Oil Companies International Marine Forum

MTIS Programme

Terminal TPQ

Terminal TPQ: LA PAMPILLA

ReportName c62532fd-4cbf-4ec7-a065-b8e2c7c22b7a

Terminal Name: LA PAMPILLA

Terminal Port: CALLAO

Terminal Port Authority: AUTORIDAD PORTUARIA NACIONAL

Country: Peru

13 November 2015

1 General

1.1	Date this TPQ document was completed/updated	19 May 2014
1.2	Specify units used	Metres and Metric Tonnes

2 Port Details

2.1	Port Name	CALLAO
2.2	UN LOCODE	PECLL
2.3	Country	Peru
2.4	Latitude and Longitude of Port	
1	Latitude	115512 South
2	Longitude	0770747 West
2.5	Is this location affected by ice?	No
2.6	Name of port authority	AUTORIDAD PORTUARIA NACIONAL
2.7	Port authority contact name and title	LUIS GARCIA
2.8	Port authority full style contact address	
1	Address Line 1	AV. SANTA ROSA 135
2	Address Line 2	LA PERLA
3	Address Line 3	CALLAO
4	City	CALLAO
5	County/State	PERU
6	Postcode/Zipcode	CALLAO 1
7	Phone	+511 -630-9600
8	Fax	+511 - 630-9620
9	Email	lgarcia@apn.gob.pe
10	Website	apn.gob.pe

3 Terminal Details

3.1	Terminal name	LA PAMPILLA
3.2	Terminal owner	REFINERIA LA PAMPILLA S.A.A - RELAPASAA
3.2	Number of berths included in this TPQ	3
3.3	Name of first point of contact for terminal owner	JULIO RUBIO PAREJA
3.4	Terminal owner full style contact address	
1	Address Line 1	AUTOPISTA VENTANILLA KM. 25
2	Address Line 2	IDEM LINE 1
3	Address Line 3	IDEM LINE 1
4	City	CALLAO
5	County/State	PERU
6	Postcode/Zipcode	CALLAO 1

	7	Phone	+511 - 5172022
	8	Fax	+511 - 5172001
	9	Email	jfrubiop@repsol.com
	10	Website	repsol.com
3.5		Terminal operator, if different from owner	REFINERIA LA PAMPILLA S.A.A.
3.6		Name of first point of contact for terminal operator	JULIO RUBIO PAREJA
3.7		Terminal operator full style contact address	
	1	Address Line 1	AUTOPISTA VENTANILLA KM. 25
	2	Address Line 2	IDEM LINE 1
	3	Address Line 3	IDEM LINE 1
	4	City	CALLAO
	5	County/State	PERU
	6	Postcode/Zipcode	CALLAO 1
	7	Phone	+511 - 5172022
	8	Fax	+511 - 5172001
	9	Email	jfrubiop@repsol.com
	10	Website	repsol.com

4 TPQ Accountability

4.1		Name and title of person completing this TPQ	JULIO RUBIO PAREJA
4.2		Full style contact details of person completing this TPQ	
	1	Address Line 1	AUTOPISTA VENTANILLA KM. 25
	2	Address Line 2	idem line 1
	3	Address Line 3	idem line 1
	4	City	CALLAO
	5	County/State	PERU
	6	Postcode/Zipcode	CALLAO 6
	7	Phone	5115172022
	8	Fax	5115172026
	9	Email	jfrubiop@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	JULIO RUBIO PAREJA
5.2		Port Facility Security Officer full style contact details	
	1	Address Line 1	AUTOPISTA VENTANILLA KM. 25
	2	Address Line 2	idem line 1
	3	Address Line 3	idem line 1
	4	City	CALLAO
	5	County/State	PERU

