Oil Companies International Marine Forum

MTIS Programme

Terminal TPQ

Terminal TPQ: REPSOL BANATICA

ReportName d8c3ed32-1105-473c-84aa-4fff16a8ca99

Terminal Name: REPSOL BANATICA

Terminal Port: LISBOA

Terminal Port Authority: ADMINISTRAÇÃO DE PORTO DE LISBOA

Country: Portugal

13 November 2015

1 General

1.1	Date this TPQ document was completed/updated	24 September 2015
1.2	Specify units used	Metres and Metric Tonnes

2 Port Details

2.1	Port Name	LISBOA
2.2	UN LOCODE	PTLIS
2.3	Country	Portugal
2.4	Latitude and Longitude of Port	
1	Latitude	384040 North
2	Longitude	0091147 West
2.5	Is this location affected by ice?	No
2.6	Name of port authority	ADMINISTRAÇÃO DE PORTO DE LISBOA
2.7	Port authority contact name and title	PAULO ESTEVES CARDOSO & Comandante
2.8	Port authority full style contact address	
1	Address Line 1	APL / Administração do Porto de Lisboa S.A.
2	Address Line 2	Edificio Infante D. Henrique
3	Address Line 3	Doca de Alcantara (Norte)
4	City	LISBOA
5	County/State	PORTUGAL
6	Postcode/Zipcode	1399-012
7	Phone	00351213922000
8	Fax	00351213922041
9	Email	hmajor@portodelisboa
10	Website	www.portodelisboa.pt

3 Terminal Details

3.1	Terminal name	REPSOL BANATICA
3.2	Terminal owner	REPSOL PORTUGUESA S.A.
3.2	Number of berths included in this TPQ	2
3.3	Name of first point of contact for terminal owner	JOSE LUIS FIGUEIRA
3.4	Terminal owner full style contact address	
1	Address Line 1	REPSOL BANATICA
2	Address Line 2	R: Conselheiro Manuel Luis Fernandes
3	Address Line 3	BANATICA
4	City	Monte de Caparica - Almada
5	County/State	SETUBAL
6	Postcode/Zipcode	2825-031

	7	Phone	00351212945200
	8	Fax	00351212950511
	9	Email	jasilva@repsol.com
	10	Website	www.repsol.com
3.5		Terminal operator, if different from owner	REPSOL PORTUGUESA S.A.
3.6		Name of first point of contact for terminal operator	JOSE LUIS FIGUEIRA
3.7		Terminal operator full style contact address	
	1	Address Line 1	REPSOL BANATICA
	2	Address Line 2	R: Conselheiro Manuel Luis Fernandes
	3	Address Line 3	BANATICA
	4	City	Monte de Caparica - Almada
	5	County/State	SETUBAL
	6	Postcode/Zipcode	2825-031
	7	Phone	00351212945200
	8	Fax	00351212950511
	9	Email	jfigueira@repsol.com
	10	Website	www.repsol.com

4 TPQ Accountability

4.1		Name and title of person completing this TPQ	JOSE ANTONIO ALMEIDA SILVA -Chefe de Movimentação de Produtos
4.2		Full style contact details of person completing this TPQ	
	1	Address Line 1	Rua Conselheiro Manuel Luis Fernandes
	2	Address Line 2	N/A
	3	Address Line 3	N/A
	4	City	Banatica - Monte de Caparica
	5	County/State	Almada / Portugal
	6	Postcode/Zipcode	2825-031
	7	Phone	+351 212945200
	8	Fax	+351 212 950 511
	9	Email	jasilva@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	Comandante Santos Costa
5.2		Port Facility Security Officer full style contact details	
	1	Address Line 1	APL / Administração do Porto de Lisboa S.A.
	2	Address Line 2	Edificio Infante D. Henrique
	3	Address Line 3	Doca de Alcantara (Norte)
	4	City	LISBOA

5	County/State	PORTUGAL
6	Postcode/Zipcode	1399-012
7	Phone	+351213922000
8	Fax	+351213922041
9	Email	hmajor@portodelisboa

