Oil Companies International Marine Forum

MTIS Programme

Terminal TPQ

Terminal TPQ: LA CORUÑA REPSOL MARINE TERMINAL

ReportName 3d88937a-809d-4bad-9d36-c07b6f1bcbca

Terminal Name: LA CORUÑA REPSOL MARINE TERMINAL

Terminal Port: LA CORUÑA

Terminal Port Authority: AUTORIDAD PORTUARIA DE A CORUÑA

Country: Spain

24 January 2017

1 General

1.1	Date this TPQ document was completed/updated	07 July 2015
1.2	Specify units used	Metres and Metric Tonnes

2 Port Details

2.1	Port Name	LA CORUÑA
2.2	UN LOCODE	ESLCG
2.3	Country	Spain
2.4	Latitude and Longitude of Port	
1	Latitude	432119 North
2	Longitude	0082313 West
2.5	Is this location affected by ice?	No
2.6	Name of port authority	AUTORIDAD PORTUARIA DE A CORUÑA
2.7	Port authority contact name and title	Autoridad Portuaria de La Coruña http://www.puertocoruna.com/es/index.html
2.8	Port authority full style contact address	
1	Address Line 1	Avda. de La Marina, 3
2	Address Line 2	
3	Address Line 3	
4	City	A Coruña
5	County/State	Spain
6	Postcode/Zipcode	15001
7	Phone	+34 981 219 621
8	Fax	+34 981 219 607
9	Email	http://www.puertocoruna.com/es/autoridad-portuaria/contacta-nosotros/solicitudes.html
10	Website	www.puertocoruna.com

3 Terminal Details

3.1	Terminal name	LA CORUÑA REPSOL MARINE TERMINAL
3.2	Terminal owner	REPSOL PETRÓLEO S.A.
3.2	Number of berths included in this TPQ	5
3.3	Name of first point of contact for terminal owner	Felipe Luis Llamas Gómez - A Coruña Industrial Complex Director
3.4	Terminal owner full style contact address	
1	Address Line 1	Méndez Álvaro, 44
2	Address Line 2	.
3	Address Line 3	.
4	City	Madrid

	5	County/State	Spain
	6	Postcode/Zipcode	28045
	7	Phone	(34) 91 75 38 100 / (34) 91 75 38 000
	8	Fax	(34) 902 303 145
	9	Email	direccionrefineriacoruna@repsol.com
	10	Website	www.repsol.com
3.5		Terminal operator, if different from owner	Repsol Petróleo S.A. - C.I. A Coruña
3.6		Name of first point of contact for terminal operator	Repsol Petróleo S.A. - C.I. A Coruña
3.7		Terminal operator full style contact address	
	1	Address Line 1	Repsol Petróleo, SA
	2	Address Line 2	C.I. A coruña
	3	Address Line 3	Bens s/n
	4	City	A Coruña
	5	County/State	Spain
	6	Postcode/Zipcode	15003
	7	Phone	(34) 981 181400
	8	Fax	(34) 981 276 071
	9	Email	direccionrefineriacoruna@repsol.com
	10	Website	www.repsol.com

4 TPQ Accountability

4.1		Name and title of person completing this TPQ	Jorge García Zas - Marine Terminal Manager
4.2		Full style contact details of person completing this TPQ	
	1	Address Line 1	Repsol Petróleo, SA
	2	Address Line 2	C.I. A Coruña
	3	Address Line 3	Muelle de San Diego s/n
	4	City	A Coruña
	5	County/State	Spain
	6	Postcode/Zipcode	15006
	7	Phone	+34 981 18 13 71
	8	Fax	+34 981 13 29 91
	9	Email	garcia.zas.jorge@repsol.com.

5 Port Facility Security Officer Details

5.1		Does the port facility comply with the ISPS code?	
	1		Yes
	2	Port Facillity Security Officer contact name	Jorge García Zas - Terminal Manager
5.2		Port Facility Security Officer full style contact details	
	1	Address Line 1	Repsol Petróleo, SA
	2	Address Line 2	C.I. A Coruña
	3	Address Line 3	Muelle de San Diego s/n

4	City	A Coruña
5	County/State	Spain
6	Postcode/Zipcode	15006
7	Phone	+34 981 18 13 71
8	Fax	+34 981 13 29 91
9	Email	garcia.zas.jorge@repsol.com.

6 Operational Integrity Details

6.1	State details of any pre-arrival/operational clearance formalities for vessels	All vessels bound Repsol Marine Terminal are required to inform their ETA immediately after leaving their last port of call, and to provide confirmation of the ETA 72 hours, 48 hours and 24 hours prior to arrival. Significant changes in the ETA must also be reported. All messages should be addressed to the Ship's Agent stating "Deliver a copy to Marine Terminal office". In the message sent 72 hours before, the Master should also state the following information: see Attachment "Pre Arrival"
6.2	Has the terminal completed an assessment using the standard industry process?	
1		No
2	If 'Yes', state date completed	
6.3	Additional comments or information	For further information visit our web page: http://www.repsol.com/es_en/productos-servicios/servicios-marinos/terminales-marinas/a-coruna/welcome/DEFAULT.ASPX?JScript=1

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: Pantalán 1

ReportName 84c0e6fb-f2f6-4656-88ca-1b167eed1675

Terminal Name: LA CORUÑA REPSOL MARINE TERMINAL

Terminal Port: LA CORUÑA

Terminal Port Authority: AUTORIDAD PORTUARIA DE A CORUÑA

Country: Spain

Berth Name: Pantalán 1

24 January 2017

1 Berth General

1.1		Berth name or number	Jetty 1
1.2		Berth type	
	1		Jetty - 'T' finger
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	432125 North
	2	Longitude	0082318 West
1.4		Berth users for liquid and gas cargoes	Repsol Petróleo S.A. Note: Repsol Petróleo act as Terminal Operator for the ships managed by BIOETANOL GALICIA (Alcohol cargoes). All operations, safety and security measures are adressed by Repsol
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		No
	2	If 'Yes', state date of last survey	
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		No
	2	If 'Yes', state date of last analysis	
1.7		Additional comments or information	NIL

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	No exemption
2.2		State distance from pilot station(s) to berth	4 miles
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	Main anchorage at Ares Bay, 6 miles away from pilot station
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	16.50 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' please specify datum	
2.5		Date of latest survey from which transit depth has been determined	01 January 2012
2.6		Date next survey is due	01 January 2016
2.7		State Maximum Tidal Range in berth approaches	4.50
2.8		Is laden transit to and/or from the berth conducted using the tide?	

	1		No
	2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	
2.9		State details of any specific berthing and/or unberthing restrictions	Hs > 0.20 berthing is not recommended. Information provided by Port Authority tide gauge located in San Diego Wharf
2.10		Minimum under keel clearance (UKC) in berth approaches	
	1	Value	1.00 Meters
	2	Percentage	1.50 Vessel static draft
	3	Specify other UKC criterion where applicable	NIL
2.11		Absolute maximum draught in berth approaches, if applicable	12.00
2.12		State minimum vertical clearance of any bridges/power cables/vertical obstructions	
	1	Vertical clearance	999.00 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' specify other datum used	
	4	Further details	There are No vertical restrictions
2.13		Does the port require tankers and gas carriers to be escorted by tugs?	
	1		Yes
	2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	See attachment "Towing Services"
2.14		Additional comments or information	NIL

3 Water Depth Alongside

3.1		Minimum controlled water depth alongside berth at chart datum	
	1	Water depth	12.00 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' specify datum	
3.2		Date of latest survey from which alongside depth has been determined	01 January 2012
3.3		Date next survey is due	01 January 2016
3.4		Minimum static under keel clearance (UKC) alongside berth	
	1	Value	1.00 Meters
	2	Percentage	Depth of water
	3	Specify other UKC criterion where applicable	N/A
3.5		State range of water densities at berth	
	1	From	1025.00
	2	To	1025.00
	3	Further details	NA
3.6		Type of bottom alongside berth	
	1		Sand
	2	If 'Other' please specify	
3.7		Absolute maximum draft alongside, if applicable	11.00

3.8	State maximum tidal range at berth, if applicable	4.50
3.9	Are 'over-the-tide' cargo handling operations permitted at the berth?	No
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	NIL

4 Limiting Vessel Dimensions

4.1	Summer deadweight	
1	TPQ NA Selector	Applicable
2	Minimum	2000.00 Metric Tonnes
3	Maximum	35000.00 Metric Tonnes
4.2	Berthing displacement	
1	TPQ NA Selector	Applicable
2	Minimum	3000.00
3	Maximum	44000.00
4.3	Alongside displacement	
1	TPQ NA Selector	Applicable
2	Minimum	3000.00
3	Maximum	44000.00
4.4	State any deadweight/displacement exceptions	
1	TPQ NA Selector	Not applicable
2		N/A
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	No restrictions
2	Minimum	50.00 Cubic metres
3	Maximum	10000.00
4.6	Length over all (LOA)	
1	TPQ NA Selector	Applicable
2	Minimum	70.00 Metres
3	Maximum	190.00 Metres
4.7	Beam	
1	TPQ NA Selector	No restrictions
2	Minimum	10.00
3	Maximum	50.00
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	Applicable
2		25.00 Metres
4.9	Minimum PBL forward of manifold	

	1	TPQ NA Selector	Applicable
	2		12.50 Metres
4.10		Minimum PBL aft of manifold	
	1	TPQ NA Selector	Applicable
	2		12.50 Metres
4.11		Bow to centre of manifold (BCM)	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.12		Stern to centre of manifold (SCM)	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.13		Freeboard	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.14		Manifold height above water	
	1	TPQ NA Selector	Applicable
	2	Minimum	4.00 Metres
	3	Maximum	18.00 Metres
4.15		Manifold to shipside rail distance	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.16		Height of manifold above deck or drip tray	
	1	TPQ NA Selector	No restrictions
	2	Minimum	1.50
	3	Maximum	2.10
	4	Specify whether height is from the deck or the drip tray	As per OCIMF recomendations for all tanker manifolds and associated equipment
4.17		Manifold spacing	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.18		Maximum air draft alongside	
	1	TPQ NA Selector	No restrictions
	2		999.00
4.19		Vessel's minimum derrick/crane Safe Working Load (SWL)	
	1	TPQ NA Selector	No restrictions

2		5.00
4.20	Additional comments or information	10.14 Maximun manifold height above water: Etanol - 10m LPG's & Propylene - 14m All other products and bunker - 18m LPG/C's & Chemical tankers carrying Etanol or Metanol must have port crane ready on arrival in order to operate with shore hoses if neccesary.