6	Postcode/Zipcode	CALLAO 6
7	Phone	(511) 5172022
8	Fax	(511)5172026
9	Email	jfrubiop@repsol.com

6 Operational Integrity Details

6.1	State details of any pre-arrival/operational clearance formalities for vessels	Vessels must be inspected by Repsol vetting and must also be cleared by the Terminal to ensure they are suitable for La Pampilla Terminal prior to be nominated for loading and unloading operations at La Pampilla. It should be noted that any oil or chemical spillages and the dumping of garbage are seriously viewed by the authorities and the La Pampilla Terminal. Spillages will be investigated by the appropriate authorities and, in addition to the Master being charged with the cost of cleaning up any spill for which the ship is responsible, prosecution and delay to the ship could result. Masters are therefore requested to ensure that every precaution is taken to prevent spillage or dumping while at La Pampilla Terminal, or in its approaches. Terminal safety meeting on board between Terminal Representative on duty and Vessel's Master regarding safety safety requirements set out in the Terminal Safety Letter and in the Ship/Terminal Safety Check List which are based on the safety practices that are widely accepted by the oil and tanker industries. Before the start of cargo transfer operations, and from time to time thereafter, a member of the terminal staff and or terminal representative on duty on board, where appropriate together with a responsible officer, will make a routine inspection of your ship to ensure that elements addressed within the scope of the Ship/Terminal Safety Check List are being managed in an acceptable manner and that individual questions can be answered in the affirmative. Where corrective action is needed, the terminal staff and or terminal representative on duty on board will not agree to operations commencing or, should they have been started, we will require them to be stopped.
6.2	Has the terminal completed an assessment using the standard industry process?	
1		Yes
2	If 'Yes', state date completed	09 July 2013
6.3	Additional comments or information	NONE

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: TERMINAL 1

ReportName 25fcb889-4584-4555-a2b1-20638d7d977c

Terminal Name: LA PAMPILLA

Terminal Port: CALLAO

Terminal Port Authority: AUTORIDAD PORTUARIA NACIONAL

Country: Peru

Berth Name: TERMINAL 1

13 November 2015

1 Berth General

1.1		Berth name or number	TERMINAL 1
1.2		Berth type	
	1		Multi Buoy Mooring (MBM)
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	115527 South
	2	Longitude	0770917 West
1.4		Berth users for liquid and gas cargoes	REFINERIA LA PAMPILLA S.A.A.
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		Yes
	2	If 'Yes', state date of last survey	30 December 2012
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		Yes
	2	If 'Yes', state date of last analysis	12 April 2008
1.7		Additional comments or information	NONE

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	NO EXCEPTIONS
2.2		State distance from pilot station(s) to berth	8.5 Nautical Miles
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	8.5 NAUTICAL MILES
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	13.40 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	28 September 2005
2.6		Date next survey is due	01 January 2015
2.7		State Maximum Tidal Range in berth approaches	1.19
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	Environmental limit conditions for tanker ship's maneuvering approaching and mooring to this Conventional Buoy Mooring (CBM), are: Wind speed= 10 m/s or 19.4 knots. Current speed = 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 1.50 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m.
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	180.00 Meters
2	Percentage	13.40 Depth of water
3	Specify other UKC criterion where applicable	NONE
2.11	Absolute maximum draught in berth approaches, if applicable	11.60
2.12	State minimum vertical clearance of any bridges/power cables/vertical obstructions	
1	Vertical clearance	999.00 Metric Tonnes
2	State datum used	Chart Datum (CD)
3	If 'Other' specify other datum used	
4	Further details	NONE
2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
1		No
2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	
2.14	Additional comments or information	NONE

3 Water Depth Alongside

3.1		Minimum controlled water depth alongside berth at chart datum	
	1	Water depth	13.40 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	28 September 2005
3.3		Date next survey is due	01 December 2015
3.4		Minimum static under keel clearance (UKC) alongside berth	
	1	Value	180.00 Meters
	2	Percentage	13.40 Depth of water
	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	NONE
3.6		Type of bottom alongside berth	
	1		Mud
	2	If 'Other' please specify	
3.7		Absolute maximum draft alongside, if applicable	11.60
3.8		State maximum tidal range at berth, if applicable	1.19
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	0.00 Metric Tonnes
	3	Maximum	80000.00 Metric Tonnes
4.2		Berthing displacement	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00 Metric Tonnes
	3	Maximum	0.00 Metric Tonnes
4.3		Alongside displacement	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00 Metric Tonnes
	3	Maximum	0.00 Metric Tonnes
4.4		State any deadweight/displacement exceptions	

1	TPQ NA Selector	Not applicable
2		NONE
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00 Cubic metres
3	Maximum	0.00 Cubic metres
4.6	Length over all (LOA)	
1	TPQ NA Selector	Applicable
2	Minimum	125.00 Metres
3	Maximum	245.00 Metres
4.7	Beam	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	No restrictions
2		0.00
4.9	Minimum PBL forward of manifold	
1	TPQ NA Selector	No restrictions
2		0.00
4.10	Minimum PBL aft of manifold	
1	TPQ NA Selector	No restrictions
2		0.00
4.11	Bow to centre of manifold (BCM)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.12	Stern to centre of manifold (SCM)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.13	Freeboard	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.14	Manifold height above water	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.15	Manifold to shipside rail distance	