6 Operational Integrity Details

6.1	State details of any pre-arrival/operational clearance formalities for vessels	1- Confirm vessel has Repsol Vetting approval. 2- Confirm vessel compatibility with terminal particulars.
6.2	Has the terminal completed an assessment using the standard industry process?	
1		Yes
2	If 'Yes', state date completed	01 May 2007
6.3	Additional comments or information	None

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: CAIS 1

ReportName 5dee89b8-ac0c-4c59-8e9f-3361e9762dd1

Terminal Name: REPSOL BANATICA

Terminal Port: LISBOA

Terminal Port Authority: ADMINISTRAÇÃO DE PORTO DE LISBOA

Country: Portugal

Berth Name: CAIS 1

13 November 2015

1 Berth General

1.1		Berth name or number	CAIS 1
1.2		Berth type	
	1		Jetty - 'T' finger
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	384042 North
	2	Longitude	0091138 West
1.4		Berth users for liquid and gas cargoes	Repsol Portuguesa Suministros y Descargas
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		Yes
	2	If 'Yes', state date of last survey	31 March 2011
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		Yes
	2	If 'Yes', state date of last analysis	30 November 2013
1.7		Additional comments or information	None

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	No exemptions
2.2		State distance from pilot station(s) to berth	12 nautical miles for vessels proceeding from / to sea. 2.5 nautical miles for waiting anchorage.
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	2.5 nautical miles.
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	11.50 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' please specify datum	
2.5		Date of latest survey from which transit depth has been determined	01 September 2012
2.6		Date next survey is due	01 September 2014
2.7		State Maximum Tidal Range in berth approaches	4.00
2.8		Is laden transit to and/or from the berth conducted using the tide?	
	1		Yes
	2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	Tide restrictions only for vessels with LOA above 105 meters.

2.9	State details of any specific berthing and/or unberthing restrictions	Tide restrictions only for vessels with LOA above 105 meters.
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	45.00 Centimeters
2	Percentage	4.00 Depth of water
3	Specify other UKC criterion where applicable	none
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	No restriction
4	Further details	No obstructions. 999 m used to indicate no bridges or cables encountered from sea to berth and as a Non Applicable response is not offered.
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	passive escort for dangerous cargo carriers, except gas carriers which require active scort.
2.14	Additional comments or information	.

3 Water Depth Alongside

3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	11.50 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify datum	
3.2	Date of latest survey from which alongside depth has been determined	31 March 2012
3.3	Date next survey is due	31 March 2014
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	45.00 Centimeters
2	Percentage	4.00 Vessel static draft
3	Specify other UKC criterion where applicable	None
3.5	State range of water densities at berth	
1	From	1000.00
2	To	1025.00
3	Further details	1000 kg/cu.m when at low tide. 1025 kg/cu.m when at high tide.
3.6	Type of bottom alongside berth	
1		Rock
2	If 'Other' please specify	
3.7	Absolute maximum draft alongside, if applicable	11.00

3.8	State maximum tidal range at berth, if applicable	4.00
3.9	Are 'over-the-tide' cargo handling operations permitted at the berth?	No
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	.

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	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.3	Alongside displacement	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.4	State any deadweight/displacement exceptions	
1	TPQ NA Selector	No restrictions
2		No exceptions
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.6	Length over all (LOA)	
1	TPQ NA Selector	
2	Minimum	0.00 Metres
3	Maximum	105.00 Metres
4.7	Beam	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	No restrictions
2		0.00
4.9	Minimum PBL forward of manifold	