5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	See attachment Towing Services
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Tug's Lines
2	Comments	NIL
5.3	Type of fenders installed at berth	
1		Cell Type
2	If 'Other' please specify	
5.4	State orientation of vessel alongside berth	Port Side To
5.5	At buoy moorings, state which side hose is normally connected	
1		Not applicable
2	If 'Other' please specify	N/A
5.6	Minimum mooring arrangement	See attachment
5.7	Describe any additional mooring requirements	Starboard anchor and starboard quarter buoy line.
5.8	Are there any restrictions using wire mooring ropes?	
1		No
2	If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	As per OCIMF recommendations
5.9	Are there any restrictions using synthetic mooring ropes?	
1		No
2	If ‘yes’; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	As per OCIMF recommendations
5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	As per OCIMF recommendations
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	None
5.12	Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?	
1		Yes
2	If 'Yes', provide details of particular requirements regarding ETOPs.	ETOPs REQUIRED BY PORT AUTHORITY

5.13	Details of any shore-provided mooring equipment	None
5.14	Are berthing aids provided?	
1		No
2	If 'Yes', state type of aids	
5.15	State allowable speed of approach if applicable	
1		N/A
1		0.50
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	No
5.18	Chain stopper requirements	
1	Applicable	No
2		N/A
5.19	Largest ship handled at berth to date	18/08/2006 M/T RICHARD MAERSK 35.000 SDW
5.20	Additional comments or information	NIL

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	See attachment
6.2	List grades handled at berth	Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Platformate, Raffinate, Reformate, Commercial LPG, Chemical Gases, Biodiesel/Biosiesel Blends, Ethanol/Ethanol Gasoline Blends, Vegetable Oils, Liquid Chemicals (not specified above)
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	FUEL OIL -VGO - RHC - GAS OIL - KEROSENE - GASOLINE - NAPHTHA - ETBE/MTBE - ETANOL - METANOL - VO - HVO - FAME - LPG - PROPYLENE
6.3	State transfer rate restrictions and back pressure for each cargo grade	See attachment
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	Insulation tests are carried out quarterly
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	Vessel manifolds must comply with ANSI system connnection. If not, vessel must have enough reductions or spool pieces availables
6.7	Is berth fitted with a vapour manifold connection?	
1		No
2	If 'Yes' state type and size of vapour connection	
3	State cargo types for which it is required to use vapour connection (if applicable)	
6.8	State throughput rate(s) of vapour recovery system	N/A

6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		Yes
2	Supply details	FMC Loading arms
6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	
1		Yes
2	If 'yes' provide details	ESD can be operated both from ship or shore personnel.
6.11	Describe access arrangements between ship and shore.	Ship's gangway
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	Containment booms, skimmers, absorbent material, etc.
6.13	Additional comments or information	NIL

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	The terminal operates on VHF CH 67 for operations and safety. A terminal representative will continuously attend the ship while berthed.
7.2	Is it required that terminal or shore representatives stay on board during operations?	
1		No
2	If 'Yes', state requirements including number of persons and their roles	
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Stop Operations and disconnecting cargo arms or hoses: Agreement between Terminal Representative and the Captain but if wind speed arises 30 Knots all transfer operations must be suspended and cargo arms disconnected. Vacating the berth: There are no specifications for that. Again there should be and agreement but if it isn't, vacating decision will be taken by Terminal Representative and Port Authorities will be informed ASAP. If Hs arises till 20 cm (at San Diego's dock meter) cargo operations will be suspended and arms/hoses disconnected
7.4	Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?	
1		Yes
2	If 'Yes' provide full details of these restrictions	Washing cargo tanks or gas freeing is NOT permitted while the vessel is alongside, unless approval has been given by the Terminal Representative.Venting, purging of hydrocarbon vapours to the atmosphere is PROHIBITED.

7.5		Are there any berth specific requirements regarding tanker inerting procedures?	
	1		Yes
	2	If 'Yes', state requirements	All cargo tanks should be pressurized with good quality of Inert gas .Oxygen below 8 % in cargo tanks and 5% in line.
7.6		Is there a temperature limit for cargo handled?	
	1		Yes
	2	If 'Yes', state temperature limits	LPG's and Propylene minimun temperature +2 ºC Heated cargoes maximum temperature 65 ºC
7.7		Is it permitted for vessels to undertake double-banked operations alongside the berth?	
	1		No
	2	If 'Yes', state limiting criteria	
7.8		Is vessel required to pump water ashore or receive water on board for line clearance purposes?	
	1		Yes
	2	If 'Yes', provide operational details	After deslopping operations
7.9		Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
	1		No
	2	Provide details	

7.10	State details regarding any environmental restrictions applicable at the berth	Preventing pollution 1. Deballasting Only segregated ballast tankers are allowed to deballast into the sea. Masters are requested to ensure that the ballast is pollution-free before starting this operation. Clean ballast tankers will deballast on land facilities as agreed in the operations plan. 2. Pollution of harbour waters Hydrocarbons or ballast water containing hydrocarbons or chemicals must not be discharged or allowed to escape from any vessel. Discharge of dirty water or blackwater is not allowed. Any leakage into harbour waters shall be reported to the terminal and all operations immediately stopped. Masters will ensure that surrounding waters are effectively monitored. 3. Oil spill booms In order to contain oil spills there are oil booms permanently available at all berths. Oil booms will be brought out if any spill is detected. Costs related to cleaning up any oil pollution will be charged to the originator of the spill. 4. Rubbish disposal Containers are available at the berths for throwing away small amounts of rubbish (Vessels are required to ask for this service at least 24 hours prior arrival through ship´s agent). Disposing of large amounts of waste material must be done by barge. 5. Excessive smoke Excessive vessel funnel smoke and soot blowing are strictly prohibited by the local authorities. Heavy fines may be imposed. 6. Contingency plan All ships should have a contingency plan issued by a recognised authority. In accordance with this plan, adequate anti-pollution equipment must be ready on deck for immediate use. 7. Emergency shut down All berths are provided with locally operated emergency shut down devices.

		8. Waste reception The terminal is enabled to receive MARPOL type A or B waste materials in all of its berths. NOTE: Never rely on a shore stop. This will not exonerate the responsibility and clean-up expenses if your cargo or bunker overflows.
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	According to ISGOTT
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	According to ISGOTT
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	No truck is allowed on the jetties therefore heavy parcels have to be delivered by barge. Supplying concurrently with transfer of light products or gasses is not allowed. In these cases supplying will be done before or after connection/disconnection.
7.14	Additional comments or information	NIL

8 Available Services

8.1	Are Fuel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-pipe
8.2	Are Diesel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-pipe
8.3	Are Intermediate Oil bunkers available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.4	Is fresh water available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-pipe
8.5	Are slop reception facilities available?	
1		Yes
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	ex-pipe (cargo arm) only for MARPOL Annex I types A & B and Annex II (productos handled by the Terminal)
3	State capacity of slop reception facilities (if applicable)	10000.00 Cubic metres

4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	Terminal is unable to accept tank washings or slops wich has been heated or containing chemical additives or lube-oils
8.6	Are dirty ballast reception facilities available?	
1		Yes
2	If 'Yes', state how received	Cargo arm
3	State capacity of dirty ballast receiption facilities	10.000 CM
8.7	Are engine room sludge and bilge reception facilities available?	
1		No
2	If 'Yes', state how received (e.g. Ex-pipe, barge, truck)	
8.8	Are garbage reception facilities available at the berth.	
1		Yes
2	If 'Yes', provide details	Containers are available at the berths for throwing away small amounts of rubbish (Vessels are required to ask for this service at least 24 hours prior arrival through ship´s agent). Disposing of large amounts of waste material must be done by barge.
8.9	Additional comments or information	NIL

9 Berth Low Temperature Impact

9.1	What is the typical range of temperatures the terminal operates in during a winter season?	From +5 ºC to +20 ºC
9.2	Which months of the year can ice be expected?	There are no ice at this latitude
9.3	Specify any terminal requirements for vessel Ice Class notation and winterisation capabilities	No requirements
9.4	State any limitations for cargo operations in sub-zero temperatures	N/A
9.5	State the minimum allowable ambient temperature for safe cargo operations	N/A
9.6	State the minimum temperature of cargoes handled	N/A
9.7	State the minimum temperature for the emergency shut-down system to operate safely	N/A
9.8	Does the terminal have its own resources for conducting icebreaker escort	
1		No
2	If 'Yes' provide details and specify how they can be requested	N/A
9.9	Are there icebreakers available to operate in the terminal area	
1		No
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	N/A
9.10	Does the terminal have ice-capable tugs and support craft	
1		No
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	N/A
9.11	Does the terminal have specific requirements for the vessel speed and manoeuvrability characteristics in ice?	

