

### Oil Companies International Marine Forum MTIS Programme

**Terminal TPQ** 

**Terminal TPQ: PETRONOR MARINE TERMINAL** 

ReportName 4a6894ea-0874-4bb4-94e4-f35777d86a74

**Terminal Name: PETRONOR MARINE TERMINAL** 

**Terminal Port: BILBAO PORT** 

Terminal Port Authority: AUTORIDAD PORTUARIA DE BILBAO

**Country: Spain** 

Postcode/Zipcode

1	General	
1.1	Date this TPQ document was completed/updated	16 November 2012
1.2	Specify units used	Metres and Metric Tonnes
2	Port Details	
2.1	Port Name	BILBAO PORT
2.2	UN LOCODE	ESBIO
2.3	Country	Spain
2.4 1 2	Latitude and Longitude of Port Latitude Longitude	432150 North 0030616 West
2.5	Is this location affected by ice?	No
2.6	Name of port authority	AUTORIDAD PORTUARIA DE BILBAO
2.7	Port authority contact name and title	MARIO HERNAEZ URIARTE - DIRECTOR
2.8 1 2 3 4 5 6 7 8 9	Port authority full style contact address Address Line 1 Address Line 2 Address Line 3 City County/State Postcode/Zipcode Phone Fax Email Website	CAMPO VOLANTIN, 37 N/A N/A N/A BILBAO BIZKAIA 48007 944871200 944871208 n/a www.bilbaoport.es
3	Terminal Details	
3.1	Terminal name	PETRONOR MARINE TERMINAL
3.2	Terminal owner	PETROLEOS DEL NORTE S.A.
3.2	Number of berths included in this TPQ	6
3.3	Name of first point of contact for terminal owner	JOSU JON IMAZ SAN MIGUEL
3.4 1 2 3 4 5	Terminal owner full style contact address Address Line 1 Address Line 2 Address Line 3 City County/State	SAN MARTIN, 5 N/A N7A MUSKIZ BIZKAIA

48550

			155///uo0d/4
	7	Phone	946357000
	8	Fax	946365332
	9	Email	PETRONOR_PORT@repsol.com
	10	Website	http://www.repsol.com/es_en/productos- servicios/servicios-marinos/terminales- marinas/petronor/about- us/welcome/default.aspx
3.5		Terminal operator, if different from owner	N/A
3.6		Name of first point of contact for terminal operator	N/A
3.7		Terminal operator full style contact address	
	1	Address Line 1	N/A
	2	Address Line 2	N/A
	3	Address Line 3	N/A
	4	City	N/A
	5	County/State	N/A
	6	Postcode/Zipcode	N/A
	7	Phone	N/A
	8	Fax	N/A
	9	Email	N/A
	10	Website	N/A
4		TPQ Accountability	
4.1		Name and title of person completing this TPQ	IMANOL OLABARRIA INTXAUSTI - JEFE A. TERMINAL MARITIMA
4.2		Full style contact details of person completing this TPQ	
	1	Address Line 1	SAN MARTIN, 5
	2	Address Line 2	N/A
	3	Address Line 3	N7A
	4	City	MUSKIZ
	5	County/State	BIZKAIA
	6	Postcode/Zipcode	48550
	7	Phone	946357000
	8	Fax	946365332
	9	Email	PETRONOR_PORT@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	IMANOL OLABARRIA INTXAUSTI
5.2		Port Facility Security Officer full style contact details	
٥.٢	1	Address Line 1	SAN MARTIN, 5
	2	Address Line 2	n/a
	_	Addicas Ellic 2	190

3	Address Line 3	n/a
4	City	MUSKIZ
5	County/State	BIZKAIA
6	Postcode/Zipcode	48550
7	Phone	946357000
8	Fax	946365332
9	Email	molabarriai@repsol.com

### 6 Operational Integrity Details

6.1	State details of any pre-arrival/operational clearance formalities for vessels	See Petronor Terminal Questionnaire
6.2	Has the terminal completed an assessment using the standard industry process?	
1		Yes
2	If 'Yes', state date completed	11 November 2012
6.3	Additional comments or information	None



### Oil Companies International Marine Forum

**MTIS Programme** 

### **Berth TPQ**

Berth TPQ: JETTY - 6

ReportName d966225a-2a3c-4d6e-bb03-4f91f9ea9ded

**Terminal Name: PETRONOR MARINE TERMINAL** 

**Terminal Port: BILBAO PORT** 

Terminal Port Authority: AUTORIDAD PORTUARIA DE BILBAO

**Country: Spain** 

Berth Name: JETTY - 6

1		Berth General	
1.1		Berth name or number	JETTY - 6
1.2	1 2	Berth type  If 'Other' please specify	Wharf or Quay
1.3	1 2	Terrestrial co-ordinates of manifold centreline  Latitude  Longitude	432151 North 0030551 West
1.4		Berth users for liquid and gas cargoes	JETTY OUT OF SERVICE
1.5	1 2	Has a structural survey of the berth been undertaken, including its underwater structure?  If 'Yes', state date of last survey	Yes 17 May 2005
1.6	1 2	Has an engineering (mooring and fendering) analysis of berth been undertaken?  If 'Yes', state date of last analysis	Yes 17 May 2005
1.7		Additional comments or information	out of order
2		Berth Approaches	
2.1	1 2	Is pilotage compulsory?  If 'Yes', state if any vessels are exempted	Yes SPANISH LAW THE PILOTAGE IS COMPULSORY FOR ALL DANGEROUS GOODS
2.2		State distance from pilot station(s) to berth	JETTY OUT OF SERVICE
2.3	1 3	Is a waiting anchorage available?  If 'Yes', state distance from waiting anchorage to berth	Yes TWO (2) MILES
2.4	1 2 3	Controlling depth of water for transit to and from berth Water depth State datum used If 'Other' please specify datum	7.00 Metres
2.5		Date of latest survey from which transit depth has been determined	08 November 2008
2.6		Date next survey is due	08 November 2018
2.7		State Maximum Tidal Range in berth approaches	4.50
2.8	1 2	Is laden transit to and/or from the berth conducted using the tide?  If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	No

2.19 State details of any specific berthing and/or unberthing restrictions INFORMATION AND PORT REGULATION  2.10 Minimum under keel clearance (UKC) in berth approaches  1 Value 1.00 Meters 2 Percentage 6.00 Depth of water 3 Specify other UKC criterion where applicable 7.00  2.11 Absolute maximum draught in berth approaches, if applicable 7.00  2.12 State minimum vertical clearance of any bridges/power cables/vertical obstructions 1 Vertical clearance 999.00 Metres  2 State datum used 999.00 Metres  2 State datum used N/A  3 If 'Other' specify other datum used Free the state whether Active or Passive escort is employed and the maximum town from the time to give able to generate 4.00 Metres  3 Water Depth Alongside  3.1 Minimum controlled water depth alongside berth at chart datum 1.1 Water depth 3.1 Minimum controlled water depth alongside depth has been determined 0.8 November 2008  3.2 Date of latest survey from which alongside depth has been determined 0.8 November 2008  3.3 Date next survey is due 0.8 November 2018  3.4 Minimum static under keel clearance (UKC) alongside berth 1.1 Value 1.00 Meters 7.00 Depth of water 7.00 De			
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2.12 State minimum vertical clearance of any bridges/power cables/vertical obstructions  1 Vertical clearance 999.00 Metres  2 State datum used 3 If 'Other' specify other datum used 4 Further details N/A  2.13 Does the port require tankers and gas carriers to be escorted by tugs?  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 JETTY OUT OF ORDER  3. Water Depth Alongside  3.1 Minimum controlled water depth alongside berth at chart datum 1 Water depth 2 State datum used 3 If 'Other' specify datum  3.2 Date of latest survey from which alongside depth has been determined 08 November 2008  3.3 Date next survey is due 08 November 2018  3.4 Minimum static under keel clearance (UKC) alongside berth 1 Value 2 Percentage 7.00 Depth of water 3 Specify other UKC criterion where applicable  3.5 State range of water densities at berth 1 From 1015.00 2 To 1025.00 3 Further details  3.6 Type of bottom alongside berth 1 If 'Other' please specify  3.7 Absolute maximum draft alongside, if applicable 6.00  3.8 State maximum tidal range at berth, if applicable 4.50	3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE
obstructions 1 Vertical clearance 2 State datum used 3 If 'Other' specify other datum used 4 Further details N/A  2.13 Does the port require tankers and gas carriers to be escorted by tugs? 1 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 JETTY OUT OF ORDER  3.1 Minimum controlled water depth alongside berth at chart datum 1 Water depth 2 State datum used 3 If 'Other' specify datum  3.2 Date of latest survey from which alongside depth has been determined 08 November 2008 3.3 Date next survey is due 08 November 2018 3.4 Minimum static under keel clearance (UKC) alongside berth 1 Value 2 Percentage 3 Specify other UKC criterion where applicable 3.5 State range of water densities at berth 1 From 1 1015.00 2 To 3 Further details 3.6 Type of bottom alongside berth 1 If 'Other' please specify 3.7 Absolute maximum tidal range at berth, if applicable 3.8 State maximum tidal range at berth, if applicable 3.8 State maximum tidal range at berth, if applicable 3.8 State maximum tidal range at berth, if applicable 3.9 State maximum tidal range at berth, if applicable 3.9 State maximum tidal range at berth, if applicable 3.9 State maximum tidal range at berth, if applicable 3.9 State maximum tidal range at berth, if applicable	2.11	Absolute maximum draught in berth approaches, if applicable	7.00
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3 If 'Other' specify other datum used 4 Further details N/A  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  2.14 Additional comments or information JETTY OUT OF ORDER  3 Water Depth Alongside  3.1 Minimum controlled water depth alongside berth at chart datum 1 Water depth 2 State datum used 3 If 'Other' specify datum  3.2 Date of latest survey from which alongside depth has been determined 08 November 2008  3.3 Date next survey is due 08 November 2018  3.4 Minimum static under keel clearance (UKC) alongside berth 1 Value 1.00 Meters 2 Percentage 7.00 Depth of water 3 Specify other UKC criterion where applicable  3.5 State range of water densities at berth 1 From 1015.00 2 To 1025.00 3 Further details  3.6 Type of bottom alongside berth 1 If 'Other' please specify  3.7 Absolute maximum draft alongside, if applicable 6.00  3.8 State maximum tidal range at berth, if applicable 4.50	1		999.00 Metres
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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 2.14 Additional comments or information  3 Water Depth Alongside 3.1 Minimum controlled water depth alongside berth at chart datum 1 Water depth 2 State datum used 3 If 'Other' specify datum 3.2 Date of latest survey from which alongside depth has been determined 3.3 Date next survey is due 3.4 Minimum static under keel clearance (UKC) alongside berth 1 Value 2 Percentage 3 Specify other UKC criterion where applicable 3.5 State range of water densities at berth 1 From 2 To 3 Further details 3.6 Type of bottom alongside berth 1 I foother' please specify 3.7 Absolute maximum draft alongside, if applicable 3.8 State maximum tidal range at berth, if applicable 3.9 Let maximum tidal range at berth, if applicable 3.9 Let maximum tidal range at berth, if applicable 3.9 Let maximum tidal range at berth, if applicable 4.50	2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
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3.2 Date of latest survey from which alongside depth has been determined 08 November 2008 3.3 Date next survey is due 08 November 2018 3.4 Minimum static under keel clearance (UKC) alongside berth 1 Value 1.00 Meters 2 Percentage 7.00 Depth of water 3 Specify other UKC criterion where applicable 3.5 State range of water densities at berth 1 From 1015.00 2 To 1025.00 3 Further details 3.6 Type of bottom alongside berth 1 I Mud 2 If 'Other' please specify 3.7 Absolute maximum draft alongside, if applicable 6.00 3.8 State maximum tidal range at berth, if applicable 4.50	2	State datum used	
3.3 Date next survey is due 08 November 2018  3.4 Minimum static under keel clearance (UKC) alongside berth  1 Value 1.00 Meters  2 Percentage 7.00 Depth of water  3 Specify other UKC criterion where applicable  3.5 State range of water densities at berth  1 From 1015.00  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  5 State maximum tidal range at berth, if applicable  4.50	3	If 'Other' specify datum	
3.4 Minimum static under keel clearance (UKC) alongside berth  1 Value 1.00 Meters  2 Percentage 7.00 Depth of water  3 Specify other UKC criterion where applicable  3.5 State range of water densities at berth  1 From 1015.00  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 6.00  3.8 State maximum tidal range at berth, if applicable 4.50	3.2	Date of latest survey from which alongside depth has been determined	08 November 2008
1 Value 1.00 Meters 2 Percentage 7.00 Depth of water 3 Specify other UKC criterion where applicable  3.5 State range of water densities at berth 1 From 1015.00 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 6.00  3.8 State maximum tidal range at berth, if applicable 4.50	3.3	Date next survey is due	08 November 2018
2 Percentage 7.00 Depth of water 3 Specify other UKC criterion where applicable  3.5 State range of water densities at berth 1 From 1015.00 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 6.00  3.8 State maximum tidal range at berth, if applicable 4.50	3.4	Minimum static under keel clearance (UKC) alongside berth	
3.5 State range of water densities at berth  1 From 1015.00  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  5 State maximum tidal range at berth, if applicable  4.50	1	Value	1.00 Meters
3.5 State range of water densities at berth  1 From 1015.00  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  5 State maximum tidal range at berth, if applicable  4.50	2	Percentage	7.00 Depth of water
1 From 1015.00 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 6.00  3.8 State maximum tidal range at berth, if applicable 4.50	3	Specify other UKC criterion where applicable	
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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  3.8 State maximum tidal range at berth, if applicable  4.50	1	From	1015.00
3.6 Type of bottom alongside berth  1	2	То	1025.00
1	3	Further details	
2 If 'Other' please specify  3.7 Absolute maximum draft alongside, if applicable  5.00  5.20  5.20  5.20  6.00  6.00  6.00	3.6	Type of bottom alongside berth	
3.7 Absolute maximum draft alongside, if applicable 6.00  3.8 State maximum tidal range at berth, if applicable 4.50	1		Mud
3.8 State maximum tidal range at berth, if applicable 4.50	2	If 'Other' please specify	
	3.7	Absolute maximum draft alongside, if applicable	6.00
3.9 Are 'over-the-tide' cargo handling operations permitted at the berth? Yes	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?	Yes