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

4.20	Additional comments or information	None

5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	Svitzer Portugal tugs, Lengths and power and/or bollard pull of tugs available for berthing/unberthing :Betwen 37 and 50 T at the terminal. (Minimum 3000 CV until 4000 CV), Mediun from work 10/20 T. Usualy one.
5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Ship's Lines
2	Comments	One line for each tug.
5.3	Type of fenders installed at berth	
1		Arch Type
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	
1		Not applicable
2	If 'Other' please specify	
5.6	Minimum mooring arrangement	3 headlines, 3 asternlines and 2 springlines at each end.
5.7	Describe any additional mooring requirements	None.
5.8	Are there any restrictions using wire mooring ropes?	
1		No
2	If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	
5.9	Are there any restrictions using synthetic mooring ropes?	
1		No
2	If ‘yes’; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	
5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	
5.11	Details of any specific mooring equipment required for any vessel utilising the berth	All lines in same direction to be of the same material. Others as per OCIMF MEG.
5.12	Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?	
1		Yes
2	If 'Yes', provide details of particular requirements regarding ETOPs.	Towing off pennants to be kept between 1 and 2 meters above seawater level and secured on the vessel bits.
5.13	Details of any shore-provided mooring equipment	None.

5.14	Are berthing aids provided?	
1		No
2	If 'Yes', state type of aids	
5.15	State allowable speed of approach if applicable	
1		As per Pilot instructions.
1		0.40 Knots
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	No
5.18	Chain stopper requirements	
1	Applicable	No
2		Not an SBM
5.19	Largest ship handled at berth to date	IMO9438949, IVER BITUMEN
5.20	Additional comments or information	No restricions

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	2 x 8 inches. Dunlop hoses. for F.O. and G.O.
6.2	List grades handled at berth	Bitumen (including cut-backs), Black Petroleum Products, Gasoils, Diesels and Kerosenes
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Bitumen, Gasoil, Fueloil.
6.3	State transfer rate restrictions and back pressure for each cargo grade	FO and GO: 1000 c.m./h Bitumen: 400 c.m./h
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	Hose isolated to shore line by insulation flange always. Insulation tests performed annually. Last on June 2013.
6.5	State storage type for LPG	Not applicable
6.6	Describe any terminal-specific requirements for vessel manifolds	8 inches ASA 350, connections required for FO and GO and Bitumen.
6.7	Is berth fitted with a vapour manifold connection?	
1		No
2	If 'Yes' state type and size of vapour connection	
3	State cargo types for which it is required to use vapour connection (if applicable)	
6.8	State throughput rate(s) of vapour recovery system	Not available.
6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		No
2	Supply details	Not supplied

6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	
1		No
2	If 'yes' provide details	
6.11	Describe access arrangements between ship and shore.	Ship gangway. According port regulations access to the vessel is responsibility of vessel operator.
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	Containment booms and boat to deploy it, skimming equipment, absorbent materials, dispersant. Drills performed in coordination with Lisbon port authorities.
6.13	Additional comments or information	None.

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	Terminal provides vessel with a radio as primary mean of communication. Then a jetty operator is available at all times and a verbal communication will be available in case radio communications are not posible.
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?	Operations to be stopped when wind speed reaches 30 knots. Cargo hoses to be disconnected when wind speed reaches 35 knots. Vessel to vacate berth when wind speed reaches 40 knots.
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 tank cleaning or COW allowed while at berth.
7.5	Are there any berth specific requirements regarding tanker inerting procedures?	
1		Yes
2	If 'Yes', state requirements	Vessel operating at this terminal should maintain all tanks with volatile products under inert gas with an oxygen content below 8%. (REPSOL requirement).
7.6	Is there a temperature limit for cargo handled?	
1		No
2	If 'Yes', state temperature limits	

7.7	Is it permitted for vessels to undertake double-banked operations alongside the berth?	
1		No
2	If 'Yes', state limiting criteria	
7.8	Is vessel required to pump water ashore or receive water on board for line clearance purposes?	
1		No
2	If 'Yes', provide operational details	
7.9	Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
1		No
2	Provide details	
7.10	State details regarding any environmental restrictions applicable at the berth	Engine smoke to be kept controlled at all time by crew.
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		No
2	If 'Yes', state restriction	
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		No
2	If 'Yes', state restriction	
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	Handling of stores not allowed either by shore or by sea.
7.14	Additional comments or information	.