1		No
2	If 'Yes', provide details	N/A

9.12	Does the terminal provide its own ice navigator/advisor?	
1		No
2	If 'Yes', provide details of how the service may be requested	N/A
9.13	Additional comments or information	NIL

10 Supplementary Information

10.1	Berth transparency	Solid wharf
10.2	Specify datum used for height and depth measurements in this section	
1		Chart Datum (CD)
2	If 'Other' please specify other	
10.3	Berth height above datum	2.00
10.4	Berth heading	309º
10.5	Width of the channel adjacent to the berth	300.00

10.6 Position of mooring bollards and hooks

Hook/Bollard ID Number and Type	'x' dist to Fender Face (m)	'y' dist to Target Line (m)	Height (m)	SWL (tonnes)
Bollard 00	25.00	110.00	0.50	50.00
Bollard 01	45.00	95.00	-0.50	50.00
Bollard 02	50.00	48.00	-0.50	50.00
Bollard 03	0.00	25.00	0.50	50.00
Bollard 04	0.00	15.00	0.50	50.00
Bollard 05	0.00	-15.00	0.50	50.00
Bollard 06	0.00	-25.00	0.50	50.00
Bollard 08	50.00	-60.00	-0.50	50.00
Bollard 09	50.00	-90.00	-0.50	50.00

10.7	Position of mooring buoys	
10.8	Fender Location	
10.9	Fender Reaction Data	
10.10	Fender friction coefficient (μ)	0.22
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	NIL

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: Pantalán 2

ReportName 7c85fe6c-6157-47ca-923b-1ba214587126

Terminal Name: LA CORUÑA REPSOL MARINE TERMINAL

Terminal Port: LA CORUÑA

Terminal Port Authority: AUTORIDAD PORTUARIA DE A CORUÑA

Country: Spain

Berth Name: Pantalán 2

24 January 2017

1 Berth General

1.1		Berth name or number	Pantalán 2
1.2		Berth type	
	1		Jetty - 'T' finger
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	432120 North
	2	Longitude	0082309 West
1.4		Berth users for liquid and gas cargoes	Repsol Petróleo S.A.
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		No
	2	If 'Yes', state date of last survey	
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		No
	2	If 'Yes', state date of last analysis	
1.7		Additional comments or information	NIL

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	No exemptions
2.2		State distance from pilot station(s) to berth	4 miles
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	Main anchorage at Ares Bay, 6 miles away from pilot station
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	16.50 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' please specify datum	
2.5		Date of latest survey from which transit depth has been determined	01 January 2012
2.6		Date next survey is due	01 January 2016
2.7		State Maximum Tidal Range in berth approaches	4.50
2.8		Is laden transit to and/or from the berth conducted using the tide?	
	1		No
	2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	

2.9	State details of any specific berthing and/or unberthing restrictions	Hs > 0.30 berthing is not recommended. Information provided by Port Authority tide gauge located in San Diego Wharf.
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	1.00 Meters
2	Percentage	1.50 Vessel static draft
3	Specify other UKC criterion where applicable	NIL
2.11	Absolute maximum draught in berth approaches, if applicable	13.00
2.12	State minimum vertical clearance of any bridges/power cables/vertical obstructions	
1	Vertical clearance	999.00 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify other datum used	
4	Further details	There are No vertical restrictions
2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
1		Yes
2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	See attachment "Towing Services"
2.14	Additional comments or information	NIL

3 Water Depth Alongside

3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	13.00 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify datum	
3.2	Date of latest survey from which alongside depth has been determined	01 January 2012
3.3	Date next survey is due	01 January 2016
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	1.00 Meters
2	Percentage	Vessel static draft
3	Specify other UKC criterion where applicable	NONE
3.5	State range of water densities at berth	
1	From	1025.00
2	To	1025.00
3	Further details	N/A
3.6	Type of bottom alongside berth	
1		Sand
2	If 'Other' please specify	
3.7	Absolute maximum draft alongside, if applicable	13.00
3.8	State maximum tidal range at berth, if applicable	4.50

3.9	Are 'over-the-tide' cargo handling operations permitted at the berth?	No
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	none

4 Limiting Vessel Dimensions

4.1	Summer deadweight	
1	TPQ NA Selector	Applicable
2	Minimum	2000.00 Metric Tonnes
3	Maximum	65000.00 Metric Tonnes
4.2	Berthing displacement	
1	TPQ NA Selector	Applicable
2	Minimum	3000.00
3	Maximum	76500.00
4.3	Alongside displacement	
1	TPQ NA Selector	Applicable
2	Minimum	3000.00
3	Maximum	76500.00
4.4	State any deadweight/displacement exceptions	
1	TPQ NA Selector	Not applicable
2		No restrictions
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	No restrictions
2	Minimum	50.00
3	Maximum	15000.00
4.6	Length over all (LOA)	
1	TPQ NA Selector	Applicable
2	Minimum	70.00 Metres
3	Maximum	190.00 Metres
4.7	Beam	
1	TPQ NA Selector	Applicable
2	Minimum	18.00 Metres
3	Maximum	30.00 Metres
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	Applicable
2		25.00 Metres
4.9	Minimum PBL forward of manifold	
1	TPQ NA Selector	Applicable

2		12.50 Metres
4.10	Minimum PBL aft of manifold	
1	TPQ NA Selector	Applicable
2		12.50 Metres
4.11	Bow to centre of manifold (BCM)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.12	Stern to centre of manifold (SCM)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.13	Freeboard	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.14	Manifold height above water	
1	TPQ NA Selector	Applicable
2	Minimum	4.00 Metres
3	Maximum	18.00 Metres
4.15	Manifold to shipside rail distance	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.16	Height of manifold above deck or drip tray	
1	TPQ NA Selector	No restrictions
2	Minimum	1.50
3	Maximum	2.10
4	Specify whether height is from the deck or the drip tray	As per OCIMF recomendations for all tanker manifolds and associated equipment
4.17	Manifold spacing	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.18	Maximum air draft alongside	
1	TPQ NA Selector	No restrictions
2		999.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)	
1	TPQ NA Selector	Not applicable
2		5.00

4.20	Additional comments or information	10.14 Maimun manifold height above water: LPG's & Propylene - 14m All other products and bunker - 18m LPG/C's must have port crane ready on arrival in order to operate with shore hoses if neccesary.

5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	See attachment Towing Services
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Tug's Lines
2	Comments	The use of ship's lines or tug's lines depends on tug type and pilotage's requirementes
5.3	Type of fenders installed at berth	
1		Cell Type
2	If 'Other' please specify	
5.4	State orientation of vessel alongside berth	Port Side To
5.5	At buoy moorings, state which side hose is normally connected	
1		Not applicable
2	If 'Other' please specify	
5.6	Minimum mooring arrangement	See attachment
5.7	Describe any additional mooring requirements	Starboard anchor and starboard quarter buoy line
5.8	Are there any restrictions using wire mooring ropes?	
1		No
2	If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	As per OCIMF recommendations
5.9	Are there any restrictions using synthetic mooring ropes?	
1		No
2	If ‘yes’; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	As per OCIMF recommendations
5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	As per OCIMF recommendations
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	None
5.12	Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?	
1		Yes
2	If 'Yes', provide details of particular requirements regarding ETOPs.	ETOPs REQUIRED BY PORT AUTHORITY
5.13	Details of any shore-provided mooring equipment	N/A

5.14	Are berthing aids provided?	
1		No
2	If 'Yes', state type of aids	
5.15	State allowable speed of approach if applicable	
1		n/a
1		0.50 Km/h
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	No
5.18	Chain stopper requirements	
1	Applicable	No
2		N/A
5.19	Largest ship handled at berth to date	03/05/2012 M/T IRON POINT 50.922 SDW
5.20	Additional comments or information	NIL

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	See attachment
6.2	List grades handled at berth	Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Platformate, Raffinate, Reformate, Commercial LPG, Chemical Gases, Biodiesel/Biosiesel Blends, Ethanol/Ethanol Gasoline Blends, Vegetable Oils, Liquid Chemicals (not specified above)
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	FUEL OIL -VGO - RHC - GAS OIL - KEROSENE - GASOLINE - NAPHTHA - ETBE/MTBE - METANOL - VO - HVO - FAME - LPG - PROPYLENE
6.3	State transfer rate restrictions and back pressure for each cargo grade	See attachment
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	Insulation tests are carried out quarterly
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	Vessel manifolds must comply with ANSI system connnection. If not, vessel must have enough reductions or spool pieces availables
6.7	Is berth fitted with a vapour manifold connection?	
1		No
2	If 'Yes' state type and size of vapour connection	
3	State cargo types for which it is required to use vapour connection (if applicable)	
6.8	State throughput rate(s) of vapour recovery system	n/a

6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		Yes
2	Supply details	FMC Loading arms
6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	
1		Yes
2	If 'yes' provide details	ESD can be operated both from ship or shore personnel.
6.11	Describe access arrangements between ship and shore.	Shore gangway is compulsory for vessel's with SDW >7000 Mt
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	Containment booms, skimmer, absorbent material, etc.
6.13	Additional comments or information	NIL