		4f91f9ea9ded
3.10	Does the berth location experience water-level anomalies?  Provide details	No
3.11	Additional comments or information	JETTY OUT OF ORDER
4	Limiting Vessel Dimensions	
4.1 1 2 3	Summer deadweight TPQ NA Selector Minimum Maximum	Not applicable
4.2 1 2 3	Berthing displacement TPQ NA Selector Minimum Maximum	Not applicable
4.3 1 2 3	Alongside displacement TPQ NA Selector Minimum Maximum	Not applicable
4.4 1 2	State any deadweight/displacement exceptions TPQ NA Selector	Not applicable
4.5 1 2 3	Cubic capacity (gas carriers) TPQ NA Selector Minimum Maximum	Not applicable
4.6 1 2 3	Length over all (LOA)  TPQ NA Selector  Minimum  Maximum	Not applicable
4.7 1 2 3	Beam TPQ NA Selector Minimum Maximum	Not applicable
4.8	Minimum parallel body length (PBL) TPQ NA Selector	Not applicable
4.9 1 2	Minimum PBL forward of manifold TPQ NA Selector	Not applicable

		413113643464
4.10 1 2	Minimum PBL aft of manifold TPQ NA Selector	Not applicable
4.11 1 2 3	Bow to centre of manifold (BCM)  TPQ NA Selector  Minimum  Maximum	Not applicable
4.12 1 2 3	Stern to centre of manifold (SCM)  TPQ NA Selector  Minimum  Maximum	Not applicable
4.13 1 2 3	Freeboard TPQ NA Selector Minimum Maximum	Not applicable
4.14 1 2 3	Manifold height above water  TPQ NA Selector  Minimum  Maximum	Not applicable
4.15 1 2 3	Manifold to shipside rail distance TPQ NA Selector Minimum Maximum	Not applicable
4.16 1 2 3 4	Height of manifold above deck or drip tray  TPQ NA Selector  Minimum  Maximum  Specify whether height is from the deck or the drip tray	Not applicable
4.17 1 2 3	Manifold spacing TPQ NA Selector Minimum Maximum	Not applicable
4.18 1 2	Maximum air draft alongside TPQ NA Selector	Not applicable
4.19 1 2	Vessel's minimum derrick/crane Safe Working Load (SWL) TPQ NA Selector	Not applicable
4.20	Additional comments or information	JETTY OUT OF ORDER

5		Mooring and Berthing Information	
5.1		State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	JETTY OUT OF SERVICE
5.2		Are ship's or tug's lines used?	
	1	Ship/Tug	Not required
	2	Comments	JETTY OUT OF SERVICE
5.3		Type of fenders installed at berth	
	1		
	2	If 'Other' please specify	
5.4		State orientation of vessel alongside berth	
5.5		At buoy moorings, state which side hose is normally connected	
	1		
	2	If 'Other' please specify	
5.6		Minimum mooring arrangement	JETTY OUT OF SERVICE
5.7		Describe any additional mooring requirements	JETTY OUT OF SERVICE
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	<b>)</b>	Are there any restrictions on using high modulus synthetic mooring ropes?	
5.10	1	Are there any restrictions on using high modulus synthetic moorning ropes:	No
	2	If 'yes' provide details	
5.11	1	Details of any specific mooring equipment required for any vessel utilising the	IETTY OLIT OF SERVICE
5.11	<u>.</u>	berth	JETTI OUT OF SERVICE
5.12	2	Does the terminal require the vessel to rig Emergency Towing Off Pennants	
	4	(ETOPs) while at the berth?	
	1	If 'Yes', provide details of particular requirements regarding ETOPs.	No
5.13	3	Details of any shore-provided mooring equipment	JETTY OUT OF SERVICE
5.14	1	Are berthing aids provided?	
	1		No
	2	If 'Yes', state type of aids	
5.15	5	State allowable speed of approach if applicable	
	1		JETTY OUT OF SERVICE
	1		

5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	No
5.18 1 2	Chain stopper requirements Applicable	No
5.19	Largest ship handled at berth to date	JETTY OUT OF SERVICE
5.20	Additional comments or information	JETTY OUT OF ORDER
6	Berth Equipment and Facilities	
6.1	Number, type and size of cargo transfer connections	JETTY OUT OF SERVICE
6.2	List grades handled at berth	
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	JETTY OUT OF SERVICE
6.3	State transfer rate restrictions and back pressure for each cargo grade	JETTY OUT OF SERVICE
6.4 1 2	Are transfer connections fitted with insulation flanges?  Provide details	No
6.5	State storage type for LPG	
6.6	Describe any terminal-specific requirements for vessel manifolds	JETTY OUT OF SERVICE
6.7 1 2 3	Is berth fitted with a vapour manifold connection?  If 'Yes' state type and size of vapour connection  State cargo types for which it is required to use vapour connection (if applicable)	No
6.8	State throughput rate(s) of vapour recovery system	JETTY OUT OF SERVICE
6.9 1 2	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?  Supply details	No
6.10 1 2	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?  If 'yes' provide details	No
6.11	Describe access arrangements between ship and shore.	JETTY OUT OF SERVICE
6.12	Does the berth have pollution response equipment?  If 'yes' provide details	Yes Containment boom(s) Skimming equipment Absorbent materials Dispersant stocks

6.13	Additional comments or information	JETTY OUT OF ORDER
7	Berth Operations	
7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	JETTY OUT OF SERVICE
7.2 1 2	Is it required that terminal or shore representatives stay on board during operations?  If 'Yes', state requirements including number of persons and their roles	No
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	JETTY OUT OF SERVICE
7.4 1 2	Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?  If 'Yes' provide full details of these restrictions	No
7.5 1 2	Are there any berth specific requirements regarding tanker inerting procedures?  If 'Yes', state requirements	No
7.6 1 2	Is there a temperature limit for cargo handled?  If 'Yes', state temperature limits	No
7.7 1 2	Is it permitted for vessels to undertake double-banked operations alongside the berth?  If 'Yes', state limiting criteria	No
7.8 1 2	Is vessel required to pump water ashore or receive water on board for line clearance purposes?  If 'Yes', provide operational details	No
7.9 1 2	Can the berth be used for Ship-to-Ship transfers using terminal facilities?  Provide details	No
7.10	State details regarding any environmental restrictions applicable at the berth	JETTY OUT OF SERVICE
7.11 1 2	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?  If 'Yes', state restriction	No
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?  If 'Yes', state restriction	No
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	

9.2

Which months of the year can ice be expected?

	1 2	If 'Yes', state restriction	No
7.14		Additional comments or information	JETTY OUT OF ORDER
8		Available Services	
8.1	1	Are Fuel Oil bunkers available?	No
	2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.2	1	Are Diesel Oil bunkers available?	No
	2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.3		Are Intermediate Oil bunkers available?	
	2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	No
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	If Week state how received (e.g. Ev Dine horse truck)	No
	2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck) State capacity of slop reception facilities (if applicable)	
	4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	
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	1	Are engine room sludge and bilge reception facilities available?	No
	1 2	If 'Yes', state how received (e.g. Ex-pipe, barge, truck)	INO
8.8		Are garbage reception facilities available at the berth.	
	1		No
	2	If 'Yes', provide details	
8.9		Additional comments or information	JETTY OUT OF ORDER
9		Berth Low Temperature Impact	
9.1		What is the typical range of temperatures the terminal operates in during a winter season?	

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								
2	If 'Yes' provide details and specify how they can be requested								
9.9	Are there icebreakers available to operate in the terminal area								
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)								
9.10 1	Does the terminal have ice-capable tugs and support craft								
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 1	Does the terminal provide its own ice navigator/advisor?								
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	JETTY OUT OF SERVICE							
10.2	Specify datum used for height and depth measurements in this section								
2	If 'Other' please specify other								
10.3	Berth height above datum	7.10							
10.4	Berth heading								
10.5	Width of the channel adjacent to the berth								
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 ( $\mu$ )								

State identity and horizontal position of loading arms
 State loading arm operating limits
 Additional comments or information



# Oil Companies International Marine Forum MTIS Programme Berth TPQ

Berth TPQ: JETTY - 2

ReportName cc7c3099-befc-4665-852f-5ff9b9ea8123

**Terminal Name: PETRONOR MARINE TERMINAL** 

**Terminal Port: BILBAO PORT** 

**Terminal Port Authority: AUTORIDAD PORTUARIA DE BILBAO** 

**Country: Spain** 

Berth Name: JETTY - 2

### 1 Berth General

1.1		Berth name or number	JETTY - 2		
1.2		Berth type			
	1		Wharf or Quay		
	2	If 'Other' please specify	as above		
1.3		Terrestrial co-ordinates of manifold centreline			
	1	Latitude	432204 North		
	2	Longitude	0030557 West		
1.4		Berth users for liquid and gas cargoes	PETRONOR		
1.5		Has a structural survey of the berth been undertaken, including its underwater			
	1	structure?	Yes		
	2	If 'Yes', state date of last survey	17 May 2005		
1.6		Has an engineering (mooring and fendering) analysis of berth been			
		undertaken?			
	1		Yes		
	2	If 'Yes', state date of last analysis	06 December 2008		
1.7		Additional comments or information	No comments		
2		Berth Approaches			
2.1		Is pilotage compulsory?			
	1		Yes		
	2	If 'Yes', state if any vessels are exempted	SPANISH LAW THE PILOTAGE IS COMPULSORY FOR ALL DANGEROUS GOODS		
2.2		State distance from pilot station(s) to berth	TWO (2) MILES		
2.3		Is a waiting anchorage available?			
	1		Yes		
	3	If 'Yes', state distance from waiting anchorage to berth	TWO (2) MILES		
2.4		Controlling depth of water for transit to and from berth			
	1	Water depth	31.00 Metres		
	2	State datum used	Chart Datum (CD)		
	3	If 'Other' please specify datum	As above		
2.5		Date of latest survey from which transit depth has been determined	08 November 2008		
2.6		Date next survey is due	08 November 2018		
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)	As above.		