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		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-pipe
8.5	Are slop reception facilities available?	
1		Yes

2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	by Track and responsibility of Port Authorities.
3	State capacity of slop reception facilities (if applicable)	10.00 Cubic metres
4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	No exclusions
8.6	Are dirty ballast reception facilities available?	
1		No
2	If 'Yes', state how received	
3	State capacity of dirty ballast receiption facilities	
8.7	Are engine room sludge and bilge reception facilities available?	
1		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	Several containers available at berth, which are being controlled by Port Authority.
8.9	Additional comments or information	.

9 Berth Low Temperature Impact

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

9.12	Does the terminal provide its own ice navigator/advisor?	
1		
2	If 'Yes', provide details of how the service may be requested	
9.13	Additional comments or information	

10 Supplementary Information

10.1	Berth transparency	Solid wharf.
10.2	Specify datum used for height and depth measurements in this section	
1		Chart Datum (CD)
2	If 'Other' please specify other	
10.3	Berth height above datum	6.00
10.4	Berth heading	085
10.5	Width of the channel adjacent to the berth	35.00

10.6 Position of mooring bollards and hooks

Hook/Bollard ID Number and Type	'x' dist to Fender Face (m)	'y' dist to Target Line (m)	Height (m)	SWL (tonnes)
9	43.00	27.00	0.20	50.00
10	45.00	11.00	0.20	50.00
11	12.00	4.00	0.20	15.00
12	0.20	-10.00	0.20	15.00
13	0.20	-12.00	0.20	10.00
14	8.00	-15.00	0.20	10.00
15	44.00	-70.00	0.20	50.00
16	44.00	-100.00	0.20	50.00

10.7 Position of mooring buoys

Mooring Buoy ID Number	'x' Distance to Target Line F & A (m)	'y' Distance to Target Line athwart (m)	Height (m)	Max. Allow Load (tonnes)
N/a	0.10	0.10	0.10	0.10

10.8	Fender Location	
10.9	Fender Reaction Data	
10.10	Fender friction coefficient (μ)	
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	No mooring buoys. No fixed loading arms, only hoses.

Oil Companies International Marine Forum

MTIS Programme

Berth TPQ

Berth TPQ: CAIS 2

ReportName a08c8e80-a6c9-4eb9-977e-80919cccf55a

Terminal Name: REPSOL BANATICA

Terminal Port: LISBOA

Terminal Port Authority: ADMINISTRAÇÃO DE PORTO DE LISBOA

Country: Portugal

Berth Name: CAIS 2

13 November 2015

1 Berth General

1.1		Berth name or number	CAIS 2
1.2		Berth type	
	1		Jetty - 'T' finger
	2	If 'Other' please specify	
1.3		Terrestrial co-ordinates of manifold centreline	
	1	Latitude	384042 North
	2	Longitude	0091145 West
1.4		Berth users for liquid and gas cargoes	Repsol Portuguesa Suministros y Descargas.
1.5		Has a structural survey of the berth been undertaken, including its underwater structure?	
	1		Yes
	2	If 'Yes', state date of last survey	31 March 2011
1.6		Has an engineering (mooring and fendering) analysis of berth been undertaken?	
	1		Yes
	2	If 'Yes', state date of last analysis	30 November 2013
1.7		Additional comments or information	.

2 Berth Approaches

2.1		Is pilotage compulsory?	
	1		Yes
	2	If 'Yes', state if any vessels are exempted	No vessel exempted.
2.2		State distance from pilot station(s) to berth	12 nautical miles for vessel coming from open sea. Wating anchorage at 2.5 miles. That is the place vessel pick up pilot, too.
2.3		Is a waiting anchorage available?	
	1		Yes
	3	If 'Yes', state distance from waiting anchorage to berth	2.5 miles.
2.4		Controlling depth of water for transit to and from berth	
	1	Water depth	11.50 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' please specify datum	
2.5		Date of latest survey from which transit depth has been determined	01 September 2012
2.6		Date next survey is due	01 September 2016
2.7		State Maximum Tidal Range in berth approaches	4.00
2.8		Is laden transit to and/or from the berth conducted using the tide?	
	1		Yes

	2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	Vessel longer than 110 meters will require slack tide for berthing.
2.9		State details of any specific berthing and/or unberthing restrictions	Only as stated in paragraph 2.8
2.10		Minimum under keel clearance (UKC) in berth approaches	
	1	Value	0.45 Meters
	2	Percentage	4.00 Vessel static draft
	3	Specify other UKC criterion where applicable	None
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	No bridges or cables or any type of 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	Gas carriers active escort. Other dangerous cargo carriers passive escort.
2.14		Additional comments or information	.