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	The terminal operates on VHF CH 67 for operations and safety. A terminal representative will continuously attend the ship while berthed.
7.2	Is it required that terminal or shore representatives stay on board during operations?	
1		No
2	If 'Yes', state requirements including number of persons and their roles	
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Stop Operations and disconnecting cargo arms or hoses: Agreement between Terminal Representative and the Captain but if wind speed arises 30 Knots all transfer operations must will be suspended and arms disconnected. Vacating the berth: There are no specifications for that. Again there should be and agreement but if it isn't, vacating decision will be taken by Terminal Representative and Port Authorities will be informed ASAP. If Hs arises till 25 cm (at San Diego's dock meter) cargo operations will be suspend and arms/hoses disconnected
7.4	Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?	
1		Yes

	2	If 'Yes' provide full details of these restrictions	COW. Permission from the port authorities is required. A Master's declaration must be signed on arrival and prior to any operation. A Repsol COW surveyor will be on board attending the ship while COW is carried out. TANK CLEANING. Tank cleaning is forbidden at berth.
7.5		Are there any berth specific requirements regarding tanker inerting procedures?	
	1		Yes
	2	If 'Yes', state requirements	All cargo tanks should be pressurized with good quality of Inert gas .Oxygen below 8 % in cargo tanks and 5% in line.
7.6		Is there a temperature limit for cargo handled?	
	1		Yes
	2	If 'Yes', state temperature limits	LPG's and Propylene minimun temperature +2 ºC Heated cargoes maximum temperature 65 ºC
7.7		Is it permitted for vessels to undertake double-banked operations alongside the berth?	
	1		No
	2	If 'Yes', state limiting criteria	
7.8		Is vessel required to pump water ashore or receive water on board for line clearance purposes?	
	1		Yes
	2	If 'Yes', provide operational details	After deslopping operations
7.9		Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
	1		No
	2	Provide details	

7.10 State details regarding any environmental restrictions applicable at the berth

Preventing pollution

1. Deballasting

Only segregated ballast tankers are allowed to deballast into the sea. Masters are requested to ensure that the ballast is pollution-free before starting this operation. Clean ballast tankers will deballast on land facilities as agreed in the operations plan.

2. Pollution of harbour waters

Hydrocarbons or ballast water containing hydrocarbons or chemicals must not be discharged or allowed to escape from any vessel. Discharge of dirty water or blackwater is not allowed. Any leakage into harbour waters shall be reported to the terminal and all operations immediately stopped. Masters will ensure that surrounding waters are effectively monitored.

3. Oil spill booms

In order to contain oil spills there are oil booms permanently available at all berths. Oil booms will be brought out if any spill is detected. Costs related to cleaning up any oil pollution will be charged to the originator of the spill.

4. Rubbish disposal

Containers are available at the berths for throwing away small amounts of rubbish. A port service is available via the agent for disposing of large amounts of waste material.

5. Excessive smoke

Excessive vessel funnel smoke and soot blowing are strictly prohibited by the local authorities. Heavy fines may be imposed.

6. Contingency plan

All ships should have a contingency plan issued by a recognised authority. In accordance with this plan, adequate anti-pollution equipment must be ready on deck for immediate use.

7. Emergency shut down

All berths are provided with locally operated emergency shut down devices.

8. Waste reception

		The terminal is enabled to receive MARPOL type A or B waste materials in all of its berths. NOTE: Never rely on a shore stop. This will not exonerate the responsibility and clean-up expenses if your cargo or bunker overflows.
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	According to ISGOTT
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	According to ISGOTT
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	No truck is allowed on the jetties therefore heavy parcels have to be delivered by barge. Supplying concurrently with transfer of light products or gasses is not allowed. In these cases supplying will be done before or after connection/disconnection.
7.14	Additional comments or information	NIL

8 Available Services

8.1	Are Fuel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
8.2	Are Diesel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
8.3	Are Intermediate Oil bunkers available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.4	Is fresh water available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
8.5	Are slop reception facilities available?	
1		Yes
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	ex-pipe (cargo arm) only for MARPOL Annex I types A & B and Annex II (productos handled by the Terminal)
3	State capacity of slop reception facilities (if applicable)	10000.00 Cubic metres
4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	Terminal is unable to accept tank washings or slops wich has been heated or containing chemical additives or lube-oils

8.6	Are dirty ballast reception facilities available?	
1		Yes
2	If 'Yes', state how received	ex-pipe
3	State capacity of dirty ballast receiption facilities	10000 m3
8.7	Are engine room sludge and bilge reception facilities available?	
1		No
2	If 'Yes', state how received (e.g. Ex-pipe, barge, truck)	
8.8	Are garbage reception facilities available at the berth.	
1		Yes
2	If 'Yes', provide details	Containers are available at the berths for throwing away small amounts of rubbish (Vessels are required to ask for this service at least 24 hours prior arrival through ship´s agent). Disposing of large amounts of waste material must be done by barge.
8.9	Additional comments or information	NIL

9 Berth Low Temperature Impact

9.1	What is the typical range of temperatures the terminal operates in during a winter season?	5-15 ºC
9.2	Which months of the year can ice be expected?	No ice expected
9.3	Specify any terminal requirements for vessel Ice Class notation and winterisation capabilities	No requirements
9.4	State any limitations for cargo operations in sub-zero temperatures	No limitations
9.5	State the minimum allowable ambient temperature for safe cargo operations	No mínimum temperature
9.6	State the minimum temperature of cargoes handled	No mínimum temperatura of cargoes
9.7	State the minimum temperature for the emergency shut-down system to operate safely	No mínimum temperature
9.8	Does the terminal have its own resources for conducting icebreaker escort	
1		No
2	If 'Yes' provide details and specify how they can be requested	
9.9	Are there icebreakers available to operate in the terminal area	
1		No
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.10	Does the terminal have ice-capable tugs and support craft	
1		No
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.11	Does the terminal have specific requirements for the vessel speed and manoeuvrability characteristics in ice?	
1		No
2	If 'Yes', provide details	
9.12	Does the terminal provide its own ice navigator/advisor?	

1		No
2	If 'Yes', provide details of how the service may be requested	
9.13	Additional comments or information	We are not in a Winter ice area

10 Supplementary Information

10.1	Berth transparency	Solid wharf
10.2	Specify datum used for height and depth measurements in this section	
1		Chart Datum (CD)
2	If 'Other' please specify other	
10.3	Berth height above datum	2.00
10.4	Berth heading	322º
10.5	Width of the channel adjacent to the berth	300.00
10.6	Position of mooring bollards and hooks	
10.7	Position of mooring buoys	
10.8	Fender Location	
10.9	Fender Reaction Data	
10.10	Fender friction coefficient (μ)	0.22
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: Pantalán 4

ReportName 594a3698-b471-4102-81d0-4e53a753fb0d

Terminal Name: LA CORUÑA REPSOL MARINE TERMINAL

Terminal Port: LA CORUÑA

Terminal Port Authority: AUTORIDAD PORTUARIA DE A CORUÑA

Country: Spain

Berth Name: Pantalán 4

24 January 2017

1 Berth General

1.1		Berth name or number	Pantalán 4
1.2		Berth type	
	1		Jetty - Finger Jetty
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	432121 North
	2	Longitude	0082249 West
1.4		Berth users for liquid and gas cargoes	Repsol Petróleo S.A.
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		No
	2	If 'Yes', state date of last survey	
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		No
	2	If 'Yes', state date of last analysis	
1.7		Additional comments or information	NIL

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	No exemptions
2.2		State distance from pilot station(s) to berth	4 miles
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	Main anchorage at Ares Bay, 6 miles away from pilot station
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	16.50 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' please specify datum	
2.5		Date of latest survey from which transit depth has been determined	01 January 2012
2.6		Date next survey is due	01 January 2016
2.7		State Maximum Tidal Range in berth approaches	4.50
2.8		Is laden transit to and/or from the berth conducted using the tide?	
	1		No
	2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	

2.9	State details of any specific berthing and/or unberthing restrictions	Hs > 0.45 berthing is not recommended. Information provided by Port Authority tide gauge located in San Diego Wharf
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	1.00 Meters
2	Percentage	1.50 Vessel static draft
3	Specify other UKC criterion where applicable	NIL
2.11	Absolute maximum draught in berth approaches, if applicable	15.50
2.12	State minimum vertical clearance of any bridges/power cables/vertical obstructions	
1	Vertical clearance	999.00 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify other datum used	
4	Further details	There are No vertical restrictions
2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
1		Yes
2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	See attachment "Towing Services"
2.14	Additional comments or information	NIL

3 Water Depth Alongside

3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	15.50 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify datum	
3.2	Date of latest survey from which alongside depth has been determined	01 January 2012
3.3	Date next survey is due	01 January 2016
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	1.00 Meters
2	Percentage	0.00 Vessel static draft
3	Specify other UKC criterion where applicable	n/a
3.5	State range of water densities at berth	
1	From	1025.00
2	To	1025.00
3	Further details	seawater
3.6	Type of bottom alongside berth	
1		Sand
2	If 'Other' please specify	
3.7	Absolute maximum draft alongside, if applicable	14.50
3.8	State maximum tidal range at berth, if applicable	4.50

3.9	Are 'over-the-tide' cargo handling operations permitted at the berth?	No
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	None