2.9	9 State details of any specific berthing and/or unberthing restrictions SEE PETRONOR MARIN INFORMATION AND PO			
2.10	Minimum under keel clearance (UKC) in berth approaches	IN CHIVATION AND FORT REGULATION		
1	Value	1.50 Meters		
2	Percentage	5.00 Depth of water		
3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE		
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		
2	State datum used	Chart Datum (CD)		
3	If 'Other' specify other datum used	as above		
4	Further details	No vertical obstructions		
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 PORT CAPTAIN PROCEDURES		
2.14	No comments			
3	Water Depth Alongside			
3.1	Minimum controlled water depth alongside berth at chart datum			
1	Water depth	19.00 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	08 November 2008		
3.3	Date next survey is due	08 November 2018		
3.4	Minimum static under keel clearance (UKC) alongside berth			
1	Value	0.30 Centimeters		
2	Percentage	1.50 Vessel static draft		
3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE		
3.5	State range of water densities at berth			
1	From	1017.00		
2	То	1025.00		
3	Further details			
3.6	Type of bottom alongside berth			
1	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Sand		
2	If 'Other' please specify			
3.7	Absolute maximum draft alongside, if applicable	17.00		
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?	Yes		

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3.10	Does the berth location experience water-level anomalies?	No
2	Provide details	
3.11	Additional comments or information	No comments
4	Limiting Vessel Dimensions	
4.1 1 2 3	Minimum	No restrictions 0.00 0.00
4.2 1 2 3	Minimum	Applicable 10000.00 Metric Tonnes 200000.00 Metric Tonnes
1 2 3	TPQ NA Selector Minimum	Applicable 10000.00 Metric Tonnes 200000.00 Metric Tonnes
4.4 1 2		Not applicable No exceptions
4.5 1 2 3	Minimum	No restrictions 0.00 0.00
4.6 1 2 3	Minimum Maximum	Applicable 100.00 Metres 325.00 Metres
4.7 1 2 3	Minimum	No restrictions 0.00 0.00
4.8		No restrictions 0.00
4.9 1 2		No restrictions 0.00

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4.10 1 2	Minimum PBL aft of manifold TPQ NA Selector	No restrictions 0.00
4.11 1 2 3	Bow to centre of manifold (BCM)  TPQ NA Selector  Minimum  Maximum	No restrictions 0.00 0.00
4.12 1 2 3	Stern to centre of manifold (SCM)  TPQ NA Selector  Minimum  Maximum	No restrictions 0.00 0.00
4.13 1 2 3	Freeboard TPQ NA Selector Minimum Maximum	No restrictions 0.00 0.00
4.14 1 2 3	Manifold height above water  TPQ NA Selector  Minimum  Maximum	Applicable 7.00 Metres 15.50 Metres
4.15 1 2 3	Manifold to shipside rail distance  TPQ NA Selector  Minimum  Maximum	No restrictions 0.00 0.00
4.16 1 2 3 4	Height of manifold above deck or drip tray  TPQ NA Selector  Minimum  Maximum  Specify whether height is from the deck or the drip tray	Applicable 1.00 2.00 As per OCIMF recommendations for all tanker manifolds and associated equipment
4.17 1 2 3	Manifold spacing TPQ NA Selector Minimum Maximum	No restrictions 0.00 0.00
4.18 1 2	Maximum air draft alongside TPQ NA Selector	Not applicable 17.50 Metres
4.19 1 2	Vessel's minimum derrick/crane Safe Working Load (SWL) TPQ NA Selector	Not applicable 15.00 Metric Tonnes
4.20	Additional comments or information	No comments

5	Мс	poring and Berthing Information			
5.1		te availability and specifications of tugs and mooring craft required for thing and/or unberthing.	SEE BILBAO TUGS FLEET		
5.2	. Shi	ship's or tug's lines used? ip/Tug mments	Tug's Lines As per pilot instructions		
5.3	L	e of fenders installed at berth Other' please specify	Cell Type As above		
5.4	Stat	te orientation of vessel alongside berth	Either Port & Starboard Side To		
5.5	L	Other' please specify	Not applicable		
5.6	2 If 'Other' please specify  Minimum mooring arrangement  Vessels > DWT 50.000 Ton, a minin eight (8) mooring lines must be use end of the vessel.				
5.7	Des	cribe any additional mooring requirements	No additional mooring requirements		
5.8	L 2 If 'y	there any restrictions using wire mooring ropes?  yes', provide details of restrictions in wire moorings as part of the mooring ttern	No They should be in good condition		
5.9	ւ 2 If 'չ	there any restrictions using synthetic mooring ropes?  yes'; provide details of restrictions in synthetic mooring ropes as part of the poring pattern	No They should be in good condition		
5.10	L	there any restrictions on using high modulus synthetic mooring ropes?  yes' provide details	No They should be in good condition		
5.11	Deta bert	ails of any specific mooring equipment required for any vessel utilising the th	No specific mooring requirements		
5.12	(ETC	es the terminal require the vessel to rig Emergency Towing Off Pennants OPs) while at the berth?	No		
2	2 If '\	Yes', provide details of particular requirements regarding ETOPs.	As per OCIMF		
5.13	Deta	ails of any shore-provided mooring equipment	N/A		
5.14	L	berthing aids provided? Yes', state type of aids	Yes AUTOMATIC VESSEL APPROACH SYSTEM		
5.15		te allowable speed of approach if applicable	RECOMMENDED MAXIMUM VELOCITY IN CMS / SEC = 10		

1		0.36					
5.16	Is a mooring tension monitor fitted?	Yes					
5.17	Are mooring hook quick release arrangements provided?	Yes					
5.18	Chain stopper requirements	No					
1	Applicable	No Not an SBM					
	Laurant alice has all ad at leastly to date						
5.19	Largest ship handled at berth to date	NO RECORDS					
5.20	Additional comments or information	No comments					
6	Berth Equipment and Facilities						
6.1	Number, type and size of cargo transfer connections	MARINE LOADING ARM (MLA): 2 X 16" ANSI 150 2 X 10" ANSI 150					
6.2	List grades handled at berth	Crude Oils/Condensates, Bitumen (including cut-backs), Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Biodiesel/Biosiesel Blends, Ethanol/Ethanol Gasoline Blends, Vegetable Oils					
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Crude, Fuel Gasoil, Kerosene, gasoline, naphta					
6.3	State transfer rate restrictions and back pressure for each cargo grade	CRUDE OIL       7.500 m3/hr       BP= 10 bars         FUEL OIL       3.000 m3/hr       BP= 15 bars         GAS OIL       1.500 m3/hr       BP= 15         bars         KEROSENE       1.400 m3/hr       BP= 15 bars         GASOLINE       1.400 m3/hr       BP= 15 bars         NAPHTHA       1.400 m3/hr       BP= 15 bars					
6.4	Are transfer connections fitted with insulation flanges?						
1		Yes					
2	Provide details	Refer. 8.3.9 OCIMF "design and construction specification for marine loading arms.					
6.5	State storage type for LPG	Not applicable					
6.6	Describe any terminal-specific requirements for vessel manifolds	No specific requirements for vessel manifolds					
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?	Vos					
1 2	Supply details	Yes  Manufacture by Woodfield					
	Supply details	manufacture by woodingtu					

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.	SHORE GANGWAY AND PLATFORMS			
6.12	Does the berth have pollution response equipment?				
1		Yes			
2	If 'yes' provide details	SEE PETRONOR POLLUTION PREVENTION PLAN			
6.13	Additional comments or information	No comments			
7	Berth Operations				
7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	PRIMARY: MARINE VHF CHANNEL - 17 BACK UP: PORTABLE RADIO - CH:11			
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?	• Maximum wind velocity in operation: 22, 2 m/s.			
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	Maximum: 85 º C			
7.7	Is it permitted for vessels to undertake double-banked operations alongside the berth?	2			
1		No			
2	If 'Yes', state limiting criteria				
7.8					
1		Yes			

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2	If 'Yes', provide operational details	Only for maintenance and inspection purpose					
7.9	Can the berth be used for Ship-to-Ship transfers using terminal facilities?						
1		Yes					
2	Provide details	Using both vessel different piers, and all operations coordinate by Terminal Control Room.					
7.10	O State details regarding any environmental restrictions applicable at the berth Reference ISGOTT						
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	Cargo Tanks?					
1		Yes					
2	If 'Yes', state restriction	Reference ISGOTT					
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?						
1		Yes					
2	If 'Yes', state restriction	Reference ISGOTT					
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?						
1		Yes					
2	If 'Yes', state restriction	ONLY BY BARGE					
7.14	Additional comments or information	No comments					
8	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		EX PIPE					
3		20000.00 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 which has been heated or containing chemicals additives or lube-oils					
8.6	Are dirty ballast reception facilities available?						
1		Yes					

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	2	If 'Yes', state how received	EX PIPE				
:	3	State capacity of dirty ballast receiption facilities	20000				
8.7		Are engine room sludge and bilge reception facilities available?					
	1	Are engine room studge and blige reception facilities available?	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	Refer: BILBAO PORT FACILITIES				
8.9		Additional comments or information	No comments				
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	1	Does the terminal have its own resources for conducting icebreaker escort					
	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	1	Does the terminal have ice-capable tugs and support craft					
	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					
	1	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					
		Supplementally information					