3 Water Depth Alongside

3.1		Minimum controlled water depth alongside berth at chart datum	
	1	Water depth	11.50 Metres
	2	State datum used	Chart Datum (CD)
	3	If 'Other' specify datum	
3.2		Date of latest survey from which alongside depth has been determined	31 March 2012
3.3		Date next survey is due	31 March 2016
3.4		Minimum static under keel clearance (UKC) alongside berth	
	1	Value	0.45 Meters
	2	Percentage	4.00 Vessel static draft
	3	Specify other UKC criterion where applicable	None.
3.5		State range of water densities at berth	
	1	From	1000.00
	2	To	1025.00
	3	Further details	Lower density at low tide and higher density at high tide.
3.6		Type of bottom alongside berth	
	1		Rock
	2	If 'Other' please specify	

3.7	Absolute maximum draft alongside, if applicable	11.00
3.8	State maximum tidal range at berth, if applicable	4.00
3.9	Are 'over-the-tide' cargo handling operations permitted at the berth?	No
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	.

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	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.3	Alongside displacement	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.4	State any deadweight/displacement exceptions	
1	TPQ NA Selector	Not applicable
2		No exceptions
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.6	Length over all (LOA)	
1	TPQ NA Selector	Applicable
2	Minimum	0.00 Metres
3	Maximum	205.00 Metres
4.7	Beam	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00
3	Maximum	0.00
4.8	Minimum parallel body length (PBL)	
1	TPQ NA Selector	No restrictions
2		0.00

4.9	Minimum PBL forward of manifold		
	1	TPQ NA Selector	No restrictions
	2		0.00
4.10	Minimum PBL aft of manifold		
	1	TPQ NA Selector	No restrictions
	2		0.00
4.11	Bow to centre of manifold (BCM)		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.12	Stern to centre of manifold (SCM)		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.13	Freeboard		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.14	Manifold height above water		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.15	Manifold to shipside rail distance		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.16	Height of manifold above deck or drip tray		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
	4	Specify whether height is from the deck or the drip tray	as per OCIMF
4.17	Manifold spacing		
	1	TPQ NA Selector	No restrictions
	2	Minimum	0.00
	3	Maximum	0.00
4.18	Maximum air draft alongside		
	1	TPQ NA Selector	Not applicable
	2		0.00
4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)		
	1	TPQ NA Selector	No restrictions

	2		0.00
4.20		Additional comments or information	None.

5 Mooring and Berthing Information

5.1		State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	the name Svitzer Portugal, lengths and power and/or bollard pull of each tug available for berthing/unberthing (Betwen 37 and 50 T) at the terminal. In addition, outline port and/or terminal regulations in respect of the minimum requirements for tugs (Minimum 3000 CV until 4000 CV), Medium from work 10/20 T.
5.2		Are ship's or tug's lines used?	
	1	Ship/Tug	Ship's Lines
	2	Comments	One ship line for each tug.
5.3		Type of fenders installed at berth	
	1		Arch Type
	2	If 'Other' please specify	None
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	
	1		Not applicable
	2	If 'Other' please specify	Berth.
5.6		Minimum mooring arrangement	3 headlines and 3 astern lines and 2 spring lines at each end.
5.7		Describe any additional mooring requirements	None.
5.8		Are there any restrictions using wire mooring ropes?	
	1		No
	2	If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	All in good condition
5.9		Are there any restrictions using synthetic mooring ropes?	
	1		No
	2	If ‘yes’; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	all in good condition
5.10		Are there any restrictions on using high modulus synthetic mooring ropes?	
	1		No
	2	If 'yes' provide details	All in good condition
5.11		Details of any specific mooring equipment required for any vessel utilising the berth	All lines in same direction to be of the same material. Others as per OCIMF MEG.
5.12		Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?	
	1		Yes
	2	If 'Yes', provide details of particular requirements regarding ETOPs.	Towing Off Pennants to be rigged at each end and hanging between 1 and 2 metres above sea level