4 Limiting Vessel Dimensions

4.1	Summer deadweight	
1	TPQ NA Selector	Applicable
2	Minimum	15000.00 Metric Tonnes
3	Maximum	80000.00 Metric Tonnes
4.2	Berthing displacement	
1	TPQ NA Selector	Applicable
2	Minimum	20500.00 Metric Tonnes
3	Maximum	76500.00
4.3	Alongside displacement	
1	TPQ NA Selector	Applicable
2	Minimum	20500.00
3	Maximum	76500.00
4.4	State any deadweight/displacement exceptions	
1	TPQ NA Selector	Not applicable
2		N/A
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.6	Length over all (LOA)	
1	TPQ NA Selector	Applicable
2	Minimum	145.00 Metres
3	Maximum	230.00 Metres
4.7	Beam	
1	TPQ NA Selector	Applicable
2	Minimum	18.00 Metres
3	Maximum	40.00 Metres
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	Applicable
2		65.00 Metres
4.9	Minimum PBL forward of manifold	
1	TPQ NA Selector	Applicable

2		33.00 Metres
4.10	Minimum PBL aft of manifold	
1	TPQ NA Selector	Applicable
2		33.00 Metres
4.11	Bow to centre of manifold (BCM)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.12	Stern to centre of manifold (SCM)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.13	Freeboard	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.14	Manifold height above water	
1	TPQ NA Selector	Applicable
2	Minimum	7.00 Metres
3	Maximum	20.00 Metres
4.15	Manifold to shipside rail distance	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.16	Height of manifold above deck or drip tray	
1	TPQ NA Selector	Applicable
2	Minimum	1.50
3	Maximum	2.10
4	Specify whether height is from the deck or the drip tray	As per OCIMF recomendations for all tanker manifolds and associated equipment
4.17	Manifold spacing	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.18	Maximum air draft alongside	
1	TPQ NA Selector	Not applicable
2		999.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)	
1	TPQ NA Selector	Not applicable
2		5.00

4.20	Additional comments or information	10.14 Maximun manifold height above water: Clean Products - 20m Dirty Products and Bunker - 17m

5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	See attachment Towing Services
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Tug's Lines
2	Comments	NIL
5.3	Type of fenders installed at berth	
1		Cell Type
2	If 'Other' please specify	
5.4	State orientation of vessel alongside berth	Port Side To
5.5	At buoy moorings, state which side hose is normally connected	
1		Not applicable
2	If 'Other' please specify	
5.6	Minimum mooring arrangement	Vessels DWT > 40,000 Mt, a minimun of eight (8) mooring lines must be use at each end of the vessel. See attachment
5.7	Describe any additional mooring requirements	Starboard anchor and starboard quarter buoy line
5.8	Are there any restrictions using wire mooring ropes?	
1		No
2	If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	As per OCIMF recommendations
5.9	Are there any restrictions using synthetic mooring ropes?	
1		No
2	If ‘yes’; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	As per OCIMF recommendations
5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	As per OCIMF recommendations
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	None
5.12	Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?	
1		Yes
2	If 'Yes', provide details of particular requirements regarding ETOPs.	ETOPs REQUIRED BY PORT AUTHORITY
5.13	Details of any shore-provided mooring equipment	None
5.14	Are berthing aids provided?	
1		No

2	If 'Yes', state type of aids	
5.15	State allowable speed of approach if applicable	
1		Minimum transversal speed
1		0.23
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	No
5.18	Chain stopper requirements	
1	Applicable	No
2		N/A
5.19	Largest ship handled at berth to date	01/07/2008 M/T BW HUDSON 76.578 SDW
5.20	Additional comments or information	NIL

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	See attachment
6.2	List grades handled at berth	Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Platformate, Raffinate, Reformate, Biodiesel/Biosiesel Blends
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	FUEL OIL -VGO - RHC - GAS OIL - KEROSENE - GASOLINE - NAPHTHA
6.3	State transfer rate restrictions and back pressure for each cargo grade	See attachment
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	Insulation tests are carried out quarterly
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	Vessel manifolds must comply with ANSI system connnection. If not, vessel must have enough reductions or spool pieces availables
6.7	Is berth fitted with a vapour manifold connection?	
1		No
2	If 'Yes' state type and size of vapour connection	
3	State cargo types for which it is required to use vapour connection (if applicable)	
6.8	State throughput rate(s) of vapour recovery system	N/A
6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		No
2	Supply details	N/A
6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	

1		Yes
2	If 'yes' provide details	ESD can be operated both from ship or shore personnel.
6.11	Describe access arrangements between ship and shore.	Shore's gangway
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	Containment booms, skimmers, sorbent materials, etc.
6.13	Additional comments or information	NIL

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	The terminal operates on VHF CH 67 for operations and safety. A terminal representative will continuously attend the ship while berthed.
7.2	Is it required that terminal or shore representatives stay on board during operations?	
1		No
2	If 'Yes', state requirements including number of persons and their roles	
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Stop Operations ans disconnecting cargo arms or hoses: Agreement between Terminal Representative and the Captain but if wind speed arises 30 Knots all transfer operations must will be suspended and arms disconnected. Vacating the berth: There are no specifications for that. Again there should be and agreement but if it isn't, vacating decision will be taken by Terminal Representative and Port Authorities will be informed ASAP. If Hs arises till 40 cm (at San Diego's dock meter) cargo operations will be suspend and arms/hoses disconnected.
7.4	Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?	
1		No
2	If 'Yes' provide full details of these restrictions	
7.5	Are there any berth specific requirements regarding tanker inerting procedures?	
1		Yes
2	If 'Yes', state requirements	All cargo tanks should be pressurized with good quality of Inert gas .Oxygen below 8 % in cargo tanks and 5% in line.
7.6	Is there a temperature limit for cargo handled?	
1		Yes
2	If 'Yes', state temperature limits	Heated cargoes maximum temperature 65 ºC
7.7	Is it permitted for vessels to undertake double-banked operations alongside the berth?	

	1		No
	2	If 'Yes', state limiting criteria	
7.8		Is vessel required to pump water ashore or receive water on board for line clearance purposes?	
	1		Yes
	2	If 'Yes', provide operational details	After deslopping operations
7.9		Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
	1		No
	2	Provide details	

7.10	State details regarding any environmental restrictions applicable at the berth	Preventing pollution 1. Deballasting Only segregated ballast tankers are allowed to deballast into the sea. Masters are requested to ensure that the ballast is pollution-free before starting this operation. Clean ballast tankers will deballast on land facilities as agreed in the operations plan. 2. Pollution of harbour waters Hydrocarbons or ballast water containing hydrocarbons or chemicals must not be discharged or allowed to escape from any vessel. Discharge of dirty water or blackwater is not allowed. Any leakage into harbour waters shall be reported to the terminal and all operations immediately stopped. Masters will ensure that surrounding waters are effectively monitored. 3. Oil spill booms In order to contain oil spills there are oil booms permanently available at all berths. Oil booms will be brought out if any spill is detected. Costs related to cleaning up any oil pollution will be charged to the originator of the spill. 4. Rubbish disposal Containers are available at the berths for throwing away small amounts of rubbish. A port service is available via the agent for disposing of large amounts of waste material. 5. Excessive smoke Excessive vessel funnel smoke and soot blowing are strictly prohibited by the local authorities. Heavy fines may be imposed. 6. Contingency plan All ships should have a contingency plan issued by a recognised authority. In accordance with this plan, adequate anti-pollution equipment must be ready on deck for immediate use. 7. Emergency shut down All berths are provided with locally operated emergency shut down devices. 8. Waste reception

		The terminal is enabled to receive MARPOL type A or B waste materials in all of its berths. NOTE: Never rely on a shore stop. This will not exonerate the responsibility and clean-up expenses if your cargo or bunker overflows.
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	According to ISGOTT
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	According to ISGOTT
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	No truck is allowed on the jetties therefore heavy parcels have to be delivered by barge. Supplying concurrently with transfer of light products or gasses is not allowed. In these cases supplying will be done before or after connection/disconnection.
7.14	Additional comments or information	NIL

8 Available Services

8.1	Are Fuel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-pipe
8.2	Are Diesel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-pipe
8.3	Are Intermediate Oil bunkers available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.4	Is fresh water available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-pipe
8.5	Are slop reception facilities available?	
1		Yes
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	ex-pipe (cargo arm) only for MARPOL Annex I types A & B and Annex II (productos handled by the Terminal)
3	State capacity of slop reception facilities (if applicable)	10000.00 Cubic metres
4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	Terminal is unable to accept tank washings or slops wich has been heated or containing chemical additives or lube-oils

8.6		Are dirty ballast reception facilities available?	
	1		Yes
	2	If 'Yes', state how received	ex pipe
	3	State capacity of dirty ballast receiption facilities	10000 CM
8.7		Are engine room sludge and bilge reception facilities available?	
	1		No
	2	If 'Yes', state how received (e.g. Ex-pipe, barge, truck)	
8.8		Are garbage reception facilities available at the berth.	
	1		Yes
	2	If 'Yes', provide details	Containers are available at the berths for throwing away small amounts of rubbish (Vessels are required to ask for this service at least 24 hours prior arrival through ship´s agent). Disposing of large amounts of waste material must be done by barge.
8.9		Additional comments or information	NIL

9 Berth Low Temperature Impact

9.1	What is the typical range of temperatures the terminal operates in during a winter season?	There are no ice at this latitude
9.2	Which months of the year can ice be expected?	N/A
9.3	Specify any terminal requirements for vessel Ice Class notation and winterisation capabilities	N/A
9.4	State any limitations for cargo operations in sub-zero temperatures	N/A
9.5	State the minimum allowable ambient temperature for safe cargo operations	No minimum temperature
9.6	State the minimum temperature of cargoes handled	No minimum temperature
9.7	State the minimum temperature for the emergency shut-down system to operate safely	No minimum temperature

9.8		Does the terminal have its own resources for conducting icebreaker escort	
	1		No
	2	If 'Yes' provide details and specify how they can be requested	
9.9		Are there icebreakers available to operate in the terminal area	
	1		No
	2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.10		Does the terminal have ice-capable tugs and support craft	
	1		No
	2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.11		Does the terminal have specific requirements for the vessel speed and manoeuvrability characteristics in ice?	
	1		No
	2	If 'Yes', provide details	
9.12		Does the terminal provide its own ice navigator/advisor?	

