition and no areas of substantial corrosion must exist.

V.3. Casualty Reports

- a) Records of casualties, incidents and investigation reports will be evaluated.

Casualty reports are received daily into the Repsol Vetting's database. Owners are encouraged to send their incident reports to the OCIMF repository data base. These reports feed directly into Repsol Vetting's database and removes the need to send the reports to Repsol separately.

V.4. Classification Society

- a) Vessels classed by Societies which are not full members of IACS will be rejected.

V.5. Class Recommendations

- a) Class recommendations and memoranda may result in vessel rejection. Technical Operators are encouraged to close any class recommendations and memoranda before the date fixed by Class.
- b) Vessels in a shipyard could be acceptable when Class reports be reviewed once vessel completes/sails from shipyards

V.6. Condition Assessment Programme (CAP) and thickness measurement reports

- a) Thickness measurement carried out during the previous survey will be reviewed for vessels 15 years old, or more and between 5000 MT and 20000 MT SDWT.
- b) Thickness measurement carried out during the previous survey will be reviewed for vessels 20 years old, or more and 5000 MT SDWT or less.
- c) Vessels 15 years old, or more, and over 20000 MT SDWT, will need at least a CAP 2 (GOOD) rating for hull, machinery and cargo handling system upon the 15th anniversary of her delivery date. Evidence of completion of this survey and the rating reached must be provided when final certificates are not available. Such certificates will have a validity of 3 years taken from the date of the completion of the survey (effective date).
- d) Vessels 20 years old, or more, and over 5000 MT SDWT, will need at least a CAP 2 (GOOD) rating for hull, machinery and cargo handling. Such certificates will have a validity of 3 years taken from the date of the completion of the survey (effective date).

V.7. Crew

- a) OCIMF Officer matrix will be reviewed.

	Rank	Calendar time with Technical Operator	On board sea time in Rank	On board sea time on Type of Tanker
SPOT & COA	Master & Chief Officer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years
	Chief Engineer & 2 nd Engineer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years
	2 nd Officer & 3 rd Officer	N/A	Aggregate not less than 1 years	N/A
TIME CHARTERS	Master	Aggregate not less than 2 years	Aggregate not less than 3 years	3 years
	Chief Officer			2 years
	Chief Engineer	Aggregate not less than 2 years	Aggregate not less than 3 years	3 years
	2 nd Engineer			2 years
	2 nd Officer & 3 rd Officer	N/A	Aggregate not less than 1 years	N/A

- b) Gas Engineer on Time Charter LNG vessels must be certified at least as 2nd Engineer as per STCW III/2.
- c) The following groups of Officers will not be changed at the same time: Master and Chief Officer, Chief and 2nd Engineer. No more than two thirds of the total number of Ratings and no more than half of the total number of Officers are to be changed at the same time.
- d) The Drug and Alcohol policy must include an unannounced alcohol and drug test by an external body at intervals not exceeding 12 months.

- e) Time chartered vessels whose common working language is neither English or Spanish language should fill in the Official Log Books in one of these languages, additionally to the flag requirements.

V.8. Crew and Level of Certificates Criteria

- a) Operators of seagoing vessels must ensure that it is not necessary for the Master to keep regular watches by adopting a three-watch system. It is strongly recommended to have a Master plus three deck Officers as the bridge manning team.
- b) All Officers must be certified for the type of tanker on which they serve. Qualification must be in accordance with STCW Regulation V/1 paragraph 2.2 complemented by Section A-V/1 paragraph 8, 15 or 22. For Officers not holding appropriate special qualification course, the Operator must provide it as soon as practicable.
- c) Senior Engine Officers must attend main and auxiliary machinery operation simulation course in accordance with Engine Room Simulator- IMO model course 2.07. For Officers not holding appropriate qualification course, the Operator must provide it as soon as practicable.

V.9. Dry Docking

- a) Vessels 15 years old, or more, must have been inspected out of water by Class, within the last 36 months.

V.10. Flag

- a) A table points system based on the list of Port State Control Authorities will apply.

V.11. Hull design

- b) Tanker vessels which are not double hull will be rejected.

V.12. Hull Structural Fatigue Analysis

- a) Vessels bigger than 150 m in length and older than 20 years will need a comprehensive fatigue analysis.