1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.16	Height of manifold above deck or drip tray	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4	Specify whether height is from the deck or the drip tray	As per OCIMF guidelines
4.17	Manifold spacing	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.18	Maximum air draft alongside	
1	TPQ NA Selector	No restrictions
2		0.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)	
1	TPQ NA Selector	Applicable
2		5.00 Metric Tonnes
4.20	Additional comments or information	NONE

5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	Use of tug for berthing and/or unberthing maneuverings are compulsory. The Mooring Pilot authorized by the competent authority to assess to the Ship's Captain in the maneuvers, in agreement with his/her criteria and professional responsibility and in consultation with the Ships' Captain will determine the number of tugs and lines to be used according to the Ship and weather conditions. Tugboats available to provide towage services for ship's manoeuvrings: T/B LOBOS: Bollard Pull: 45 Tons. T/B CARAL: Bollard Pull: 46 Tons. T/B SECHIN: Bollard Pull: 54 Tons. T/B MOCHICA: Bollard Pull: 45 Tons. T/B ANDES: Bollard Pull: 62.09 Tons.
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Tug's Lines
2	Comments	NONE
5.3	Type of fenders installed at berth	
1		Other
2	If 'Other' please specify	MBM

5.4	State orientation of vessel alongside berth	Not applicable
5.5	At buoy moorings, state which side hose is normally connected	
1		Port
2	If 'Other' please specify	
5.6	Minimum mooring arrangement	8 MOORING ROPES
5.7	Describe any additional mooring requirements	USE OF BOTH VESSEL'S ANCHORS
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	In good condition
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	Must be in good condition
5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	Must be in good condition
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	'All wires to be fitted with nylon tails'
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		SAME SPEED ALL VESSELS
1		3.00 Knots
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		Not an SBM
5.19	Largest ship handled at berth to date	NO AVAILABLE
5.20	Additional comments or information	NONE

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	Two strings of submarine hoses of 10”Ø and 65.5 meters length with a cam lock coupling of 10”Ø ready to connect to ship’s port side cargo manifold.
6.2	List grades handled at berth	Crude Oils/Condensates, Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Biodiesel/Biosiesel Blends
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Unleaded Gasoline, Fuel Oil, Jet A-1, Biodiesel, Gasoils and Diesels.
6.3	State transfer rate restrictions and back pressure for each cargo grade	10 Kg/cm2 o 150 P.S.I.
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	BAKELITA
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	OCIMF STANDARDS REQUIREMENTS
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	NA.
6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		No
2	Supply details	Not fitted
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.	Access using combination ladder.
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	. Containment boom(s) • Skimming equipment • Absorbent materials • Dispersant stocks
6.13	Additional comments or information	NONE

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	PORTABLE RADIO UHF FREQ. AND VHF CHANNEL 12 AND MOBILE TELEPHONES

7.2		Is it required that terminal or shore representatives stay on board during operations?	
	1		Yes
	2	If 'Yes', state requirements including number of persons and their roles	02 LOADING MASTER'S 03 MOORING GANG 01 MOORING PILOT
7.3		Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m.
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	ONLY CRUDE OIL WASHING ARE ALLOWED.
7.5		Are there any berth specific requirements regarding tanker inerting procedures?	
	1		Yes
	2	If 'Yes', state requirements	USE OF INERT GAS IS COMPULSORY FOR PETROLEUM PRODUCTS WITH FLASH POINT EQUAL OR LESS THAN 60 DEGREES CELSIUS.
7.6		Is there a temperature limit for cargo handled?	
	1		Yes
	2	If 'Yes', state temperature limits	82 °C
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	OCCASIONALLY
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	Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m
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		Yes
2	If 'Yes', state restriction	NO STORING ALLOWED
7.14	Additional comments or information	NONE

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		Yes
	2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
8.4		Is fresh water available?	
	1		No
	2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.5		Are slop reception facilities available?	
	1		Yes
	2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
	3	State capacity of slop reception facilities (if applicable)	10000.00 Barrels
	4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	only oil residues
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	100000 Bbls.
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		No
	2	If 'Yes', provide details	
8.9		Additional comments or information	SLUDGE, BILGE RESIDUES AND GARBAGE MAY BE ARRANGED BY VESSEL'S THROUGH LOCAL ,MARITIME AGENTS AT CALLAO PORT.