5.13	Details of any shore-provided mooring equipment	None.
5.14	Are berthing aids provided?	
1		No
2	If 'Yes', state type of aids	
5.15	State allowable speed of approach if applicable	
1		Not aplicable. As per Pilot instructions.
1		0.40 Knots
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	No
5.18	Chain stopper requirements	
1	Applicable	No
2		Not an SBM
5.19	Largest ship handled at berth to date	VOGE TRUST, IMO 9420863.
5.20	Additional comments or information	None.

6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	2 x 8 inches. Dunlop hoses. for F.O. and G.O. 2 x 4 inches. Dunlop hoses for Butane and Propane.
6.2	List grades handled at berth	Bitumen (including cut-backs), Black Petroleum Products, Gasoils, Diesels and Kerosenes, Commercial LPG
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Propane, Butane, Gasoil, Fueloil, Bitumen, scarcely some chemical cargoes...
6.3	State transfer rate restrictions and back pressure for each cargo grade	Propane and Butane: 200 c.m./h FO and GO: 1000 c.m./h Bitumen: 400 c.m./h
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes
2	Provide details	Hose isolated to shore line by insulation flange always. Insulation tests performed annually. Last on June 2013.
6.5	State storage type for LPG	Pressurised
6.6	Describe any terminal-specific requirements for vessel manifolds	4 inches ASA 350, connections required for LPG 8 inches ASA 350, connections required for FO and GO and Bitumen.
6.7	Is berth fitted with a vapour manifold connection?	
1		No
2	If 'Yes' state type and size of vapour connection	
3	State cargo types for which it is required to use vapour connection (if applicable)	
6.8	State throughput rate(s) of vapour recovery system	not applicable

6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		No
2	Supply details	23 sep 2015 Installed wire operated Breakaway Coupling (non-powered) for gasoil line (8 inches). Particulars: EMERGENCY SAFETY DISCONNECTOR WITH CABLE CONTROL NTS-SZ DN150DN250 BY ARTA GmbH & Co. KG
6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	
1		No
2	If 'yes' provide details	
6.11	Describe access arrangements between ship and shore.	Ship gangway. According port regulations access to the vessel is responsibility of vessel operator.
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	Containment booms and boat to deploy it, skimming equipment, absorbent materials, dispersant. Drills performed in coordination with Lisbon port authorities.
6.13	Additional comments or information	.

7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	Shore radio provided. Always one operator alongside as secondary means of communication in case of failure of the radio.
7.2	Is it required that terminal or shore representatives stay on board during operations?	
1		No
2	If 'Yes', state requirements including number of persons and their roles	
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Stop loading operations when wind 30 knts. Disconnect hoses when wind 35 knts. Vacate berth when wind above 40 knts.
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 tank cleaning or COW allowed while vessel alongside.
7.5	Are there any berth specific requirements regarding tanker inerting procedures?	
1		Yes

2	If 'Yes', state requirements	Vessel operating at this terminal should maintain all tanks with volatile products under inert gas with an oxygen content below 8%. (REPSOL requirement).
7.6	Is there a temperature limit for cargo handled?	
1		Yes
2	If 'Yes', state temperature limits	LPG cargoes should be received with temperature above 0ºC. Bitumen minimum 145ºC.
7.7	Is it permitted for vessels to undertake double-banked operations alongside the berth?	
1		No
2	If 'Yes', state limiting criteria	
7.8	Is vessel required to pump water ashore or receive water on board for line clearance purposes?	
1		No
2	If 'Yes', provide operational details	
7.9	Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
1		No
2	Provide details	
7.10	State details regarding any environmental restrictions applicable at the berth	Engine smoke not allowed.
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		No
2	If 'Yes', state restriction	
7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		No
2	If 'Yes', state restriction	
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	Stores supply not allowed either by shore or by sea.
7.14	Additional comments or information	.