40.4	D 11 1								NAMILA DE		
10.1	Berth transparency SOLID WHARF										
10.2	Specify datum used for height and depth measurements in this section  Chart Pature (CD)										
1 2	If 'Other' places specify other								Chart Datum (CD)		
	If 'Other' please specify other										
10.3	Berth height above datum 7.00										
10.4	Berth heading 042										
10.5	Width of the channel adjacent to the berth								0		
10.6	Position of mooring	bollards and	hooks								
	Hook/Bollard ID 'x' dist to Fender 'y' dist to Target Number and Type Face (m) Line (m)		o Target	Heig	tht (m)	SWL (tonn	es)				
		SD-EW-4	(2)	-244.00	7	6.30		7.00	1	60.00	
		SD-EW-5	(2)	-172.00	7	6.30		7.00	)	60.00	
		SD-EW-6	(2)	-127.00	7	6.30		7.00	)	60.00	
		SD-EW-7	(3)	-102.00	7	6.30		7.00	)	100.00	
		SD-EW-8	(2)	-45.00	5	.30		7.00	1	60.00	
		SD-EW-8A	A (2)	-32.00	5	.30		7.00	1	60.00	
		SD-EW-9A	A(2)	32.00	5	.30		7.00	1	60.00	
		SD-EW-9	(2)	45.00	5	.30		7.00	)	60.00	
		SD-EW-10 (2) 89.00 76.30			7.00		60.00				
	SD-EW-11 (3) 109.00 76.30			7.00		100.00					
		SD-EW-12	2 (4)	158.00	7	76.30 7.0		7.00		150.00	
10.7	Position of mooring	buoys									
10.8	Fender Location										
		Fender ID Number	'x' Dist to Target Lir (m)	Elevation of ne Fenders (m)			Fender Height		Fender Contact Area (m2)		
		SD1-ESC-21	2.00	6.10	3.30		6.85		22.61		
		SD1-ESC-22	2.00	6.10	3.30		6.85		22.61		
		SD1-ESC-23	2.00	6.10	3.30		6.85		22.61		
		SD1-ESC-24	2.00	6.10	3.30		6.85		22.61		
		SD1-ESC-25	2.00	6.10	3.30		6.85		22.61		
10.9	Fender Reaction Da	ta									
		Fender Id	Number	Point No.		Compres metres)		Load	d (tonnes)		
		SD1-ESC-0	0021	44	1	.20		494	60		
		SD1-ESC-0	0022	22	1	.20		494	60		
		SD1-ESC-0	0023	1	1	.20		494	60		
		SD1-ESC-0	0024	-22	1	.20		494	60		
		SD1-ESC-0	0025	-44	1	.20		494	60		
10.10	Fender friction coef	ficient (μ)					C	).22			
10.11	State identity and h	orizontal posi	tion of loa	ding arms							

Loading Arm/Shore Connection ID Number	co-ordinate		Max Excursion Surge	Max Excursion Sway	Max Excursion Heave
SD1-MLA- 008	6.40	-4.50			
SD1-MLA- 009	6.40	-1.50			
SD1-MLA- 010	6.40	1.50			
SD1-MLA- 011	6.40	4.50			

### 10.12 State loading arm operating limits

Loading Arm ID Number	Max Op Height	Min Op Height	Max Excursion Surge	Max Excursion Sway	Max Excursion Heave
MLA-008	17.50	7.00	5.50	3.00	19.50
MLA-009	17.50	7.00	5.50	3.00	19.50
MLA-010	17.50	7.00	5.50	3.00	19.50
MLA-011	17.50	7.00	5.50	3.00	19.50

10.13 Additional comments or information

Item 16.10: fender friction coefficient is 22

Mpa

Product: POLYTEC-500 REG



# Oil Companies International Marine Forum MTIS Programme Berth TPQ

Berth TPQ: JETTY - 1

ReportName 7f69eba4-b7be-49cb-ab97-8d7bb3fea48e

**Terminal Name: PETRONOR MARINE TERMINAL** 

**Terminal Port: BILBAO PORT** 

Terminal Port Authority: AUTORIDAD PORTUARIA DE BILBAO

**Country: Spain** 

Berth Name: JETTY - 1

### 1 Berth General

1.1		Berth name or number	JETTY - 1
1.2		Berth type	
:	1		Wharf or Quay
2	2	If 'Other' please specify	as above
1.3		Terrestrial co-ordinates of manifold centreline	
1	1	Latitude	432212 North
2	2	Longitude	0030540 West
1.4		Berth users for liquid and gas cargoes	PETRONOR
1.5		Has a structural survey of the berth been undertaken, including its underwater	
	1	structure?	Yes
2	2	If 'Yes', state date of last survey	17 May 2005
1.6		Has an engineering (mooring and fendering) analysis of berth been	
		undertaken?	
	1		Yes
- 2	2	If 'Yes', state date of last analysis	06 December 2008
1.7		Additional comments or information	No comments
2		Berth Approaches	
2.1		Is pilotage compulsory?	
1	1		Yes
2	2	If 'Yes', state if any vessels are exempted	SPANISH LAW THE PILOTAGE IS COMPULSORY FOR ALL DANGEROUS GOODS
2.2		State distance from pilot station(s) to berth	TWO (2) MILES
2.3		Is a waiting anchorage available?	
:	1		Yes
3	3	If 'Yes', state distance from waiting anchorage to berth	TWO (2) MILES
2.4		Controlling depth of water for transit to and from berth	
:	1	Water depth	31.00 Metres
2	2	State datum used	Chart Datum (CD)
3	3	If 'Other' please specify datum	As above
2.5		Date of latest survey from which transit depth has been determined	08 November 2008
2.6		Date next survey is due	08 November 2018
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	2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	as above

2.9	State details of any specific berthing and/or unberthing restrictions	SEE PETRONOR MARINE TERMINAL INFORMATION AND PORT REGULATION
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	1.50 Meters
2	Percentage	5.00 Depth of water
3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE
2.11	Absolute maximum draught in berth approaches, if applicable	29.00
2.12	State minimum vertical clearance of any bridges/power cables/vertical obstructions	
1	Vertical clearance	999.00
2	State datum used	Chart Datum (CD)
3	If 'Other' specify other datum used	as above
4	Further details	No biridges or vertical obstructions.
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 PORT CAPTAIN PROCEDURES
2.14	Additional comments or information	No comments
3	Water Depth Alongside	
3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	31.00 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	08 November 2008
3.3	Date next survey is due	08 November 2018
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	0.30 Centimeters
2	Percentage	1.00 Vessel static draft
3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE
3.5	State range of water densities at berth	
1	From	1017.00
2	То	1025.00
3	Further details	
3.6	Type of bottom alongside berth	
1		Sand
2	If 'Other' please specify	
3.7	Absolute maximum draft alongside, if applicable	29.00
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?	Yes

				8d/bb3fea48e
3.10	1	Does the berth location experience water-level anomalies?	No	
	2	Provide details		
3.11	L	Additional comments or information	No comments	
4		Limiting Vessel Dimensions		
4.1		Summer deadweight		
	1	TPQ NA Selector	No restrictions	
	2	Minimum	0.00	
	3	Maximum	0.00	
4.2		Berthing displacement		
	1	TPQ NA Selector	Applicable	
	2	Minimum	25000.00 Metric Tonnes	
	3	Maximum	500000.00 Metric Tonnes	
4.3		Alongside displacement		
	1	TPQ NA Selector	Applicable	
	2	Minimum	25000.00 Metric Tonnes	
	3	Maximum	500000.00 Metric Tonnes	
4.4		State any deadweight/displacement exceptions		
	1	TPQ NA Selector	Not applicable	
	2		No exceptions	
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	150.00 Metres	
	3	Maximum	400.00 Metres	
4.7		Beam		
	1	TPQ NA Selector	Not applicable	
	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 TPO NA Selector	No restrictions
1	TPQ NA Selector	
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	23.50 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	
2	Minimum	
3	Maximum	
4	Specify whether height is from the deck or the drip tray	As per OCIMF recommendations 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 alongcide	
4.18	Maximum air draft alongside  TPQ NA Selector	Not applicable
2	Trig NA Selection	0.00
		0.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)	
1	TPQ NA Selector	Not applicable
2		15.00 Metric Tonnes
4.20	Additional comments or information	No comments

### 5 Mooring and Berthing Information

5.1		State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	Bilbao Port Tug TUGS POWER BOLLARD PULL PROPULSION FIRE-FIGHTING GATIKA 4	L 3	<b>46</b> Ton	Voith
			W Tractor F GALDAMES 4	i-Fi 1 - 2.400	0 m3 46 Ton	Voith
			IBAIZABAL SEIS		5.300 H.P.	56 Fi-Fi 1
			IBAIZABAL SIET Ton S IBAIZABAL NUI Ton S	Stern Drive EVE Stern Drive	Fi-Fi 1 - 2.40	76
			Ton C ALAI 1	Conventiona	20	Fi-Fi 1 N/A
			AITOR UNO 1 Ton C SERTOSA 30 4 Drive F URGOZO 3	L.420 H.P. Conventiona	20 I 51 Ton	N/A Stern
5.2		Are ship's or tug's lines used?		,		
	1	Ship/Tug	Tug's Lines			
	2	Comments	Tug requireme	ents		
5.3		Type of fenders installed at berth				
	1		Cell Type			
	2	If 'Other' please specify	as above			
5.4		State orientation of vessel alongside berth	Either Port & S	Starboard Si	de To	
5.5		At buoy moorings, state which side hose is normally connected				
	1		Not applicable	9		
	2	If 'Other' please specify	No buoy moor	rings.		
5.6		Minimum mooring arrangement	• V minimum of ei use at each en	ight (8) moo	_	
5.7		Describe any additional mooring requirements	NO ADDITIONA	AL MOORIN	G REQUIREM	ENTS
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	They should be	e in good co	ondition.	
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 They should be in good condition. mooring pattern		
5.10			
1		No	
2	If 'yes' provide details	They should be in good condition	
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	No specific mooring requirements	
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.	As per OCIMF	
5.13	Details of any shore-provided mooring equipment	N/A	
5.14	Are berthing aids provided?		
1		Yes	
2	If 'Yes', state type of aids	AUTOMATIC VESSEL APPROACH SYSTEM	
5.15	State allowable speed of approach if applicable		
1		RECOMMENDED MAXIMUM VELOCITY IN CMS / SEC = 8	
1		0.29	
5.16	Is a mooring tension monitor fitted?	Yes	
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	HILDA KNUDSEN Dated: May 25th, 1978 SHIP DIMENSIONS: LBP: 378 mtrs BEAM: 69 mtrs DWT: 423,621 tONS	

5.20 Additional comments or information

SAFE MOORING AND WORKING GUIDE (OCIMF)

Masters of the Vessels are responsible for the following mooring practices:

- \* Any known defect in the Vessel's mooring system or limitation of mooring winch brakes should be reported to the Pilot and to the Terminal before arrival in order that, if necessary, additional precautions may be agreed.
- \* Ensure that their Vessels are properly secured alongside with adequate ropes or wires, and that all mooring equipment is in good condition.
- \* Ensure that a strict watch is kept on their Vessel mooring system, and that they are tendered as required to prevent slack or over tight lines and undue movement of the Vessel.
- \* Where wires are used they should be of a similar breaking load to that of the ropes.
- \* It is recommended that wires should be used for all mooring lines.
- \* It is not recommended that synthetic ropes and wires be used leading in the same direction, to the same fast release hook or bit.
- \* Ensure that the Vessel mooring ropes are fastened only to the proper fixtures provided for this purpose.
- \* Springs should be as long as possible, and it is recommended that wires are used and secured to the mooring points of the jetty. In case of using bitts for fastening the wires ashore (instead of fast release hooks), it is recommended to use wires fitted with synthetic fibre rope tails of at least 25% greater breaking load than the wire.
- \* Provide full power or steam on deck to all mooring winches throughout the period vessels are alongside the jetty.
- \* As soon as Vessel is positioned, positively secure the manual brakes on all mooring winches. Winches must not be left on automatic tension mode.
- \* Masters should ensure that mooring lines are in good condition. Winch brakes or securing devices should be in efficient operating order and should have a holding power of at least 60% of the breaking load of the Vessel's mooring lines.
- \* Mooring lines must be adjusted under the supervision of a responsible officer.
- \* An efficient watch must be maintained on deck throughout the Vessel's stay alongside.