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	MBM
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	0.00
10.4	Berth heading	226°
10.5	Width of the channel adjacent to the berth	
10.6	Position of mooring bollards and hooks	

10.7 Position of mooring buoys

Mooring Buoy ID Number	'x' Distance to Target Line F & A (m)	'y' Distance to Target Line athwart (m)	Height (m)	Max. Allow Load (tonnes)
A1	-198.00	-128.00	1.00	75.00
A2	100.00	-184.00	1.00	75.00
A3	267.00	6.00	1.00	75.00
A4	185.00	223.00	1.00	75.00

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	

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: TERMINAL 3

ReportName 5384d00b-6629-42e2-a6ce-36aaaef60fa0

Terminal Name: LA PAMPILLA

Terminal Port: CALLAO

Terminal Port Authority: AUTORIDAD PORTUARIA NACIONAL

Country: Peru

Berth Name: TERMINAL 3

13 November 2015

1 Berth General

1.1		Berth name or number	TERMINAL 3
1.2		Berth type	
	1		Multi Buoy Mooring (MBM)
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	115511 South
	2	Longitude	0770908 West
1.4		Berth users for liquid and gas cargoes	REFINERIA LA PAMPILLA S.A.A.
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		Yes
	2	If 'Yes', state date of last survey	30 December 2012
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		Yes
	2	If 'Yes', state date of last analysis	30 December 2012
1.7		Additional comments or information	NONE

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	NO EXCEPTIONS
2.2		State distance from pilot station(s) to berth	8.5 NAUTICAL MILES
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	8.5 NAUTICAL MILES
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	15.30 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	30 September 2005
2.6		Date next survey is due	30 December 2015
2.7		State Maximum Tidal Range in berth approaches	1.19
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	Environmental limit conditions for tanker ship's maneuvering approaching and mooring to this Conventional Buoy Mooring (CBM), are: Wind speed= 10 m/s or 19.4 knots. Current speed = 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 1.50 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m.
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	230.00 Centimeters
2	Percentage	15.30 Depth of water
3	Specify other UKC criterion where applicable	NONE
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	NONE
2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
1		No
2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	
2.14	Additional comments or information	NONE

3 Water Depth Alongside

3.1		Minimum controlled water depth alongside berth at chart datum	
	1	Water depth	15.30 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	30 September 2005
3.3		Date next survey is due	30 December 2015
3.4		Minimum static under keel clearance (UKC) alongside berth	
	1	Value	230.00 Centimeters
	2	Percentage	15.30 Depth of water
	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	NONE
3.6		Type of bottom alongside berth	
	1		Mud
	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	1.19
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	0.00
	3	Maximum	80000.00 Metric Tonnes
4.2		Berthing displacement	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.3		Alongside displacement	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.4		State any deadweight/displacement exceptions	

1	TPQ NA Selector	No restrictions
2		No exception
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	133.00 Metres
3	Maximum	245.00 Metres
4.7	Beam	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	No restrictions
2		0.00
4.9	Minimum PBL forward of manifold	
1	TPQ NA Selector	No restrictions
2		0.00
4.10	Minimum PBL aft of manifold	
1	TPQ NA Selector	No restrictions
2		0.00
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	No restrictions
2	Minimum	0.00
3	Maximum	0.00
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	0.00
3	Maximum	0.00
4	Specify whether height is from the deck or the drip tray	as per OCIMF guidelines
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		0.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)	
1	TPQ NA Selector	Applicable
2		10.00 Metric Tonnes
4.20	Additional comments or information	NONE

5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	Use of tug for berthing and/or unberthing maneuverings are compulsory. The Mooring Pilot authorized by the competent authority to assess to the Ship's Captain in the maneuvers, in agreement with his/her criteria and professional responsibility and in consultation with the Ships' Captain will determine the number of tugs and lines to be used according to the Ship and weather conditions. Tugboats available to provide towage services for ship's manoeuvrings: T/B LOBOS: Bollard Pull: 45 Tons. T/B CARAL: Bollard Pull: 46 Tons. T/B SECHIN: Bollard Pull: 54 Tons. T/B MOCHICA: Bollard Pull: 45 Tons. T/B ANDES: Bollard Pull: 62.09 Tons.
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Tug's Lines
2	Comments	NONE
5.3	Type of fenders installed at berth	
1		Other
2	If 'Other' please specify	MBM