V.13. New Building Vessels

- a) Technical operator will provide the following documents, in addition to the usual documents:
 - A. Two matrix:
 - 1. One with the vessel's Senior Officers (Officer Qualifications, Nationality, Certificate of Competency, Issuing Country, Tanker Certificate, Specialised Tanker Training, Years with Operator, Years in Rank, Years on this type of tankers, Years on all types of tanker, weeks stood by in yard). (Master & Chief Officer; Chief Eng. & 2nd. Eng must have by pairs 8 weeks of aggregate stay in shipyard before new build delivery).
 - 2. One with the Site Team (Names, Nationality, Qualifications, Years with Company, Years new build experience, Arrival date on site).
 - B. Provide all supporting documentation including the Interim Class Certificate plus any relevant conditions of class applied to the vessel at the time of delivery and a copy of the Continuous Synopsis Record.

C. Repsol previous experience with Owner/Technical Operator will be duly considered.

V.14. Port State Control

- a) Records of deficiencies and detentions detected, and corresponding corrections, will be evaluated.
- b) Vessels either detained twice or more over the last three years, detained in its last PSC or black-listed by the European Union will be rejected.
- c) Vessels detained in their last PSC inspection or with serious deficiencies in all PSC inspections in the previous year will be not be Acceptable for Time Charter.

Port State Control inspection reports are received daily into the Repsol Vetting's database. Owners are encouraged to send their Port State Control inspection reports to the OCIMF repository data base. These reports feed directly into Repsol Vetting's database and removes the need to send the reports to Repsol separately.

V.15. Protection and Indemnity clubs (P&I)

- a) Owners guarantee that they (and/or Operators) shall maintain full entry of the chartered vessel in a P&I Club which is a member of the International Group of P&I Clubs. A copy of a P&I Certificate of entry of a vessel not insured with a member of the International Group of P&I Clubs will be reviewed by the Repsol Insurance Department on a case by case basis.

V.16. SIRE VIQ/BIQ Reports; EBIS Reports; Repsol inspection reports

- a) SIRE VIQ/BIQ and EBIS reports may be used for each vessel's assessment.
- b) Vessels under SIRE program and less than 20 years will be required to have a SIRE VIQ/BIQ inspection available no older than 6 months or Repsol Physical inspection, which has been rated as Acceptable, no older than 12 months.
- c) Vessels under EBIS program, regardless of vessel's age, will be required to have an EBIS inspection available no older than 12 months.
- d) Vessels 20 years old or more will be required to have a Repsol Physical inspection no older than 12 months or Repsol Safety inspection no older than 6 months, which have been rated as Acceptable.

V.17. SIRE HVPQ/BPQ

- c) Vessels under SIRE program, regardless of vessel's age, will be required to have a HVPQ/BPQ report available and updated within the previous twelve months on OCIMF web site.

V.18. Technical Operator

- a) All vessel Technical Operators are requested to submit their TMSA evaluation to the OCIMF web site at intervals not exceeding twelve months. Comments on how each element/stage is complied with should be recorded in the TMSA evaluation reports uploaded onto the OCIMF web site.

- b) The Safety Management Systems of the Technical Operators of the vessels under the scope of the Repsol Vetting Process might be subject to assessments. A negative result in such review will cause that the vessels operated by that Technical Operator will be considered as “non accepted” until the Technical Operator has implemented all the improvements and measures in its procedures indicated by Repsol Vetting and its application has been reassessed.
- c) A safety management system which complies with ISM code requirements or an equivalent standard must be implemented on board.
- d) A Technical Operator could be rated as “non accepted” as results of its performance (Repsol vetting assessments, Repsol inspections, Repsol Terminal feedback). In that cases, its entire fleet will be deemed as Non Accepted.

V.19. Vessel equipment criteria:

V.19.1 Additional for LPG/Gas Carriers Equipment

- a) The vessels must be provided with at least 3 remote positions for manual activation of the ESD (Emergency Shut Down) fail-safe design.

V.19.2 Bridge Equipment

- a) In addition to the standard SOLAS requirements vessels must be fitted with:
- b) Ship of 3000 tonnes gross tonnage or more must be fitted with two (2) radars.

It is strongly recommended for one of them to be fitted with an Automatic Radar Plotting Aid (ARPA)

- c) Two sets of satellite positioning systems i.e. GPS.