		* The Terminal will require cargo operations to be ceased and/or tugs summoned, if the Vessel's movement will endanger the loading arms, or in absence of an alert and efficient deck watch ALL DELAYS/CHARGES caused by the ship's failure to observe the above precautions will be for the ship's account.
6	Berth Equipment and Facilities	
6.1	Number, type and size of cargo transfer connections	MARINE LOADING ARM (MLA) 5 X 16" ANSI 150 2 X 12" ANSI 150
6.2	List grades handled at berth  State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded	Crude Oils/Condensates, Bitumen (including cut-backs), Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Biodiesel/Biosiesel Blends, Ethanol/Ethanol Gasoline Blends, Vegetable Oils Crude, Fuel, gasoil, kerosene, Gasoline,
2	Gasoline, Jet A1).	Naphta
6.3	State transfer rate restrictions and back pressure for each cargo grade	CRUDE OIL       15.000 BP= 10 bars         FUEL OIL       3.000 BP= 15 bars         GAS OIL       1.500 BP= 15 bars         KEROSENE       1.400 BP= 15 bars         GASOLINE       1.400 BP= 15 bars         NAPHTHA       1.400 BP= 15 bars
6.4	Are transfer connections fitted with insulation flanges?	
1 2	Provide details	Yes  Refer. 8.3.9 OCIMF "design and construction specification for marine loading arms.
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	No specific requirements for vessel manifolds
6.7	Is berth fitted with a vapour manifold connection?	
1		No
3	If 'Yes' state type and size of vapour connection  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?	Yes
2	Supply details	Manufacture by SVT
6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	No
2	If 'yes' provide details	
6.11	Describe access arrangements between ship and shore.	SHORE GANGWAY AND PLATFORMS

6.12	Does the berth have pollution response equipment?	
1 2	If 'yes' provide details	Yes SEE PETRONOR POLLUTION PREVENTION PLAN
6.13	Additional comments or information	No comments
7	Berth Operations	
7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	PRIMARY: MARINE VHF CHANNEL - 17 BACK UP: PORTABLE RADIO - CH:11
7.2 1 2	Is it required that terminal or shore representatives stay on board during operations?  If 'Yes', state requirements including number of persons and their roles	No
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	• Maximum wind velocity in operation: 22, 2 m/s.
7.4	Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?  If 'Yes' provide full details of these restrictions	Yes 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 1 2	Are there any berth specific requirements regarding tanker inerting procedures?  If 'Yes', state requirements	Yes 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
7.7	If 'Yes', state temperature limits  Is it permitted for vessels to undertake double-banked operations alongside the berth?	Maximum: 85 º C
2	If 'Yes', state limiting criteria	NO
7.8	Is vessel required to pump water ashore or receive water on board for line clearance purposes?  If 'Yes', provide operational details	Yes Only for maintenance and inspection purpose
7.9	Can the berth be used for Ship-to-Ship transfers using terminal facilities?	Yes

			807003164466
	2	Provide details	Using both vessel different piers, and all operations coordinate by Terminal Control Room.
7.10		State details regarding any environmental restrictions applicable at the berth	Reference ISGOTT
7.11		Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
	1		Yes
	2	If 'Yes', state restriction	Reference ISGOTT
7.12		Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
	1		Yes
	2	If 'Yes', state restriction	Reference ISGOTT
7.13		Are there any restrictions on handling stores when a ship is moored alongside berth?	
	1		Yes
	2	If 'Yes', state restriction	ONLY BY BARGE
7.14		Additional comments or information	No comments
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)	20000.00 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 which has been heated or containing chemicals 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	20,000 c.m.
8.7		Are engine room sludge and bilge reception facilities available?	

	1 2	If 'Yes', state how received (e.g. Ex-pipe, barge, truck)	No
8.8	1	Are garbage reception facilities available at the berth.	Yes
	2	If 'Yes', provide details	Refer: BILBAO PORT FACILITIES
8.9		Additional comments or information	No comments
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	1	Does the terminal have its own resources for conducting icebreaker escort	
	2	If 'Yes' provide details and specify how they can be requested	
9.9	1	Are there icebreakers available to operate in the terminal area	
	2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.10	1	Does the terminal have ice-capable tugs and support craft	
	2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	
9.11	1	Does the terminal have specific requirements for the vessel speed and manoeuvrability characteristics in ice?	
	2	If 'Yes', provide details	
9.12	1	Does the terminal provide its own ice navigator/advisor?	
	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	1	Specify datum used for height and depth measurements in this section	Chart Datum (CD)

2	If 'Other' please sp	ecify other				As	above	
10.3	Berth height above	datum				7.0	00	
10.4	Berth heading					04	2º/T	
10.5	Width of the chann	el adjacent to	the berth			50	0.00	
10.6	Position of mooring	g bollards and	hooks					
		Hook/Bol Number a		'x' dist to Fend Face (m)	er 'y' dist Line (m	to Target I	Height (m)	SWL (tonnes)
		SD-EW-12	2 (4)	-299.00	76.30	7	7.00	150.00
		SD-EW-13	3 (3)	-235.00	76.30	7	7.00	150.00
		SD-EW-14	1 (4)	-179.00	76.30	7	7.00	100.00
		SD-EW-15	5 (3)	-112.00	76.30	7	7.00	150.00
		SD-EW-16	5 (29	-66.00	5.30	7	7.00	100.00
		SD-EW-16	5A (2)	-29.00	5.30	7	7.00	100.00
		SD-EW-17	7A (2)	29.00	5.30	7	7.00	100.00
		SD-EW-17	7 (2)	66.00	5.30	7	7.00	100.00
		SD-EW-18	3 (3)	139.00	76.30	7	7.00	150.00
		SD-EW-19	9 (3)	247.00	76.30	7	7.00	150.00
		SD-EW-20	0 (4)	327.00	76.30	7	7.00	150.00
10.7	Position of mooring	g buoys						
10.8	Fender Location							
		Fender ID Number	'x' Dist to Target Lir (m)		f Fender ) Width (m)	Fender Height (n	Fender n) Contact Area (m2)	
		SD1-ESC-11	4.56	6.63	4.85	7.15	34.68	
		SD1-ESC-12	3.14	6.63	4.85	7.15	34.68	
		SD1-ESC-13	3.66	6.63	4.85	7.15	34.68	
		SD1-ESC-14	3.66	6.63	4.85	7.15	34.68	
		SD1-ESC-15	2.60	6.63	4.85	7.15	34.68	
		SD1-ESC-16	3.66	6.63	4.85	7.15	34.68	
10.9	Fender Reaction Da	nta						
		Fender Id	Number	Point No.	Compr (metre		oad (tonnes)	
		SD1-ESC-	11	64	1.24	7	791.00	
		SD1-ESC-	12	34.75	1.24	7	791.00	
		SD1-ESC-	13	8.5	1.24	7	791.00	
		SD1-ESC-		-11.5	1.24		791.00	
		SD1-ESC-		-38.25	1.24		791.00	
		SD1-ESC-	16	-67.4	1.24	7	791.00	
10.10	Fender friction coef	fficient (μ)				0.2	22	
10.11	State identity and h	norizontal pos	ition of loa	ding arms				

_	Horizontal co-ordinate X		Max Excursion Sway	Max Excursion Heave
SD1-MLA- 001	6.80	12.25		
SD1-MLA- 002	6.80	-12.25		
SD1-MLA- 003	6.80	5.25		
SD1-MLA- 004	6.80	1.75		
SD1-MLA- 005	6.80	-5.25		
SD1-MLA- 006	6.80	-8.75		
SD1-MLA- 007	6.80	8.75		

#### 10.12 State loading arm operating limits

Loading Arm ID Number	Max Op Height	Min Op Height	Max Excursion Surge	Max Excursion Sway	Max Excursion Heave
MLA-001	23.50	7.00	5.50	3.50	26.00
MLA-002	23.50	7.00	5.50	3.50	26.00
MLA-003	23.50	7.00	5.50	3.50	26.00
MLA-004	23.50	7.00	5.50	3.50	26.00
MLA-005	23.50	7.00	5.50	3.50	26.00
MLA-006	23.50	7.00	5.50	3.50	26.00
MLA-007	23.50	7.00	5.50	3.50	26.00

10.13 Additional comments or information

Item 16.10: fender friction coefficient is 22

Мра

Product: POLYTEC-500 REG



# Oil Companies International Marine Forum

## **MTIS Programme**

### **Berth TPQ**

Berth TPQ: JETTY - 4

ReportName 853a49e8-87d2-4b9f-8269-bc12660c8dbe

**Terminal Name: PETRONOR MARINE TERMINAL** 

**Terminal Port: BILBAO PORT** 

Terminal Port Authority: AUTORIDAD PORTUARIA DE BILBAO

**Country: Spain** 

Berth Name: JETTY - 4

06 November 2015

#### 1 Berth General

1.1	Berth name or number	JETTY - 4
1.2	Berth type	
1		Wharf or Quay
2	If 'Other' please specify	
1.3	Terrestrial co-ordinates of manifold centreline	
1	Latitude	432154 North
2	Longitude	0030605 West
1.4	Berth users for liquid and gas cargoes	PETRONOR
1.5	Has a structural survey of the berth been undertaken, including its underwater	
1	structure?	Yes
2	If 'Yes', state date of last survey	17 May 2005
1.6	Has an engineering (mooring and fendering) analysis of berth been undertaken?	
1	under taken.	Yes
2	If 'Yes', state date of last analysis	06 December 2008
1.7	Additional comments or information	No comments
2	Berth Approaches	
2.1	Is pilotage compulsory?	
1		Yes
2	If 'Yes', state if any vessels are exempted	SPANISH LAW THE PILOTAGE IS COMPULSORY FOR ALL DANGEROUS GOODS
2.2	State distance from pilot station(s) to berth	TWO (2) MILES
2.3	Is a waiting anchorage available?	
1		Yes
3	If 'Yes', state distance from waiting anchorage to berth	TWO (2) MILES
2.4	Controlling depth of water for transit to and from berth	
1	Water depth	31.00 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	08 November 2008
2.6	Date next survey is due	08 November 2018
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 2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	No

2.9	State details of any specific berthing and/or unberthing restrictions	SEE PETRONOR MARINE TERMINAL INFORMATION AND PORT REGULATION
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	1.00 Meters
2	Percentage	9.00 Vessel static draft
3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE
2.11	Absolute maximum draught in berth approaches, if applicable	11.00
2.12	State minimum vertical clearance of any bridges/power cables/vertical obstructions	
1	Vertical clearance	999.00
2	State datum used	Chart Datum (CD)
3	If 'Other' specify other datum used	
4	Further details	No vertical obstructions
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 PORT CAPTAIN PROCEDURES
2.14	Additional comments or information	No comments
3	Water Depth Alongside	
3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	9.80 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	08 November 2008
3.3	Date next survey is due	08 November 2018
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	0.15 Meters
2	Percentage	1.60 Vessel static draft
3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE
3.5	State range of water densities at berth	
1	From	1017.00
2	То	1025.00
3	Further details	
3.6	Type of bottom alongside berth	
1		Sand
2	If 'Other' please specify	
3.7	Absolute maximum draft alongside, if applicable	9.50
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?	Yes