5.4	State orientation of vessel alongside berth	Not applicable
5.5	At buoy moorings, state which side hose is normally connected	
1		Port
2	If 'Other' please specify	
5.6	Minimum mooring arrangement	8 MOORING ROPES
5.7	Describe any additional mooring requirements	USE OF BOTH VESSEL'S ANCHORS
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	
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	
5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	ALL WIRES MUST BE FITTED WITH NYLON TAILS
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		SAME SPEED ALL VESSELS
1		3.00 Knots
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		Not an SBM
5.19	Largest ship handled at berth to date	NO AVAILABLE
5.20	Additional comments or information	NONE

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	Two strings of submarine hoses of 16”Ø and 65.5 meters length with a cam lock coupling of 12”Ø ready to connect to ship’s port side cargo manifold
6.2	List grades handled at berth	Crude Oils/Condensates, Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Biodiesel/Biosiesel Blends
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Unleaded Gasoline, Fuel Oil, Jet A-1, Biodiesel, Gasoils and Diesels.
6.3	State transfer rate restrictions and back pressure for each cargo grade	10 Kg / cm2 or 150 P.S.I.
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	BAKELITA
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	OCIMF STANDARDS REQUIREMENTS
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	NOT APPLICABLE
6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		No
2	Supply details	Not fitted.
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.	Access using combination vessel's ladder.
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	Containment oil booms, Skimming oil equipment, oil absorbent materials, dispersant stocks, barge and boats for oil booms deployment.
6.13	Additional comments or information	NONE

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	PORTABLE RADIO UHF/ VHF FREQUENCY AND MOBILE TELEPHONES

7.2		Is it required that terminal or shore representatives stay on board during operations?	
	1		Yes
	2	If 'Yes', state requirements including number of persons and their roles	02 LOADING MASTERS, 03 MOORING GANG, 01 MOORING PILOT.
7.3		Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Environmental limit conditions for tanker ship's maneuvering approaching and mooring to this Conventional Buoy Mooring (CBM), are: Wind speed= 10 m/s or 19.4 knots. Current speed = 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 1.50 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m.
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	ONLY CRUDE OIL WASHING ARE ALLOWED.
7.5		Are there any berth specific requirements regarding tanker inerting procedures?	
	1		Yes
	2	If 'Yes', state requirements	USE OF INERT GAS IS COMPULSORY FOR PETROLEUM PRODUCTS WITH FLASH POINT EQUAL OR LESS THAN 60 DEGREES CELSIUS.
7.6		Is there a temperature limit for cargo handled?	
	1		Yes
	2	If 'Yes', state temperature limits	82° DEGREES CELSIUS.
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	occasionally.
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	Environmental limit conditions for tanker ship's maneuvering approaching and mooring to this Conventional Buoy Mooring (CBM), are: Wind speed= 10 m/s or 19.4 knots. Current speed = 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 1.50 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m.
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		Yes

2	If 'Yes', state restriction	STORING ARE NOT ALLOWED.
7.14	Additional comments or information	NONE

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		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
8.4	Is fresh water available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.5	Are slop reception facilities available?	
1		Yes
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	Ex-Pipe
3	State capacity of slop reception facilities (if applicable)	10000.00 Barrels
4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	ONLY OIL RESIDUES.
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	100000 Bbls.
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		No
2	If 'Yes', provide details	
8.9	Additional comments or information	SLUDGE, BILGE RESIDUES AND GARBAGE MAY BE ARRANGED BY VESSEL'S THROUGH LOCAL ,MARITIME AGENTS AT CALLAO PORT.