V.19.3 Cargo and Ballast Equipment

- a) Deck seal of the dry type shall not be accepted for oil tankers.
- b) A fixed monitoring system with optical and acoustic alarm for detection of flammable gases in void spaces and ballast tanks is strongly recommended to be fitted and operational. Alarm signals are to be automatically displayed in the Cargo Control Room and Navigation Bridge. If a system is not fitted, procedures for daily monitoring of above mentioned spaces must be implemented, and records with gas concentration readings shall be made available for inspection.
- c) All cargo, slop and residual tanks must be fitted with high level alarms and independent (from main fixed ullage monitoring system) high-high level alarms (98%). For residual tanks, if the installation is not yet available it should be provided not later than the vessel’s next dry dock.
- d) Cargo handling operations must be performed under closed system condition. When the fixed closed ullaging system is temporarily out of service and loading or discharging operations are carried out, this must always take place in a close condition. In this case, ullaging of each cargo space will be carried out through the vapour locks, with one UTI tape, available for every cargo tank being worked simultaneously, must be on board. The sonic hermetic tapes must be checked annually and certified. Certificates must be available on board.
- e) Cargo pumps emergency stop activation points must be provided and are to be located in the Cargo Control Room (if fitted), on the main deck at the manifold area (Port and Starboard), in the cargo pump-room at its entrance and at the lower platform and in

addition on the poop deck if a stern discharge line is fitted. If installation is not yet available, it should be provided not later than the vessel's next dry dock.

- f) All the control equipment including but not limited to reference pressure gauge and thermometer, all other pressure gauges, vacuum gauges, thermometers as well as alarms, trips, etc. must be checked annually and results recorded.

V.19.4 Engine Room & Steering Gear Equipment

- a) Engine room must be fitted with a high-level bilge alarm, with at least two (2) sensors.

V.19.5 Firefighting Equipment

- a) A fixed fire detection and alarm system must be provided in the Engine Room, Cargo Pump Room, Forecastle and Accommodation area. If installation is not yet available, it should be provided not later than the vessel's next dry dock.

V.19.6 Pollution Prevention Equipment

- a) A cargo pump room bilge high-level alarm, with at least two (2) sensors (dual safety), located at port and starboard side preferably, is to be fitted and fully operational.
- b) Storage and service bunker (fuel oil and gas oil) tanks must have high-level alarms.

V.20. Vessel history with Repsol

- a) Repsol vetting inspections and terminal feedbacks will be evaluated.

VI. Additional Criteria for Special Vessels

A. Vessels dedicated to bunker delivery:

- a. New crewmember familiarization: every new crewmember, before taking over cargo responsibilities, must participate in at least three bunker loading and discharge operations.

B. Oil/Bulk/Ore (OBO) and Combination Carrier vessels:

- a. 10 years old, or more, which in her last port operated with dry cargo will not be Acceptable,
- b. Of any age, will not be Acceptable for Time Charter.

Oil/Bulk/Ore (OBO) and Oil/Ore (OO) vessels will need to have tunnels monitored for the presence of hydrocarbon gases. See section V.19.3.b) for requirements.

C. Dry cargo and container vessels must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8.b), V.11, V.13 A1, V.16.a), b) & c), V.17, V.18.a), V.19.3 and V.19.6.

D. Tugboat, must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8, V.9, V.11, V.13 A1, V.16.a), b) & c), V.17, V.18.a), V.19.2 and V.19.3

E. Towboat or push tugboat, must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8, V.9, V.11, V.13 A1, V.18.a), V.19.2 and V.19.3

- F. Vessels exclusively dedicated to operate in **Inland Waters**, must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8 a) & c), V.9, V.13 A1, V.18.a) and V.19.2.

Such vessels must always comply with the national safety regulations.

- G. **EBIS Barge** must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8, V.9, V.13 A1, V.16.d), V.17, V.18.a) and V.19.2.