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-pip
8.4	Is fresh water available?	
1		Yes
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	Ex-pipe
8.5	Are slop reception facilities available?	
1		Yes
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	Truck.
3	State capacity of slop reception facilities (if applicable)	10.00 Cubic metres
4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	No exclusions.
8.6	Are dirty ballast reception facilities available?	
1		No
2	If 'Yes', state how received	
3	State capacity of dirty ballast receiption facilities	
8.7	Are engine room sludge and bilge reception facilities available?	
1		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	Provide by Lisbon Port Authorities. Several containers at berth which are taken care by port.
8.9	Additional comments or information	.

9 Berth Low Temperature Impact

9.1	What is the typical range of temperatures the terminal operates in during a winter season?	-10ºC and + 20ºC
9.2	Which months of the year can ice be expected?	None
9.3	Specify any terminal requirements for vessel Ice Class notation and winterisation capabilities	None
9.4	State any limitations for cargo operations in sub-zero temperatures	N/A
9.5	State the minimum allowable ambient temperature for safe cargo operations	N/A
9.6	State the minimum temperature of cargoes handled	N/A
9.7	State the minimum temperature for the emergency shut-down system to operate safely	N/A
9.8	Does the terminal have its own resources for conducting icebreaker escort	
1		No
2	If 'Yes' provide details and specify how they can be requested	N/A
9.9	Are there icebreakers available to operate in the terminal area	
1		No
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	N/A

9.10	Does the terminal have ice-capable tugs and support craft	
1		No
2	Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)	N/A
9.11	Does the terminal have specific requirements for the vessel speed and manoeuvrability characteristics in ice?	
1		No
2	If 'Yes', provide details	N/A
9.12	Does the terminal provide its own ice navigator/advisor?	
1		No
2	If 'Yes', provide details of how the service may be requested	N/A
9.13	Additional comments or information	This Chapter is not applicable, as reported at heading, but still can be edited. Failure of new MTPQ version already reported to OCIMF but no action.

10 Supplementary Information

10.1	Berth transparency	Solid wharf.
10.2	Specify datum used for height and depth measurements in this section	
1		Chart Datum (CD)
2	If 'Other' please specify other	
10.3	Berth height above datum	6.00
10.4	Berth heading	085º
10.5	Width of the channel adjacent to the berth	34.00

10.6 Position of mooring bollards and hooks

Hook/Bollard ID Number and Type	'x' dist to Fender Face (m)	'y' dist to Target Line (m)	Height (m)	SWL (tonnes)
1	177.00	50.00	0.20	50.00
2	100.00	55.00	0.20	50.00
3	70.00	45.00	0.20	50.00
4	35.00	0.10	0.20	20.00
5	15.00	0.10	0.20	15.00
6	-15.00	0.10	0.20	15.00
7	-35.00	0.10	0.20	20.00
8	-60.00	48.00	0.20	50.00
9	-110.00	45.00	0.20	50.00
10	-140.00	45.00	0.20	50.00

10.7 Position of mooring buoys

10.8 Fender Location

Fender ID Number	'x' Dist to Target Line (m)	Elevation of Fenders (m)	Fender Width (m)	Fender Height (m)	Fender Contact Area (m2)
1	0.10	28.00	0.60	3.00	2.70

	2	0.10	14.00	0.60	3.00	2.70
	3	0.10	0.10	0.60	3.00	2.70
	4	0.10	-14.00	0.60	3.00	2.70
	5	0.10	-28.00	0.60	3.00	2.70

10.9	Fender Reaction Data	
10.10	Fender friction coefficient (μ)	
10.11	State identity and horizontal position of loading arms	
10.12	State loading arm operating limits	
10.13	Additional comments or information	No loading arms only hoses.