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	MBM
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	0.50
10.4	Berth heading	240°
10.5	Width of the channel adjacent to the berth	999.00
10.6	Position of mooring bollards and hooks	
10.7	Position of mooring buoys	

	Mooring Buoy ID Number	'x' Distance to Target Line F & A (m)	'y' Distance to Target Line athwart (m)	Height (m)	Max. Allow Load (tonnes)
	A1	-253.00	-118.00	1.00	75.00
	A2	77.00	-117.00	1.00	75.00
	A3	77.00	113.00	1.00	75.00
	A4	-251.00	114.00	1.00	75.00

10.8	Fender Location	
10.9	Fender Reaction Data	
10.10	Fender friction coefficient (μ)	0.00
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	NONE

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: TERMINAL 2

ReportName 7bf780ef-3551-42f7-97fc-f17990a29f45

Terminal Name: LA PAMPILLA

Terminal Port: CALLAO

Terminal Port Authority: AUTORIDAD PORTUARIA NACIONAL

Country: Peru

Berth Name: TERMINAL 2

13 November 2015

1 Berth General

1.1		Berth name or number	TERMINAL 2
1.2		Berth type	
	1		Multi Buoy Mooring (MBM)
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	115528 South
	2	Longitude	0770938 West
1.4		Berth users for liquid and gas cargoes	REFINERIA LA PAMPILLA S.A.A.
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		Yes
	2	If 'Yes', state date of last survey	30 December 2012
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		Yes
	2	If 'Yes', state date of last analysis	30 December 2012
1.7		Additional comments or information	NONE

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	NO EXCEPTIONS
2.2		State distance from pilot station(s) to berth	8.5 NAUTICAL MILES
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	8.5 NAUTICAL MILES
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	18.80 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 March 2008
2.6		Date next survey is due	30 December 2014
2.7		State Maximum Tidal Range in berth approaches	1.19
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	Environmental limit conditions for tanker ship's maneuvering approaching and mooring to this Conventional Buoy Mooring (CBM), are: Wind speed= 10 m/s or 19.4 knots. Current speed = 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 1.50 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m.
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	270.00 Centimeters
2	Percentage	18.80 Depth of water
3	Specify other UKC criterion where applicable	NONE
2.11	Absolute maximum draught in berth approaches, if applicable	16.11
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	NONE
2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
1		No
2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	
2.14	Additional comments or information	NONE

3 Water Depth Alongside

3.1		Minimum controlled water depth alongside berth at chart datum	
	1	Water depth	18.80 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 March 2008
3.3		Date next survey is due	01 December 2018
3.4		Minimum static under keel clearance (UKC) alongside berth	
	1	Value	270.00 Centimeters
	2	Percentage	18.80 Depth of water
	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	NONE
3.6		Type of bottom alongside berth	
	1		Mud
	2	If 'Other' please specify	
3.7		Absolute maximum draft alongside, if applicable	16.11
3.8		State maximum tidal range at berth, if applicable	1.19
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	60000.00 Metric Tonnes
	3	Maximum	250000.00 Metric Tonnes
4.2		Berthing displacement	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.3		Alongside displacement	
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.4		State any deadweight/displacement exceptions	

1	TPQ NA Selector	Not applicable
2		NONE
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	228.00 Metres
3	Maximum	283.00 Metres
4.7	Beam	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	No restrictions
2		0.00
4.9	Minimum PBL forward of manifold	
1	TPQ NA Selector	No restrictions
2		0.00
4.10	Minimum PBL aft of manifold	
1	TPQ NA Selector	No restrictions
2		0.00
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	No restrictions
2	Minimum	0.00
3	Maximum	0.00
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	0.00
3	Maximum	0.00
4	Specify whether height is from the deck or the drip tray	As per OCIMF guidelines
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		0.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)	
1	TPQ NA Selector	Applicable
2		10.00 Metric Tonnes
4.20	Additional comments or information	NONE

5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	Use of tug for berthing and/or unberthing maneuverings are compulsory. The Mooring Pilot authorized by the competent authority to assess to the Ship's Captain in the maneuvers, in agreement with his/her criteria and professional responsibility and in consultation with the Ships' Captain will determine the number of tugs and lines to be used according to the Ship and weather conditions. Tugboats available to provide towage services for ship's manoeuvrings: T/B LOBOS: Bollard Pull: 45 Tons. T/B CARAL: Bollard Pull: 46 Tons. T/B SECHIN: Bollard Pull: 54 Tons. T/B MOCHICA: Bollard Pull: 45 Tons. T/B ANDES: Bollard Pull: 62.09 Tons.
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Tug's Lines
2	Comments	NONE
5.3	Type of fenders installed at berth	
1		Other
2	If 'Other' please specify	M.B.M.