1		No
2	If 'Yes', provide details of how the service may be requested	
9.13	Additional comments or information	None

10 Supplementary Information

10.1	Berth transparency	Solid wharf at cargo arms area
10.2	Specify datum used for height and depth measurements in this section	
1		Chart Datum (CD)
2	If 'Other' please specify other	
10.3	Berth height above datum	2.50
10.4	Berth heading	052º
10.5	Width of the channel adjacent to the berth	300.00
10.6	Position of mooring bollards and hooks	
10.7	Position of mooring buoys	
10.8	Fender Location	
10.9	Fender Reaction Data	
10.10	Fender friction coefficient (μ)	0.22
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	NIL

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: SAN DIEGO

ReportName d49fdee9-d376-4861-9a17-8c2b92cc986a

Terminal Name: LA CORUÑA REPSOL MARINE TERMINAL

Terminal Port: LA CORUÑA

Terminal Port Authority: AUTORIDAD PORTUARIA DE A CORUÑA

Country: Spain

Berth Name: SAN DIEGO

18 May 2016

1 Berth General

1.1		Berth name or number	SAN DIEGO WHARF
1.2		Berth type	
	1		Wharf or Quay
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	432128 North
	2	Longitude	0082324 West
1.4		Berth users for liquid and gas cargoes	Used for bitumen
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		No
	2	If 'Yes', state date of last survey	
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		No
	2	If 'Yes', state date of last analysis	
1.7		Additional comments or information	San Diego Wharf is operated by Repsol Petróleo S.A. for loading Solid Sulphur, PetCoke ans Bitumen.

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	No exemptions
2.2		State distance from pilot station(s) to berth	4 miles
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	Main anchorage at Ares Bay, 6 miles away from pilot station
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	16.50 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' please specify datum	
2.5		Date of latest survey from which transit depth has been determined	01 January 2012
2.6		Date next survey is due	01 January 2016
2.7		State Maximum Tidal Range in berth approaches	4.50
2.8		Is laden transit to and/or from the berth conducted using the tide?	
	1		No
	2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	

2.9	State details of any specific berthing and/or unberthing restrictions	Hs > 0.20 berthing is not recommended. Information provided by Port Authority tide gauge located in San Diego Wharf
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	1.00 Meters
2	Percentage	1.50 Vessel static draft
3	Specify other UKC criterion where applicable	NIL
2.11	Absolute maximum draught in berth approaches, if applicable	12.00
2.12	State minimum vertical clearance of any bridges/power cables/vertical obstructions	
1	Vertical clearance	999.00 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify other datum used	
4	Further details	There are No vertical restrictions NOTE: Air draft limitation alongside (ships with cranes are not allowed): - Petcoke : 6.00 m - Sulphur : 7.20 m
2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
1		Yes
2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	N/A at San Diego Wharf
2.14	Additional comments or information	NIL

3 Water Depth Alongside

3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	12.50 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify datum	
3.2	Date of latest survey from which alongside depth has been determined	01 January 2012
3.3	Date next survey is due	01 January 2016
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	1.50 Meters
2	Percentage	15.00 Vessel static draft
3	Specify other UKC criterion where applicable	
3.5	State range of water densities at berth	
1	From	1025.00
2	To	1025.00
3	Further details	
3.6	Type of bottom alongside berth	
1		Mud
2	If 'Other' please specify	

3.7	Absolute maximum draft alongside, if applicable	11.00
3.8	State maximum tidal range at berth, if applicable	4.20
3.9	Are 'over-the-tide' cargo handling operations permitted at the berth?	No
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	none

4 Limiting Vessel Dimensions

4.1	Summer deadweight	
1	TPQ NA Selector	Applicable
2	Minimum	2000.00 Metric Tonnes
3	Maximum	7000.00 Metric Tonnes
4.2	Berthing displacement	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.3	Alongside displacement	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.4	State any deadweight/displacement exceptions	
1	TPQ NA Selector	Not applicable
2		N/A
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.6	Length over all (LOA)	
1	TPQ NA Selector	Applicable
2	Minimum	75.00 Metres
3	Maximum	115.00 Metres
4.7	Beam	
1	TPQ NA Selector	Applicable
2	Minimum	6.00 Metres
3	Maximum	17.00 Metres
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	Not applicable
2		20.00

4.9	Minimum PBL forward of manifold		
1	TPQ NA Selector		Not applicable
2			0.00
4.10	Minimum PBL aft of manifold		
1	TPQ NA Selector		Not applicable
2			0.00
4.11	Bow to centre of manifold (BCM)		
1	TPQ NA Selector		Not applicable
2	Minimum		
3	Maximum		
4.12	Stern to centre of manifold (SCM)		
1	TPQ NA Selector		Not applicable
2	Minimum		
3	Maximum		
4.13	Freeboard		
1	TPQ NA Selector		Not applicable
2	Minimum		
3	Maximum		
4.14	Manifold height above water		
1	TPQ NA Selector		Not applicable
2	Minimum		
3	Maximum		
4.15	Manifold to shipside rail distance		
1	TPQ NA Selector		Not applicable
2	Minimum		
3	Maximum		
4.16	Height of manifold above deck or drip tray		
1	TPQ NA Selector		Not applicable
2	Minimum		
3	Maximum		
4	Specify whether height is from the deck or the drip tray		
4.17	Manifold spacing		
1	TPQ NA Selector		Not applicable
2	Minimum		
3	Maximum		
4.18	Maximum air draft alongside		
1	TPQ NA Selector		Not applicable
2			999.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)		
1	TPQ NA Selector		Not applicable

2		0.00
4.20	Additional comments or information	Ships with cranes are not allowed.

5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	See attachment Towing Services
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Tug's Lines
2	Comments	Not compulsory for this size of ships
5.3	Type of fenders installed at berth	
1		Cell Type
2	If 'Other' please specify	
5.4	State orientation of vessel alongside berth	Port Side To
5.5	At buoy moorings, state which side hose is normally connected	
1		Not applicable
2	If 'Other' please specify	
5.6	Minimum mooring arrangement	None
5.7	Describe any additional mooring requirements	None
5.8	Are there any restrictions using wire mooring ropes?	
1		No
2	If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	As per OCIMF recommendations
5.9	Are there any restrictions using synthetic mooring ropes?	
1		No
2	If ‘yes’; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	As per OCIMF recommendations
5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	As per OCIMF recommendations
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	None
5.12	Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?	
1		No
2	If 'Yes', provide details of particular requirements regarding ETOPs.	
5.13	Details of any shore-provided mooring equipment	None
5.14	Are berthing aids provided?	
1		No
2	If 'Yes', state type of aids	
5.15	State allowable speed of approach if applicable	

1		N/A
1		0.50
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	No
5.18	Chain stopper requirements	
1	Applicable	No
2		N/A
5.19	Largest ship handled at berth to date	24/10/2012 M/V VINE 1 8.745 SDW
5.20	Additional comments or information	NIL

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	N/A
6.2	List grades handled at berth	Bitumen (including cut-backs)
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Sulphur in bulk, petcopke in bulk and bitumen
6.3	State transfer rate restrictions and back pressure for each cargo grade	Rate Sulphur: 200 MT/h PetCoke: 120 MT/h Bitumen: 200 MT/h
6.4	Are transfer connections fitted with insulation flanges?	
1		No
2	Provide details	N/A
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	N/A
6.7	Is berth fitted with a vapour manifold connection?	
1		No
2	If 'Yes' state type and size of vapour connection	
3	State cargo types for which it is required to use vapour connection (if applicable)	
6.8	State throughput rate(s) of vapour recovery system	N/A
6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		No
2	Supply details	N/A
6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	
1		No
2	If 'yes' provide details	
6.11	Describe access arrangements between ship and shore.	Ship's gangway
6.12	Does the berth have pollution response equipment?	
1		No

2	If 'yes' provide details	Oil booms, skimmers, sorbent materials, sand, etc.
6.13	Additional comments or information	NIL

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	The terminal operates on VHF CH 67 for operations and safety. A terminal representative will continuously attend the ship while berthed.
7.2	Is it required that terminal or shore representatives stay on board during operations?	
1		No
2	If 'Yes', state requirements including number of persons and their roles	
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Stop Operations : Agreement between Terminal Representative and the Captain but if wind speed arises 30 Knots all transfer operations must will be suspended and arms disconnected. Vacating the berth: There are no specifications for that. Again there should be and agreement but if it isn't, vacating decision will be taken by Terminal Representative and Port Authorities will be informed ASAP. If Hs arises till 20 cm (at San Diego's dock meter) cargo operations will be suspend and arms/hoses disconnected
7.4	Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?	
1		No
2	If 'Yes' provide full details of these restrictions	
7.5	Are there any berth specific requirements regarding tanker inerting procedures?	
1		No
2	If 'Yes', state requirements	
7.6	Is there a temperature limit for cargo handled?	
1		No
2	If 'Yes', state temperature limits	
7.7	Is it permitted for vessels to undertake double-banked operations alongside the berth?	
1		No
2	If 'Yes', state limiting criteria	
7.8	Is vessel required to pump water ashore or receive water on board for line clearance purposes?	
1		No
2	If 'Yes', provide operational details	
7.9	Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
1		No