- H. Vessels dedicated to lubricants delivery, must comply with the marine safety criteria except for the following items: V.4, V.5, V.7.a) & c), V.8, V.9, V.13 A1, V.18.a), V.19.2, V.19.3, V.19.4. & V.19.6,

- I. **US Barge and Towboat:**

- a. Must always comply with the national safety regulations.
- b. Ocean going must be classed by a Classification Society which is a member of IACS. Those vessels used on inland waterways only may not be required to be classed with a Classification Society.
- c. Must have a SIRE BIQ available which was performed during cargo operations within the previous 12 months.
- d. Must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8, V.9, V.13 A1, V.16.b),V.18.a) and V.19.2

VII. Useful contact details

- Vetting issues: vetting@repsol.com
- Operator meetings and TMSA issues: vetting@repsol.com
- Casualty/Incidents notification:
 - Vessels chartered by Repsol, vessels transporting Repsol's cargoes, and vessels visiting terminals owned or operated by Repsol: incidentshipping@repsol.com
 - Other cases: vetting@repsol.com

Annex I: DOCUMENTS REQUIRED

	Crude / Oil / Chemical	Gas Carrier	Dry Cargo / Container	OBO / OO / Combination Carriers	Inland waters	Tugboat	
Listing / Class Status Report	v	v	v	v	v	v	
IOPP Supplement	v	v		v	v		
Last PSC Report	v	v	v	v	v	v	
Crew Matrix	v	v		v			
Fitness		v					
CAP	v	v	v	v	v	v	≥15 years & >20000 SDWT; ≥20 years & >5000 SDWT
Thickness Report	v	v	v	v	v	v	≥15 years & ≥5000 SDWT≤2000; ≥20 years & ≤5000 SDWT
Condition Evaluation Report / ESP	v		v	v	v		≥15 years & <5000 SDWT
Fatigue analysis	v	v	v	v	v	v	>20 years & >150mts length
HVPQ/BPQ	v	v		v	v	v	Updated every 12months max.
P&I Club Certificate	v	v	v	v	v	v	
TMSA	v	v		v			Updated every 12months max.

Annex II: ABBREVIATIONS

- **ARPA:** Automatic Radar Plotting Aid
- **BIQ:** Barge Inspection Questionnaire
- **BPQ:** Barge Particulars Questionnaire
- **CAP:** Condition Assessment Programme
- **COA:** Contract Of Affreightment
- **EBIS:** European Barge Inspection Scheme
- **ESD:** Emergency Shut Down
- **FPSO:** Floating Production Storage and Offloading
- **FSO:** Floating Storage and Offloading
- **GPS:** Global Positioning System
- **HVPQ:** Harmonized Vessel Particulars Questionnaire
- **IACS:** International Association of Classification Societies
- **ICS:** International Chamber of Shipping
- **IMO:** International Maritime Organization
- **ISM:** International Safety Management
- **LNG:** Liquid Natural Gas
- **LPG:** Liquid Petroleum Gas
- **OBO:** Oil Bulk Ore
- **OCIMF:** Oil Companies International Marine Forum
- **OO:** Oil Ore
- **P&I:** Protection and Indemnity
- **PSC:** Port State Control
- **SDWT:** Summer Dead Weight Tonnage
- **SIRE:** Ship Inspection Report Programme
- **SOLAS:** Safety of Life at Sea
- **STCW:** Standards of Training, Certification and Watchkeeping
- **TC:** Time Chartered
- **TMSA:** Tanker Management Self Assessment
- **UTI:** Ullage Temperature Interface
- **VIQ:** Vessel Inspection Questionnaire

Annex III: DEFINITIONS

For the purpose of these procedures, the following definitions apply:

- **Acceptable** means the vessel can be used within the scope described above and is the only rating that allows such use. This rating results from a favourable assessment based on information that we have deemed positive and sufficient. The rating of the vessel may be affected by any changes concerning safety and operational systems, changes of name, technical operator, crew, flag, etc., as well as any incident, casualty or terminal negative feedback report, PSC detention or Memoranda or condition of Class. (See also “Vetting Assessment”)
- **Barge**, for the purpose of these procedures, means a vessel carrying goods in rivers, inland navigation, lakes and ports, not sailing on open sea or bays and restricted by Flag Administration to inland water navigations.
- **EBIS Barge**, for the purpose of these procedures, means a vessel carrying goods in European rivers and not sailing in open water or at sea.
- **CAP**, an independent and thorough scheme of inspections of the actual condition of the Hull, Machinery and Cargo Systems of a vessel. It is applicable as defined in the present Rules and of the Classification Society.
- **Cargo** means any kind of material subject to a contract of transportation, mainly crude oil, oil products, chemical products, LPG, LNG, Lubricants, Liquid fertilizers and dry bulk cargoes.
- **Chief Officer** and **2nd. Engineer** terminology considered equivalent to 1st. Officer and 1st. Asst. Engineer for the purpose of these procedures.
- **Class or Classification Society**, a non-government organization that established and maintains standards for the construction and classification of vessels.
- **COA Vessel** means vessels included in a contract of affreightment to lift a fixed or determinable quantity of cargo of a specified type over a given period of time.
- **EBIS**, is used to evaluate barges, tugs and dumb barges used to distribute oil and chemicals within Europe.
- **Floating storage** means any vessel used to store cargo for commercial reasons but does not include FSO/FPSO.
- **Incident** means an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship that endangered or, if not corrected, would endanger the safety of the ship, its occupants or any other person or the environment:
 - the death of, or serious injury to, a person.
 - the loss of a person from a ship.
 - the loss, presumed loss or abandonment of a ship.
 - material damage to a ship.
 - the stranding or disabling of a ship, or the involvement of a ship in a collision.
 - material damage to marine infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual; or
 - severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships

- **ISM Code** means the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by IMO.
- **Non Accepted** means vessel that has been rejected as result of Vetting assessment process.
- **Non-propelled barge** means a barge without self-contained propulsion and manned only during cargo operations.
- **Observations, non-compliance with:**
 - International and/or national regulations as well as OCIMF and ICS recommendations.
 - Repsol Vetting Process & Marine Safety Criteria.
- **OCIMF**, is a voluntary association of oil Companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas with a focus on marine safety and technical matters.
- **P&I Full entry certificate**, showing cover as per the standard P & I Rules of the Club in which the vessel is entered.
- **Poor coating condition**, general breakdown of coating over 20% or more and hard scale at 10% or more in areas under consideration.
- **Repsol Vetting Department**, the technical unit within Repsol responsible for establishing guidelines for safety and environmental evaluation process for each type of vessel used within the Repsol system, monitor the compliance with the rules applicable to them and managing vetting assessments and physical inspection when required.
- **Safety Inspection**, non-announced inspection carried out on vessels rated as acceptable by Repsol Vetting. The inspection can be restricted, focusing only on crew manning, inert gas system safe use, engine room housekeeping, etc. or it can be a complete inspection focusing on all the areas of the vessel, safety management system, etc.
- **SDWT** means the number of tonnes of cargo and bunkers, including stores, lubricating oil and fresh water that a vessel can transport on a summer draft.
- **Self-propelled barge** means a barge with a self-contained propulsion system.
- **Single voyage** means period between first port of loading and last port of discharging operations of a certain cargo under a charter party. It should not exceed three months.
- **SIRE** inspection, Repsol Inspection follows a standardised format laid down in the OCIMF VIQ and is submitted, if there is prior agreement with the vessel's owner's / operator's, to the OCIMF/SIRE database.
- **Spot vessel** means vessels contracted for a single voyage and not included in a COA.
- **Substantial corrosion** means average wastage in excess of 75% of the allowable local limit recorded in the last Class survey report.
- **Technical Operator** means an entity dealing with the responsibility for operation of the ship and which, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed by the ISM code and, where applicable, holds the Document of Compliance.
- **TC vessels** means vessels contracted for a fixed period.

- **TMSA**, a best practice guide completed by tanker operators to indicate the standard of their safety management system against listed key performance indicators as defined in OCIMF publication “Tanker Management Self Assessment, a best-practice guide for vessel operations”.
- **Towboat or push tugboat** means a boat which is acting as the propulsive unit of a non self-propelled barge.
- **Tugboat** means a boat that manoeuvres self-propelled vessels by pushing or towing them.
- **Type of tanker means** oil tankers, OBO (combination carriers), chemical tankers or gas tankers of any size.
- **Vessel** means a craft engaged in the carriage of goods by river/sea or engaged in towing or pushing such craft, including oil tankers, chemical carriers, gas carriers, general cargo vessels, push tugs which are part of integrated tug barge units, time chartered tugs, non-propelled barges and self-propelled barges.
- **Vetting Assessment** means the process whereby a vessel’s suitability for Repsol use is determined resulting in the status of “Acceptable” or “Non Accepted” being assigned. The ship-shore compatibility or it’s fitness for nominated cargo is not considered in this Assessment.