		bc12660c8dbe
3.10	Does the berth location experience water-level anomalies?	No
2	Provide details	
3.11	Additional comments or information	No comments
4	Limiting Vessel Dimensions	
4.1 1 2 3	Summer deadweight TPQ NA Selector Minimum Maximum	Not applicable 0.00 0.00
4.2 1 2 3	Berthing displacement TPQ NA Selector Minimum Maximum	Applicable 3000.00 Metric Tonnes 18000.00 Metric Tonnes
4.3 1 2 3	Alongside displacement  TPQ NA Selector  Minimum  Maximum	Applicable 3000.00 Metric Tonnes 18000.00 Metric Tonnes
4.4 1 2	State any deadweight/displacement exceptions TPQ NA Selector	Not applicable No exceptions
4.5 1 2 3	Cubic capacity (gas carriers)  TPQ NA Selector  Minimum  Maximum	Applicable 3200.00 Cubic metres 16000.00 Cubic metres
4.6 1 2 3	Length over all (LOA) TPQ NA Selector Minimum Maximum	Applicable 70.00 Metres 170.00 Metres
4.7 1 2 3	Beam TPQ NA Selector Minimum Maximum	Not applicable 0.00 0.00
4.8 1 2	Minimum parallel body length (PBL) TPQ NA Selector	Not applicable 0.00
4.9 1 2	Minimum PBL forward of manifold TPQ NA Selector	Not applicable 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	0.00
3	Maximum	0.00
4.12	Stern to centre of manifold (SCM)	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.13	Freeboard	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.14	Manifold height above water	
1	TPQ NA Selector	Applicable
2	Minimum	6.00 Metres
3	Maximum	12.00 Metres
4.15	Manifold to shipside rail distance	
1	TPQ NA Selector	Not applicable
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	1.00
3	Maximum	2.00
4	Specify whether height is from the deck or the drip tray	As per OCIMF recommendations 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	Applicable
2		12.00 Metres
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.	SEE BILBAO TUGS FLEET
5.2 1 2	Are ship's or tug's lines used? Ship/Tug Comments	Tug's Lines As per pilot instructions
5.3 1 2	Type of fenders installed at berth  If 'Other' please specify	Cell Type
5.4	State orientation of vessel alongside berth	Either Port & Starboard Side To
5.5 1 2	At buoy moorings, state which side hose is normally connected  If 'Other' please specify	Not applicable  No buoy moorings
5.6	Minimum mooring arrangement	FWD MOORING: 6 AFT MOORING: 6
5.7	Describe any additional mooring requirements	No additional mooring requirements
5.8 1 2	Are there any restrictions using wire mooring ropes?  If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	No
5.9 1 2	Are there any restrictions using synthetic mooring ropes?  If 'yes'; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	No
5.10 1 2	Are there any restrictions on using high modulus synthetic mooring ropes?  If 'yes' provide details	No
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	None
5.12 1 2	Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?  If 'Yes', provide details of particular requirements regarding ETOPs.	No
5.13	Details of any shore-provided mooring equipment	N/A
5.14 1 2	Are berthing aids provided?  If 'Yes', state type of aids	Yes ONLY BERTHING MODE
5.15	State allowable speed of approach if applicable	RECOMMENDED MAXIMUM VELOCITY IN CMS / SEC = 10

1		0.36
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	Yes
5.18 1 2	Chain stopper requirements Applicable	No Not an SBM
5.19	Largest ship handled at berth to date	NO RECORDS
5.20	Additional comments or information	No comments
6	Berth Equipment and Facilities	
6.1	Number, type and size of cargo transfer connections	MARINE LOADING ARM (MLA): 2 X 12" ANSI 150 2 X 8" ANSI 150 1 X 6" ANSI 300
6.2	List grades handled at berth	Bitumen (including cut-backs), Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Commercial LPG, Biodiesel/Biosiesel Blends, Ethanol/Ethanol Gasoline Blends, Vegetable Oils
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Fuel, gasoil, gasoline, Naphta, LPG, Propylene
6.3	State transfer rate restrictions and back pressure for each cargo grade	FUEL OIL 3.000  GAS OIL 1.500  KEROSENE 1.400  GASOLINE 1.400  NAPHTHA 1.400  LPG 190  PROPYLENE 90
6.4	Are transfer connections fitted with insulation flanges?	Yes
2	Provide details	Refer. 8.3.9 OCIMF "design and construction specification for marine loading arms.
6.5	State storage type for LPG	Semi-Pressurised
6.6	Describe any terminal-specific requirements for vessel manifolds	No specific requirements for vessel manifolds
6.7 1 2 3	Is berth fitted with a vapour manifold connection?  If 'Yes' state type and size of vapour connection  State cargo types for which it is required to use vapour connection (if applicable)	No
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?	Yes

			DC12000C80DE
	2	Supply details	ONLY FOR LPG LOADING ARM
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	ONLY FOR LPG VESSELS
6.11	L	Describe access arrangements between ship and shore.	SHORE PLATFORM
6.12	<u>)</u>	Does the berth have pollution response equipment?	
	1		Yes
	2	If 'yes' provide details	SEE PETRONOR POLLUTION PREVENTION PLAN
6.13	}	Additional comments or information	No comments
7		Berth Operations	
7.1		What is the primary and backup communication system between ship and terminal during cargo operations?	PRIMARY: MARINE VHF CHANNEL - 17 BACK UP: PORTABLE RADIO - CH:11
7.2		Is it required that terminal or shore representatives stay on board during operations?	
	1	operations.	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?	• Maximum wind velocity in operation: 22, 2 m/s.
7.4		Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?	
	2	If 'Yes' provide full details of these restrictions	Yes NO COW OPERATIONS IN THIS BERTH
			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	BLACK PRODUCTS: 85 ° C LPG minimum - 10 ° 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	Only for maintenance and inspection purpose
7.9	Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
1		Yes
2	Provide details	Using both vessel different piers, and all operations coordinate by Terminal Control Room.
7.10	State details regarding any environmental restrictions applicable at the berth	Reference ISGOTT
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	Reference ISGOTT
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	Reference ISGOTT
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	ONLY BY BARGE
7.14	Additional comments or information	No comments
8	Available Services	
8.1	Are Fuel Oil bunkers available?	u.
1 2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Yes EX-PIPE
		EX-PIPE
8.2	Are Diesel Oil bunkers available?	Voc
1 2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Yes EX-PIPE
		LA-FIFL
8.3	Are Intermediate Oil bunkers available?	Voc
1	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Yes EX-PIPE
8.4 1	Is fresh water available?	No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	No
8.5		
0.5	Are slop reception facilities available?	Yes
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	EX-PIPE
3	State capacity of slop reception facilities (if applicable)	20000.00 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 which has been heated or containing chemicals 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	20000 c.m.
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 recention facilities available at the borth	
0.0	1	Are garbage reception facilities available at the berth.	Yes
	2	If 'Yes', provide details	Refer: BILBAO PORT FACILITIES
		·	
8.9		Additional comments or information	No comments
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	1	Does the terminal have its own resources for conducting icebreaker escort	
	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	
	1	manoeuvrability characteristics in ice?	
	2	If 'Yes', provide details	
9.12		Does the terminal provide its own ice navigator/advisor?	
J.12	1	2000 the terminal provide its own fee havigatory advisor:	
	2	If 'Yes', provide details of how the service may be requested	
9.13		Additional comments or information	

#### 10 Supplementary Information

10	Supplementary	mormatior	1								
10.1	Berth transparency							I	PILED	JETTY	
10.2	Specify datum used	l for height an	d depth m	eas	surements in t	this s	ection		Chart	Datum (CD)	
2	If 'Other' please sp	ecify other									
10.3	Berth height above	datum						(	6.50		
10.4	Berth heading							(	045º	/ T	
10.5	Width of the chann	el adjacent to	the berth								
10.6	Position of mooring	bollards and	hooks								
		Hook/Bol Number a	lard ID		dist to Fende	er	'y' dist to Line (m)	_	t Hei	ght (m)	SWL (tonnes)
		SD1-W-4	(2)	-9	0.00		10.00		6.50	)	60.00
		SD1-W-6	(2)	-4	6.00		10.00		6.50	)	60.00
		SD1-W-8	(1)	-2	4.00		3.50		6.50	)	60.00
		SD1-W-10	0 (1)	34	1.00		3.50		6.50	)	60.00
		SD1-W-12	2 (2)	62	2.00		9.00		6.50	)	60.00
		SD1-W-14	4 (1)	83	3.00		13.00		6.50	)	60.00
		SD1-W-15	5 (2)	10	08.00		13.00		6.50	)	60.00
10.7	Position of mooring	g buoys									
10.8	Fender Location										
		Fender ID Number	'x' Dist to Target Lin (m)		Elevation of Fenders (m)			Fender Height		Fender Contact Area (m2)	
		SD1-ESC-41	1.89		6.35	2.60	)	6.85		13.33	
		SD1-ESC-42	1.89		6.35	2.60	)	6.85		13.33	
		SD1-ESC-43	1.89		6.35	2.60	)	6.85		13.33	
		SD1-ESC-44	1.89		6.35	2.60	)	6.85		13.33	
10.9	Fender Reaction Da	ita									
		Fender Id	Number	Pc	oint No.		Compre (metres		Loa	d (tonnes)	
		SD1-ESC-	41	-2	5		1.02		366	.00	
		SD1-ESC-	42	-5			1.02		366	.00	
		SD1-ESC-	43	15	5		1.02		366	.00	
		SD1-ESC-	44	35	5		1.02		366	.00	
10.10	Fender friction coef	fficient (μ)						(	0.22		
10.11	State identity and h	orizontal pos	ition of loa	din	ng arms						
		Loading Arm/Shore Connection ID Number			Horizontal co-ordinate Y	Max Exc Sur	ursion	Max Excursi Sway	ion	Max Excursion Heave	

SD1-MLA- 013		1.30		
SD1-MLA- 014	3.00	-1.30		
SD1-MLA- 015	3.00	-3.93		
SD3-MLA- 002	3.00	-6.56		

#### 10.12 State loading arm operating limits

Loading Arm ID Number	Max Op Height	Min Op Height	Max Excursion Surge	Max Excursion Sway	Max Excursion Heave
MLA-12	12.00	7.00	5.00	3.00	13.00
MLA-13	12.00	7.00	5.00	3.00	13.00
MLA-14	12.00	7.00	5.00	3.00	13.00
MLA-15	12.00	7.00	5.00	3.00	13.00
MLA-002	12.00	7.00	5.00	3.00	13.00

10.13 Additional comments or information

Item 16.10: fender friction coefficient is 22

Мра

Product: POLYTEC-500 REG



# Oil Companies International Marine Forum

**MTIS Programme** 

# **Berth TPQ**

Berth TPQ: JETTY - 5

ReportName b5595101-8c60-429b-9f48-dc175115c7d7

**Terminal Name: PETRONOR MARINE TERMINAL** 

**Terminal Port: BILBAO PORT** 

Terminal Port Authority: AUTORIDAD PORTUARIA DE BILBAO

**Country: Spain** 

**Berth Name: JETTY - 5** 

06 November 2015

#### 1 Berth General

	Solar Gericial	
1.1	Berth name or number	JETTY - 5
1.2	Berth type	
1		Wharf or Quay
2	If 'Other' please specify	
1.3	Terrestrial co-ordinates of manifold centreline	
1	Latitude	432153 North
2	Longitude	0030603 West
1.4	Berth users for liquid and gas cargoes	PETRONOR
1.5	Has a structural survey of the berth been undertaken, including its underwater structure?	
1	Structure:	Yes
2	If 'Yes', state date of last survey	17 May 2005
1.6	Has an engineering (mooring and fendering) analysis of berth been	
1	undertaken?	Yes
2	If 'Yes', state date of last analysis	06 December 2008
1.7	Additional comments or information	None
2	Berth Approaches	
2.1	Is pilotage compulsory?	
1	If Week state if any weekle are everywheek	Yes
2	If 'Yes', state if any vessels are exempted	SPANISH LAW THE PILOTAGE IS COMPULSORY FOR ALL DANGEROUS GOODS
2.2	State distance from pilot station(s) to berth	TWO (2) MILES
2.3	Is a waiting anchorage available?	
1		Yes
3	If 'Yes', state distance from waiting anchorage to berth	TWO (2) MILES
2.4	Controlling depth of water for transit to and from berth	
1	Water depth	31.00 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	08 November 2008
2.6	Date next survey is due	08 November 2018
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 2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	No