5.4	State orientation of vessel alongside berth	Not applicable
5.5	At buoy moorings, state which side hose is normally connected	
1		Port
2	If 'Other' please specify	
5.6	Minimum mooring arrangement	10 MOORING ROPES
5.7	Describe any additional mooring requirements	USE OF BOTH VESSEL'S ANCHORS
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	
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	
5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	ALL WIRES TO BE FITTED WITH NYLON TAILS
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		SAME SPEED ALL VESSELS
1		3.00 Knots
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		Not an SBM
5.19	Largest ship handled at berth to date	NO AVAILABLE
5.20	Additional comments or information	NONE

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	Two strings of submarine hoses of 16”Ø and 74.7 meters length with a cam lock coupling of 16”Ø ready to connect to ship’s port side cargo manifold.
6.2	List grades handled at berth	Crude Oils/Condensates
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	CRUDE OILS: ORIENTE, GALEOTA, SOUTH BLEND, BIJUPIRA, AMENAM, NAPO, QUA IBOE.
6.3	State transfer rate restrictions and back pressure for each cargo grade	7 Kg/cm2 0 100 P.S.I.
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	BAKELITA
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	OCIMF STANDARDS REQUIREMENTS
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	Not provided.
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.	Access using combination ladder.
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	Containment booms Skimming equipment Absorbent materials Dispersant stocks.
6.13	Additional comments or information	NONE

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	PORTABLE RADIO UHF FREQ., VHF MARINE FREQ AND MOBILE TELEPHONES.
7.2	Is it required that terminal or shore representatives stay on board during operations?	
1		Yes

2	If 'Yes', state requirements including number of persons and their roles	02 LOADING MASTER'S, 03 MOORING GANG, 01 MOORING PILOT.
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Environmental limit conditions for tanker ship's maneuvering approaching and mooring to this Conventional Buoy Mooring (CBM), are: Wind speed= 10 m/s or 19.4 knots. Current speed = 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 1.50 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m.
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	USE OF INERT GAS IS COMPULSORY FOR PETROLEUM PRODUCTS WITH FLASH POINT EQUAL OR LESS THAN 60 DEGREES CELSIUS.
7.6	Is there a temperature limit for cargo handled?	
1		Yes
2	If 'Yes', state temperature limits	82 DEGREES CELSIUS
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	OCASIONALLY
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	Environmental limit conditions for tanker ship's maneuvering approaching and mooring to this Conventional Buoy Mooring (CBM), are: Wind speed= 10 m/s or 19.4 knots. Current speed = 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 1.50 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship full load condition) Wind speed= 22 m/s or 42.7 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ships remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Transverse direction to the ship's head (ship ballast condition) Wind speed= 18 m/s or 35 knots. Current speed= 0.4 m/s or 0.78 knots. Significant wave height (Hs) = 2 m. Environmental limit conditions for tanker ship remain (permanence) moored at this Conventional Buoy Mooring (CBM), are: Longitudinal direction to the ship's head Wind speed= 30 m/s or 58 knots. Current speed= 1.50 m/s or 2.90 knots. Significant wave height (Hs) = 3 m.
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		Yes
2	If 'Yes', state restriction	NO STORING ALLOWED
7.14	Additional comments or information	NONE

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		Yes
	2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	EX-PIPE
8.4		Is fresh water available?	
	1		No
	2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.5		Are slop reception facilities available?	
	1		Yes
	2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	EX-PIPE
	3	State capacity of slop reception facilities (if applicable)	1500.00 Barrels
	4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	Only oil residues.
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	100000 Bbls.
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		No
	2	If 'Yes', provide details	
8.9		Additional comments or information	SLUDGE, BILGE RESIDUES AND GARBAGE MAY BE ARRANGED BY VESSEL'S THROUGH LOCAL ,MARITIME AGENTS AT CALLAO PORT.

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	MBM
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	0.00
10.4	Berth heading	208°
10.5	Width of the channel adjacent to the berth	100.00
10.6	Position of mooring bollards and hooks	

10.7 Position of mooring buoys

Mooring Buoy ID Number	'x' Distance to Target Line F & A (m)	'y' Distance to Target Line athwart (m)	Height (m)	Max. Allow Load (tonnes)
A1	-181.00	-67.00	1.00	75.00
A2	168.00	-74.00	1.00	75.00
A3	238.00	1.00	1.00	75.00
A4	234.00	85.00	1.00	75.00
A5	194.00	151.00	1.00	75.00

10.8	Fender Location	
10.9	Fender Reaction Data	

10.10	Fender friction coefficient (μ)	0.00
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	NONE