2	Provide details	
7.10	State details regarding any environmental restrictions applicable at the berth	Preventing pollution 1. Deballasting Only segregated ballast tankers are allowed to deballast into the sea. Masters are requested to ensure that the ballast is pollution-free before starting this operation. Clean ballast tankers will deballast on land facilities as agreed in the operations plan. 2. Pollution of harbour waters Hydrocarbons or ballast water containing hydrocarbons or chemicals must not be discharged or allowed to escape from any vessel. Discharge of dirty water or blackwater is not allowed. Any leakage into harbour waters shall be reported to the terminal and all operations immediately stopped. Masters will ensure that surrounding waters are effectively monitored. 3. Oil spill booms In order to contain oil spills there are oil booms permanently available at all berths. Oil booms will be brought out if any spill is detected. Costs related to cleaning up any oil pollution will be charged to the originator of the spill. 4. Rubbish disposal Containers are available (Vessels are required to ask for this service at least 24 hours prior arrival through ship´s agent). 5. Excessive smoke Excessive vessel funnel smoke and soot blowing are strictly prohibited by the local authorities. Heavy fines may be imposed. 6. Contingency plan All ships should have a contingency plan issued by a recognised authority. In accordance with this plan, adequate anti-pollution equipment must be ready on deck for immediate use. NOTE: Never rely on a shore stop. This will not exonerate the responsibility and clean-up expenses if your cargo or bunker overflows.
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		No

2	If 'Yes', state restriction	
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		No
2	If 'Yes', state restriction	
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		No
2	If 'Yes', state restriction	
7.14	Additional comments or information	NIL

8 Available Services

8.1	Are Fuel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-truck via agent
8.2	Are Diesel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-truck via agent
8.3	Are Intermediate Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-truck via agent
8.4	Is fresh water available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	ex-pipe
8.5	Are slop reception facilities available?	
1		Yes
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	ex-truck/barge
3	State capacity of slop reception facilities (if applicable)	25.00 Cubic metres
4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	nil
8.6	Are dirty ballast reception facilities available?	
1		No
2	If 'Yes', state how received	
3	State capacity of dirty ballast receiption facilities	
8.7	Are engine room sludge and bilge reception facilities available?	
1		Yes
2	If 'Yes', state how received (e.g. Ex-pipe, barge, truck)	truck/barge
8.8	Are garbage reception facilities available at the berth.	
1		Yes
2	If 'Yes', provide details	Contact agent
8.9	Additional comments or information	NIL

9 Berth Low Temperature Impact

9.1	What is the typical range of temperatures the terminal operates in during a winter season?	
9.2	Which months of the year can ice be expected?	
9.3	Specify any terminal requirements for vessel Ice Class notation and winterisation capabilities	
9.4	State any limitations for cargo operations in sub-zero temperatures	
9.5	State the minimum allowable ambient temperature for safe cargo operations	
9.6	State the minimum temperature of cargoes handled	
9.7	State the minimum temperature for the emergency shut-down system to operate safely	
9.8	Does the terminal have its own resources for conducting icebreaker escort	
1		
2	If 'Yes' provide details and specify how they can be requested	
9.9	Are there icebreakers available to operate in the terminal area	
1		
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.10	Does the terminal have ice-capable tugs and support craft	
1		
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.11	Does the terminal have specific requirements for the vessel speed and manoeuvrability characteristics in ice?	
1		
2	If 'Yes', provide details	
9.12	Does the terminal provide its own ice navigator/advisor?	
1		
2	If 'Yes', provide details of how the service may be requested	
9.13	Additional comments or information	

10 Supplementary Information

10.1	Berth transparency	solid wharf
10.2	Specify datum used for height and depth measurements in this section	
1		Chart Datum (CD)
2	If 'Other' please specify other	
10.3	Berth height above datum	2.50
10.4	Berth heading	310º
10.5	Width of the channel adjacent to the berth	250.00
10.6	Position of mooring bollards and hooks	

10.7	Position of mooring buoys	
10.8	Fender Location	
10.9	Fender Reaction Data	
10.10	Fender friction coefficient (μ)	
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	No arms nor hoses Cargoes are performed with telescopic trunks

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: Pantalán 3

ReportName ddcea396-3d2f-4fd5-9916-a99f4e9394c4

Terminal Name: LA CORUÑA REPSOL MARINE TERMINAL

Terminal Port: LA CORUÑA

Terminal Port Authority: AUTORIDAD PORTUARIA DE A CORUÑA

Country: Spain

Berth Name: Pantalán 3

24 January 2017

1 Berth General

1.1		Berth name or number	Pantalán 3
1.2		Berth type	
	1		Jetty - Finger Jetty
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	432123 North
	2	Longitude	0082251 West
1.4		Berth users for liquid and gas cargoes	Repsol Petróleo S.A.
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		No
	2	If 'Yes', state date of last survey	
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		No
	2	If 'Yes', state date of last analysis	
1.7		Additional comments or information	Máximun of 150.000 SDW for crude oil carriers on arrival and 15,5 m of draugh

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	No exemptions
2.2		State distance from pilot station(s) to berth	4 miles
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	Main anchorage at Ares Bay, 6 miles away from pilot station
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	16.50 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' please specify datum	
2.5		Date of latest survey from which transit depth has been determined	01 January 2012
2.6		Date next survey is due	01 January 2016
2.7		State Maximum Tidal Range in berth approaches	4.50
2.8		Is laden transit to and/or from the berth conducted using the tide?	
	1		Yes

2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	Transit window for ships with draft on arrival >15m: HW-4hours till HW+2 passing breakwater
2.9	State details of any specific berthing and/or unberthing restrictions	Hs > 0.45 berthing is not recommended. Information provided by Port Authority tide gauge located in San Diego Wharf
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	1.00 Meters
2	Percentage	1.50 Vessel static draft
3	Specify other UKC criterion where applicable	NIL
2.11	Absolute maximum draught in berth approaches, if applicable	19.00
2.12	State minimum vertical clearance of any bridges/power cables/vertical obstructions	
1	Vertical clearance	999.00 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify other datum used	
4	Further details	There are No vertical restrictions
2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
1		Yes
2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	See attachment "Towing Services"
2.14	Additional comments or information	NIL

3 Water Depth Alongside

3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	16.50 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify datum	
3.2	Date of latest survey from which alongside depth has been determined	01 January 2012
3.3	Date next survey is due	01 January 2016
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	1.00 Meters
2	Percentage	0.00 Vessel static draft
3	Specify other UKC criterion where applicable	NONE
3.5	State range of water densities at berth	
1	From	1025.00
2	To	1025.00
3	Further details	N/A
3.6	Type of bottom alongside berth	
1		Sand
2	If 'Other' please specify	

3.7	Absolute maximum draft alongside, if applicable	15.50
3.8	State maximum tidal range at berth, if applicable	4.50
3.9	Are 'over-the-tide' cargo handling operations permitted at the berth?	No
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	N/A

4 Limiting Vessel Dimensions

4.1	Summer deadweight	
1	TPQ NA Selector	
2	Minimum	20000.00 Metric Tonnes
3	Maximum	150000.00 Metric Tonnes
4.2	Berthing displacement	
1	TPQ NA Selector	Applicable
2	Minimum	26500.00
3	Maximum	193500.00
4.3	Alongside displacement	
1	TPQ NA Selector	Applicable
2	Minimum	26500.00
3	Maximum	193500.00
4.4	State any deadweight/displacement exceptions	
1	TPQ NA Selector	Not applicable
2		N/A
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.6	Length over all (LOA)	
1	TPQ NA Selector	Applicable
2	Minimum	155.00 Metres
3	Maximum	300.00 Metres
4.7	Beam	
1	TPQ NA Selector	Applicable
2	Minimum	25.00 Metres
3	Maximum	55.00 Metres
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	Applicable
2		74.00 Metres

4.9	Minimum PBL forward of manifold		
	1	TPQ NA Selector	Applicable
	2		37.00 Metres
4.10	Minimum PBL aft of manifold		
	1	TPQ NA Selector	Applicable
	2		37.00 Metres
4.11	Bow to centre of manifold (BCM)		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.12	Stern to centre of manifold (SCM)		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.13	Freeboard		
	1	TPQ NA Selector	Applicable
	2	Minimum	4.00 Metres
	3	Maximum	16.00
4.14	Manifold height above water		
	1	TPQ NA Selector	Applicable
	2	Minimum	5.00 Metres
	3	Maximum	20.00 Metres
4.15	Manifold to shipside rail distance		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.16	Height of manifold above deck or drip tray		
	1	TPQ NA Selector	Applicable
	2	Minimum	1.50
	3	Maximum	2.10
	4	Specify whether height is from the deck or the drip tray	As per OCIMF recomendations for all tanker manifolds and associated equipment
4.17	Manifold spacing		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.18	Maximum air draft alongside		
	1	TPQ NA Selector	Applicable
	2		999.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)		

	1	TPQ NA Selector	No restrictions
	2		0.00
4.20		Additional comments or information	10.14 Maimun manifold height above water: Crude Oil - 20m Clean Products and Dirty Products - 19m Bunker - 20m