2.9	State details of any specific berthing and/or unberthing restrictions	SEE PETRONOR MARINE TERMINAL INFORMATION AND PORT REGULATION
2.10	Minimum under keel clearance (UKC) in berth approaches Value	1.00 Meters
2	Percentage	9.00 Depth of water
3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE
2.11	Absolute maximum draught in berth approaches, if applicable	11.00
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	N/A
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 PORT CAPTAIN PROCEDURES
2.14	Additional comments or information	No comments
3	Water Depth Alongside	
3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	9.80 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	08 November 2008
3.3	Date next survey is due	08 November 2018
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	0.15 Centimeters
2	Percentage	1.60 Vessel static draft
3	Specify other UKC criterion where applicable	ROM 3.1-99 NORMATIVE
3.5	State range of water densities at berth	
1	From	1017.00
2	То	1025.00
3	Further details	
3.6	Type of bottom alongside berth	
1		Sand
2	If 'Other' please specify	
3.7	Absolute maximum draft alongside, if applicable	9.50
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?	Yes

			uc1/3113C/u/
3.10	Does the berth location experience water-level anomalies?	No	
3.11	Provide details  Additional comments or information	No comments	
4	Limiting Vessel Dimensions		
4.1 1 2 3	Summer deadweight TPQ NA Selector Minimum Maximum	Not applicable 0.00 0.00	
4.2 1 2 3	Berthing displacement TPQ NA Selector Minimum Maximum	Applicable 3000.00 Metric Tonnes 18000.00 Metric Tonnes	
4.3 1 2 3	Alongside displacement  TPQ NA Selector  Minimum  Maximum	Applicable 3000.00 Metric Tonnes 18000.00 Metric Tonnes	
4.4 1 2	State any deadweight/displacement exceptions TPQ NA Selector	Not applicable No exceptions	
4.5 1 2 3	Cubic capacity (gas carriers)  TPQ NA Selector  Minimum  Maximum	Applicable 3200.00 Cubic metres 16000.00 Cubic metres	
4.6 1 2 3	Length over all (LOA)  TPQ NA Selector  Minimum  Maximum	Applicable 45.00 Metres 115.00 Metres	
4.7 1 2 3	Beam TPQ NA Selector Minimum Maximum	Not applicable 0.00 0.00	
4.8 1 2	Minimum parallel body length (PBL) TPQ NA Selector	Not applicable 0.00	
4.9 1 2	Minimum PBL forward of manifold  TPQ NA Selector	Not applicable 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	0.00
3	Maximum	0.00
4.12	Stern to centre of manifold (SCM)	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.13	Freeboard	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.14	Manifold height above water	
1	TPQ NA Selector	Applicable
2	Minimum	6.00 Metres
3	Maximum	10.00 Metres
4.15	Manifold to shipside rail distance	
1	TPQ NA Selector	Not applicable
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	1.00
3	Maximum	2.00
4	Specify whether height is from the deck or the drip tray	As per OCIMF recommendations 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	Not applicable
2		0.00 Metres
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	No comments

5	Mooring and Berthing Information	
5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	SEE BILBAO TUGS FLEET
5.2 1 2	Are ship's or tug's lines used? Ship/Tug Comments	Tug's Lines As per pilot instructions
5.3 1 2	Type of fenders installed at berth  If 'Other' please specify	Pneumatic Floating Fenders
5.4 5.5	State orientation of vessel alongside berth  At buoy moorings, state which side hose is normally connected	Either Port & Starboard Side To  Not applicable
5.6	If 'Other' please specify  Minimum mooring arrangement	FWD MOORING: 6 AFT MOORING: 6
5.7	Describe any additional mooring requirements	No additional mooring requirements
5.8 1 2	Are there any restrictions using wire mooring ropes?  If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	No
5.9 1 2	Are there any restrictions using synthetic mooring ropes?  If 'yes'; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	No
5.10 1 2	Are there any restrictions on using high modulus synthetic mooring ropes?  If 'yes' provide details	No
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?  If 'Yes', provide details of particular requirements regarding ETOPs.	No
5.13	Details of any shore-provided mooring equipment	N/A
5.14 1 2	Are berthing aids provided?  If 'Yes', state type of aids	Yes ONLY BERTHING MODE
5.15	State allowable speed of approach if applicable	RECOMMENDED MAXIMUM VELOCITY IN CMS / SEC = 10

		uc1/5115C/u/
1		0.36
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 RECORDS
5.20	Additional comments or information	No comments
6	Berth Equipment and Facilities	
6.1	Number, type and size of cargo transfer connections	1 x 6" ANSI 300
6.2	List grades handled at berth	Bitumen (including cut-backs), Black Petroleum Products, Heavy Distillates, Commercial LPG
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Fuel, Gasoil, gasoline, Naphta,LPG, propylene
6.3	State transfer rate restrictions and back pressure for each cargo grade	LPG 190 PROPYLENE 90
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	Refer. 8.3.9 OCIMF "design and construction specification for marine loading arms.
6.5	State storage type for LPG	Semi-Pressurised
6.6	Describe any terminal-specific requirements for vessel manifolds	No specific requirements for vessel manifolds
6.7	Is berth fitted with a vapour manifold connection?	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	Method of initiation: Valve closing interval: Surge protection measure Yes/No? Which measure?
6.10	Does the berth have an emergency shutdown (ESD) capability that can be	
1	activated by the ship?	Yes
2	If 'yes' provide details	
6.11	Describe access arrangements between ship and shore.	SHORE PLATFORM

6.12		Does the berth have pollution response equipment?	
	1		Yes
	2	If 'yes' provide details	
6.13		Additional comments or information	No comments
7		Berth Operations	
7.1		What is the primary and backup communication system between ship and terminal during cargo operations?	PRIMARY: MARINE VHF CHANNEL - 17 BACK UP: PORTABLE RADIO - CH:11
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?	• Maximum wind velocity in operation: 22, 2 m/s.
7.4		Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?	
	1	operations at the sertin	Yes
	2	If 'Yes' provide full details of these restrictions	NO COW OPERATIONS IN THIS BERTH 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 maximum - 10 º 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	Only for maintenance and inspection purpose
7.9	1	Can the berth be used for Ship-to-Ship transfers using terminal facilities?	Yes

		uc1/3113c/u/
2	Provide details	Using both vessel different piers, and all operations coordinate by Terminal Control Room.
7.10	State details regarding any environmental restrictions applicable at the berth	Reference ISGOTT
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	Reference ISGOTT
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		Yes
2	If 'Yes', state restriction	Reference ISGOTT
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	ONLY BY BARGE
7.14	Additional comments or information	No comments
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)	20000.00 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 which has been heated or containing chemicals 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	20.000 c.m.
8.7	Are engine room sludge and bilge reception facilities available?	

		dc1/5115c/d/
1		No
8.8 1	Are garbage reception facilities available at the berth.	Yes
2		Refer: BILBAO PORT FACILITIES
8.9	Additional comments or information	No comments
0.5	/ datable comments of information	The comments
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		
9.10 1	Does the terminal have ice-capable tugs and support craft	
2		
9.11	Does the terminal have specific requirements for the vessel speed and	
	manoeuvrability characteristics in ice?	
1		
9.12 1	Does the terminal provide its own ice navigator/advisor?	
2		
9.13	Additional comments or information	
10	Supplementary Information	
10.1	Berth transparency	PILED JETTY
10.2	Specify datum used for height and depth measurements in this section	
1		Chart Datum (CD)

2	If 'Other' please sp	ecify other									
10.3	Berth height above	datum					$\epsilon$	5.50			
10.4	Berth heading						(	045º /	<b>′</b> T		
10.5	Width of the chann	el adjacent to	the berth				5	500.0	0		
10.6	Position of mooring	g bollards and	hooks								
		Hook/Bol Number a		x' dist to Fende Face (m)	er	'y' dist t Line (m	o Target )	: Heig	ght (m)	SWL (ton	nes)
		SD1-W-5	(2)	-90.00		10.00		6.50	)	60.00	
		SD1-W-7	(2)	-46.00		10.00		6.50	)	60.00	
		SD1-W-9	(1)	-24.00		4.00		6.50	)	60.00	
		SD1-W-1	1 (1)	34.00		4.00		6.50	)	60.00	
		SD1-W-1	3 (2)	62.00		9.00		6.50	)	60.00	
		SD1-W-1	5 (2)	108.00		13.00		6.50	)	60.00	
10.7	Position of mooring	g buoys									
10.8	Fender Location										
10.9	Fender Reaction Da	nta									
10.10	Fender friction coe	fficient (μ)									
10.11	State identity and horizontal position of loading arms										
		Loading Arm/Shore Connection ID Number		Horizontal e co-ordinate Y	Max Exci Sur	ursion	Max Excursion Sway	on	Max Excursion Heave		
		SD3-MLA- 001	3.00	-6.53							
10.12	State loading arm o	perating limit	:S								
		Loading Arm ID Number	Max Op Height	Min Op Height	Max Exc Sur	ursion	Max Excursion Sway	on	Max Excursion Heave		
		MLA-001	12.00	7.00	5.00	)	3.00		13.00		
10.13	Additional commer	nts or informa	tion				5 F 5 F 5	SD1-D Pressi SD1-D Pressi SD1-D Pressi	16.8 Pneumatic DEF-51= 2.0 mtrs Ure: 0.5kg/cm2 DEF-52= 3.3 mtrs Ure: 0.5 kg/cm2 DEF-53= 3.3 mtrs Ure: 0.5 kg/cm2 DEF-54= 2.0 mtrs	s diam x 2, s diam x 6, ! s diam x 6,	0 mtrs Long 5 mtrs Long 5 mtrs Long

Pressure: 0.5 kg/cm2



# Oil Companies International Marine Forum MTIS Programme Berth TPQ

Berth TPQ: JETTY - 3

ReportName f9f72b1e-9098-4482-816a-e6c28fadcfb1

**Terminal Name: PETRONOR MARINE TERMINAL** 

**Terminal Port: BILBAO PORT** 

Terminal Port Authority: AUTORIDAD PORTUARIA DE BILBAO

**Country: Spain** 

Berth Name: JETTY - 3

06 November 2015

#### 1 Berth General

1.1		Berth name or number	JETTY - 3
1.2	1 2	Berth type  If 'Other' please specify	Jetty - 'T' finger
1.3	1 2	Terrestrial co-ordinates of manifold centreline  Latitude  Longitude  Berth users for liquid and gas cargoes	432157 North 0030608 West PETRONOR
1.5	1 2	Has a structural survey of the berth been undertaken, including its underwater structure?  If 'Yes', state date of last survey	Yes 01 July 2004
1.6	1 2	Has an engineering (mooring and fendering) analysis of berth been undertaken?  If 'Yes', state date of last analysis	Yes 06 December 2008
1.7		Additional comments or information	Repairs carried out, December 2006:  Reparación de la plataforma central mediante un tablestacado perimetral y sujeto a una estructura metálica auxiliar anclado con tirantes transversales y un hormigonado entre las tablestecas y el muelle actual Reposición de las pasarelas y reparación de la superficie del SP-3  Los frontales de los "duques de Alba" hormigonado mediante encofrados metálicos con una avance de unos 600 mm.
2		Berth Approaches	
2.1		Is pilotage compulsory?	

۷.,	L	is photage compusory:	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	SPANISH LAW THE PILOTAGE IS COMPULSORY FOR ALL DANGEROUS GOODS
2.2	2	State distance from pilot station(s) to berth	TWO (2) MILES
2.3	3	Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	TWO (2) MILES
2.4	1	Controlling depth of water for transit to and from berth	
	1	Water depth	31.00 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' please specify datum	As above

2.5	Date of latest survey from which transit depth has been determined	08 November 2008
2.6	Date next survey is due	08 November 2018
2.7	State Maximum Tidal Range in berth approaches	4.50
2.8 1 2	Is laden transit to and/or from the berth conducted using the tide?  If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	No
2.9	State details of any specific berthing and/or unberthing restrictions	SEE PETRONOR MARINE TERMINAL INFORMATION AND PORT REGULATION
2.10 1 2 3	Minimum under keel clearance (UKC) in berth approaches  Value  Percentage  Specify other UKC criterion where applicable	1.50 Meters 5.00 Depth of water ROM 3.1-99 NORMATIVE
2.11	Absolute maximum draught in berth approaches, if applicable  State minimum vertical clearance of any bridges/power cables/vertical obstructions	14.00
1 2 3 4	Vertical clearance State datum used If 'Other' specify other datum used Further details	999.00 Chart Datum (CD) As above No vertical obstructions
2.13	Does the port require tankers and gas carriers to be escorted by tugs?  If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	Yes SEE PORT CAPTAIN PROCEDURES
2.14	Additional comments or information  Water Depth Alongside	No comments
3.1 1 2 3	Minimum controlled water depth alongside berth at chart datum  Water depth  State datum used  If 'Other' specify datum	12.00 Metres Chart Datum (CD)
3.2	Date of latest survey from which alongside depth has been determined	08 November 2008
3.3	Date next survey is due	08 November 2018
3.4 1 2 3	Minimum static under keel clearance (UKC) alongside berth Value Percentage Specify other UKC criterion where applicable	0.20 Meters 1.30 Vessel static draft ROM 3.1-99 NORMATIVE
3.5 1 2 3	State range of water densities at berth From To Further details	1017.00 1025.00 No details

3.6	Type of bottom alongside berth	
1		Mud
2	If 'Other' please specify	
3.7	Absolute maximum draft alongside, if applicable	11.70
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?	Yes
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	No comments
4	Limiting Vessel Dimensions	
4.1	Summer deadweight	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.2	Berthing displacement	
1	TPQ NA Selector	Applicable
2	Minimum Maximum	3000.00 Metric Tonnes 50000.00 Metric Tonnes
		30000.00 Metric Tollines
4.3	Alongside displacement	A 15 44
1 2	TPQ NA Selector  Minimum	Applicable 3000.00 Metric Tonnes
3	Maximum	5000.00 Metric Tonnes
		3000.00 Metale rollines
4.4	State any deadweight/displacement exceptions  TPQ NA Selector	Not applicable
2	TPQ NA Selection	Not exceptions
		Not exceptions
4.5	Cubic capacity (gas carriers)  TPQ NA Selector	Not applicable
2	Minimum	Not applicable 0.00
3	Maximum	0.00
4.6	Length over all (LOA)	
4.0	TPQ NA Selector	Applicable
2	Minimum	70.00 Metres
3	Maximum	230.00 Metres
4.7	Beam	
1	TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00

4.8	Minimum parallel body length (PBL)  TPQ NA Selector	Not applicable
2		0.00
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)	National Parkin
1 2	TPQ NA Selector  Minimum	Not applicable 0.00
3	Maximum	0.00
		G.CC
4.12	Stern to centre of manifold (SCM)  TPQ NA Selector	Not applicable
2	Minimum	0.00
3	Maximum	0.00
4.13	Freeboard	
1	TPQ NA Selector	Not applicable
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	12.00 Metres
4.15	Manifold to shipside rail distance	
1 2	TPQ NA Selector  Minimum	Not applicable 0.00
3	Maximum	0.00
4.16	Height of manifold above deck or drip tray	0.00
4.10	TPQ NA Selector	Applicable
2	Minimum	1.00
3	Maximum	2.00
4	Specify whether height is from the deck or the drip tray	As per OCIMF recommendations 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	

		e6c28fadcfb1
1	TPQ NA Selector	Not applicable
2		0.00 Metres
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)	
1	TPQ NA Selector	Not applicable
2		15.00 Metric Tonnes
	Additional accompanies as information	
4.20	Additional comments or information	No comments
5	Mooring and Berthing Information	
5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	SEE BILBAO TUGS FLEET
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Tug's Lines
2	Comments	As per pilot instructions
5.3	Type of fenders installed at berth	
1		Pneumatic Floating Fenders
2	If 'Other' please specify	
5.4	State orientation of vessel alongside berth	Either Port & Starboard Side To
5.5	At buoy moorings, state which side hose is normally connected	Not applicable
1	If Other place specify	Not applicable
2	If 'Other' please specify	No mooring buoys
5.6	Minimum mooring arrangement	FWD MOORING: 7 AFT MOORING: 7
5.7	Describe any additional mooring requirements	No additional mooring requirements
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	N/A
5.12	Does the terminal require the vessel to rig Emergency Towing Off Pennants	
1	(ETOPs) while at the berth?	No
2	If 'Yes', provide details of particular requirements regarding ETOPs.	
		NI/A
5.13	Details of any shore-provided mooring equipment	N/A

5.14		Are berthing aids provided?	
	1		Yes
	2	If 'Yes', state type of aids	ONLY BERTHING MODE
5.15		State allowable speed of approach if applicable	
	1		RECOMMENDED MAXIMUM VELOCITY IN CMS / SEC = 10
	1		0.36
5.16		Is a mooring tension monitor fitted?	Yes
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 RECORDS
5.20		Additional comments or information	No comments
6		Berth Equipment and Facilities	
6.1		Number, type and size of cargo transfer connections	MARINE LOADING ARM (MLA): 2 X 12" ANSI 150 2 X 8" ANSI 150
6.2	2	List grades handled at berth  State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded	Bitumen (including cut-backs), Black Petroleum Products, Heavy Distillates, Gasoils, Diesels and Kerosenes, Gasolines and Gasoline Blendstocks, Naphtha, Biodiesel/Biosiesel Blends, Ethanol/Ethanol Gasoline Blends, Vegetable Oils Fuel, gasoil, Kerosene, Gasoline, Naphta,
	_	Gasoline, Jet A1).	Fame, VGO. LCO
6.3		State transfer rate restrictions and back pressure for each cargo grade	FUEL OIL       3.000 m3/hr       BP= 15 bars         GAS OIL       1.500 m3/hr       BP= 15         bars         KEROSENE       1.400 m3/hr       BP= 15 bars         GASOLINE       1.400 m3/hr       BP= 15 bars         NAPHTHA       1.400 m3/hr       BP= 15 bars
6.4		Are transfer connections fitted with insulation flanges?	
	1		Yes
	2	Provide details	Refer. 8.3.9 OCIMF "design and construction specification for marine loading arms.
6.5		State storage type for LPG	Not applicable
6.6		Describe any terminal-specific requirements for vessel manifolds	No specific requirements for vessel manifolds
6.7	1	Is berth fitted with a vapour manifold connection?	No
	2	If 'Yes' state type and size of vapour connection	N/A
	3	State cargo types for which it is required to use vapour connection (if applicable)	N/A

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 installed.
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.	ONLY PLATFORMS
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	SEE PETRONOR POLLUTION PREVENTION PLAN
6.13	Additional comments or information	No comments
7	Berth Operations	
7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	PRIMARY: MARINE VHF CHANNEL - 17 BACK UP: PORTABLE RADIO - CH:11
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?	• Maximum wind velocity in operation: 22, 2 m/s.
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	NO COW OPERATIONS IN THIS BERTH 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?	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	Maximum: 85 º C

7.7	1 2	Is it permitted for vessels to undertake double-banked operations alongside the berth?  If 'Yes', state limiting criteria	No
7.8	1 2	Is vessel required to pump water ashore or receive water on board for line clearance purposes?	Yes Only for maintenance and inspection purpose
7.9	1 2	Can the berth be used for Ship-to-Ship transfers using terminal facilities?  Provide details	Yes Using both vessel different piers, and all operations coordinate by Terminal Control Room.
7.10	)	State details regarding any environmental restrictions applicable at the berth	Reference ISGOTT
7.11	l 1 2	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?  If 'Yes', state restriction	Yes Reference ISGOTT
7.12	2 1 2	Are there any restrictions regarding Mercaptan content in Cargo Tanks?  If 'Yes', state restriction	Yes Reference ISGOTT
7.13	3 1 2	Are there any restrictions on handling stores when a ship is moored alongside berth?  If 'Yes', state restriction	Yes ONLY BY BARGE
7.14			No comments
8		Available Services	
8.1	1 2	Are Fuel Oil bunkers available?  If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Yes EX-PIPE
8.2	1 2	Are Diesel Oil bunkers available?  If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Yes EX-PIPE
8.3	1 2	Are Intermediate Oil bunkers available?  If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Yes EX-PIPE
8.4	1 2	Is fresh water available?  If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	No
8.5	1	Are slop reception facilities available?	Yes

		e6c28fadcfb1
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	EX-PIPE
3	State capacity of slop reception facilities (if applicable)	20000.00 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 which has been heated or containing chemicals 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	20000
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	Refer: BILBAO PORT FACILITIES
8.9	Additional comments or information	No comments
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	
2	If 'Yes' provide details and specify how they can be requested	
9.9	Are there icebreakers available to operate in the terminal area	
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	
	ii 160) 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	"T" JETTY
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	7.00
10.4	Berth heading	042º/T
10.5	Width of the channel adjacent to the berth	500.00

#### 10.6 Position of mooring bollards and hooks

Hook/Bollard ID Number and Type	'x' dist to Fender Face (m)	'y' dist to Targe Line (m)	t Height (m)	SWL (tonnes)
SD-EW-1 (2)	-164.00	76.30	7.00	60.00
SD-EW-2C (2)	-144.00	76.30	7.00	60.00
SD-EW-2A (2)	-34.00	5.30	7.00	60.00
SD-EW-2B (2)	34.00	5.30	7.00	60.00
SD-EW-3 (2)	57.00	76.30	7.00	60.00
SD-EW-4 (4)	81.00	76.30	7.00	100.00
SD-EW-5 (2)	153.00	76.30	7.00	60.00

#### 10.7 Position of mooring buoys

#### 10.8 Fender Location

#### 10.9 Fender Reaction Data

#### 10.10 Fender friction coefficient ( $\mu$ )

#### 10.11 State identity and horizontal position of loading arms

Loading Arm/Shore Connection ID Number		Horizontal co-ordinate Y	Max Excursion Surge	Max Excursion Sway	Max Excursion Heave
SD1-MLA- 020	8.00	-3.90			
SD1-MLA- 021	8.00	-1.30			
SD1-MLA- 022	8.00	1.30			
SD1-MLA- 023	8.00	3.90			

#### 10.12 State loading arm operating limits

	Loading Arm ID Number	Max Op Height	Min Op Height	Max Excursion Surge	Max Excursion Sway	Max Excursion Heave
	MLA-020	12.00	7.00	5.00	3.00	13.00
	MLA-021	12.00	7.00	5.00	3.00	13.00
	MLA-022	12.00	7.00	5.00	3.00	13.00
	MLA-023	12.00	7.00	5.00	3.00	13.00
10.13 Additional comme	nts or informa	ation			SD1 Pre: SD1 Pre: wat	n 16.8 Pneumatic Fenders Yokohama: -DEF-31= 3.3 mtrs diam x 6.5 mtrs Long ssure: 0.8 kg/cm2  -DEF-32= 333 mtrs diam x 10.5 mtrs Long ssure: 0.2 kg/cm2 Ballasted with fresh er 14,250.  -DEF-33= 3.3 mtrs diam x 6.5 mtrs Long ssure: 0.8 kg/cm2