5 Mooring and Berthing Information

5.1		State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	See attachment Towing Services
5.2		Are ship's or tug's lines used?	
	1	Ship/Tug	Tug's Lines
	2	Comments	NIL
5.3		Type of fenders installed at berth	
	1		Cell Type
	2	If 'Other' please specify	
5.4		State orientation of vessel alongside berth	Starboard Side To
5.5		At buoy moorings, state which side hose is normally connected	
	1		Not applicable
	2	If 'Other' please specify	
5.6		Minimum mooring arrangement	Vessels DWT > 40,000 Mt, a minimun of eight (8) mooring lines must be use at each end of the vessel. See attachment
5.7		Describe any additional mooring requirements	NIL
5.8		Are there any restrictions using wire mooring ropes?	
	1		No
	2	If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	As per OCIMF recommendations
5.9		Are there any restrictions using synthetic mooring ropes?	
	1		No
	2	If ‘yes’; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	As per OCIMF recommendations
5.10		Are there any restrictions on using high modulus synthetic mooring ropes?	
	1		No
	2	If 'yes' provide details	As per OCIMF recommendations
5.11		Details of any specific mooring equipment required for any vessel utilising the berth	None
5.12		Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?	
	1		Yes
	2	If 'Yes', provide details of particular requirements regarding ETOPs.	ETOPs REQUIRED BY PORT AUTHORITY
5.13		Details of any shore-provided mooring equipment	None

5.14	Are berthing aids provided?	
1		Yes
2	If 'Yes', state type of aids	Automatic Vessel Approaching System
5.15	State allowable speed of approach if applicable	
1		Recommended Maximun Velocity in cms/seg=8
1		0.29 Km/h
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	Yes
5.18	Chain stopper requirements	
1	Applicable	No
2		No requirements
5.19	Largest ship handled at berth to date	27/03/2012 M/T PRISCO MIZAR 166.468 SDW
5.20	Additional comments or information	NIL

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	See attachment
6.2	List grades handled at berth	Crude Oils/Condensates, Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Platformate, Raffinate, Reformate, Biodiesel/Biosiesel Blends
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	CRUDE OIL - FUEL OIL -VGO - RHC - GAS OIL - KEROSENE - GASOLINE - NAPHTHA
6.3	State transfer rate restrictions and back pressure for each cargo grade	See attachment
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	Insulation tests are carried out quarterly
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	Vessel manifolds must comply with ANSI system connnection. If not, vessel must have enough reductions or spool pieces availables
6.7	Is berth fitted with a vapour manifold connection?	
1		No
2	If 'Yes' state type and size of vapour connection	
3	State cargo types for which it is required to use vapour connection (if applicable)	
6.8	State throughput rate(s) of vapour recovery system	N/A
6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		No

2	Supply details	N/A
6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	
1		Yes
2	If 'yes' provide details	ESD can be operated both from ship or shore personnel.
6.11	Describe access arrangements between ship and shore.	Shore's gangway
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	Containment booms, skimmers, sorbent materials, etc.
6.13	Additional comments or information	NIL

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	The terminal operates on VHF CH 67 for operations and safety. A terminal representative will continuously attend the ship while berthed.
7.2	Is it required that terminal or shore representatives stay on board during operations?	
1		No
2	If 'Yes', state requirements including number of persons and their roles	
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Stop Operations ans disconnecting cargo arms or hoses: Agreement between Terminal Representative and the Captain but if wind speed arises 30 Knots all transfer operations must will be suspended and arms disconnected. Vacating the berth: There are no specifications for that. Again there should be and agreement but if it isn't, vacating decision will be taken by Terminal Representative and Port Authorities will be informed ASAP. If Hs arises till 30 cm (at San Diego's dock meter) cargo operations will be suspend and arms/hoses disconnected
7.4	Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?	
1		Yes
2	If 'Yes' provide full details of these restrictions	Permission from the port authorities is required. A Master's declaration must be signed on arrival and prior to any operation. A Repsol COW surveyor will be on board attending the ship while COW is carried out.
7.5	Are there any berth specific requirements regarding tanker inerting procedures?	
1		Yes

	2	If 'Yes', state requirements	All cargo tanks should be pressurized with good quality of Inert gas .Oxygen below 8 % in cargo tanks and 5% in line.
7.6		Is there a temperature limit for cargo handled?	
	1		Yes
	2	If 'Yes', state temperature limits	Heated cargoes maximum temperature 65 ºC Crude Oil maximun temperature 55 ºC
7.7		Is it permitted for vessels to undertake double-banked operations alongside the berth?	
	1		No
	2	If 'Yes', state limiting criteria	
7.8		Is vessel required to pump water ashore or receive water on board for line clearance purposes?	
	1		Yes
	2	If 'Yes', provide operational details	After deslopping operations
7.9		Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
	1		No
	2	Provide details	

7.10 State details regarding any environmental restrictions applicable at the berth

Preventing pollution

1. Deballasting

Only segregated ballast tankers are allowed to deballast into the sea. Masters are requested to ensure that the ballast is pollution-free before starting this operation. Clean ballast tankers will deballast on land facilities as agreed in the operations plan.

2. Pollution of harbour waters

Hydrocarbons or ballast water containing hydrocarbons or chemicals must not be discharged or allowed to escape from any vessel. Discharge of dirty water or blackwater is not allowed. Any leakage into harbour waters shall be reported to the terminal and all operations immediately stopped. Masters will ensure that surrounding waters are effectively monitored.

3. Oil spill booms

In order to contain oil spills there are oil booms permanently available at all berths. Oil booms will be brought out if any spill is detected. Costs related to cleaning up any oil pollution will be charged to the originator of the spill.

4. Rubbish disposal

Containers are available at the berths for throwing away small amounts of rubbish. A port service is available via the agent for disposing of large amounts of waste material.

5. Excessive smoke

Excessive vessel funnel smoke and soot blowing are strictly prohibited by the local authorities. Heavy fines may be imposed.

6. Contingency plan

All ships should have a contingency plan issued by a recognised authority. In accordance with this plan, adequate anti-pollution equipment must be ready on deck for immediate use.

7. Emergency shut down

All berths are provided with locally operated emergency shut down devices.

8. Waste reception

		The terminal is enabled to receive MARPOL type A or B waste materials in all of its berths. NOTE: Never rely on a shore stop. This will not exonerate the responsibility and clean-up expenses if your cargo or bunker overflows.
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	According to ISGOTT
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	According to ISGOTT
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	No truck is allowed on the jetties therefore heavy parcels have to be delivered by barge. Supplying concurrently with transfer of light products or gasses is not allowed. In these cases supplying will be done before or after connection/disconnection.
7.14	Additional comments or information	NIL

8 Available Services

8.1	Are Fuel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
8.2	Are Diesel Oil bunkers available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
8.3	Are Intermediate Oil bunkers available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.4	Is fresh water available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
8.5	Are slop reception facilities available?	
1		Yes
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	ex-pipe (cargo arm) only for MARPOL Annex I types A & B and Annex II (productos handled by the Terminal)
3	State capacity of slop reception facilities (if applicable)	10000.00 Cubic metres
4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	Terminal is unable to accept tank washings or slops wich has been heated or containing chemical additives or lube-oils

8.6	Are dirty ballast reception facilities available?	
1		Yes
2	If 'Yes', state how received	Ex-Pipe
3	State capacity of dirty ballast receiption facilities	10,000 m3
8.7	Are engine room sludge and bilge reception facilities available?	
1		No
2	If 'Yes', state how received (e.g. Ex-pipe, barge, truck)	
8.8	Are garbage reception facilities available at the berth.	
1		Yes
2	If 'Yes', provide details	Containers are available at the berths for throwing away small amounts of rubbish (Vessels are required to ask for this service at least 24 hours prior arrival through ship´s agent). Disposing of large amounts of waste material must be done by barge.
8.9	Additional comments or information	NIL

9 Berth Low Temperature Impact

9.1	What is the typical range of temperatures the terminal operates in during a winter season?	There are no ice in this area
9.2	Which months of the year can ice be expected?	None
9.3	Specify any terminal requirements for vessel Ice Class notation and winterisation capabilities	N/A
9.4	State any limitations for cargo operations in sub-zero temperatures	No limitations
9.5	State the minimum allowable ambient temperature for safe cargo operations	No minimum temperature
9.6	State the minimum temperature of cargoes handled	No minimum temperature
9.7	State the minimum temperature for the emergency shut-down system to operate safely	No minimum temperature
9.8	Does the terminal have its own resources for conducting icebreaker escort	
1		No
2	If 'Yes' provide details and specify how they can be requested	
9.9	Are there icebreakers available to operate in the terminal area	
1		No
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.10	Does the terminal have ice-capable tugs and support craft	
1		No
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.11	Does the terminal have specific requirements for the vessel speed and manoeuvrability characteristics in ice?	
1		No
2	If 'Yes', provide details	
9.12	Does the terminal provide its own ice navigator/advisor?	

1		No
2	If 'Yes', provide details of how the service may be requested	
9.13	Additional comments or information	NIL

10 Supplementary Information

10.1	Berth transparency	Solid Wharf at cargo arms area
10.2	Specify datum used for height and depth measurements in this section	
1		Chart Datum (CD)
2	If 'Other' please specify other	
10.3	Berth height above datum	3.00
10.4	Berth heading	052º
10.5	Width of the channel adjacent to the berth	600.00
10.6	Position of mooring bollards and hooks	
10.7	Position of mooring buoys	
10.8	Fender Location	
10.9	Fender Reaction Data	
10.10	Fender friction coefficient (μ)	0.22
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	NIL