



















## Repsol Vetting Process and Criteria for River Vessels engaged into EP Projects

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- c. All passenger boats must have at least one Captain/Skipper with another crew member. Both must be qualified and trained to transport passengers.

### 3.7 Technical Operator

- a. A safety management system which complies with ISM code requirements or an equivalent standard must be implemented on board. (See Annex I)
- b. The Safety Management Systems of the Technical Operators of the vessels under the scope of Repsol Vetting might be subjected to assessments. A negative result in such review will cause that the vessels operated by that Technical Operator will be considered as “non accepted” until the Technical Operator has implemented all the improvements and measures in its procedures indicated by Repsol Vetting and its application has been reassessed.
- c. The Operator must have an environmental policy, which includes prevention of contamination by: Hydrocarbons, noxious substances transported in bulk, noxious substances transported in packages, sewage, garbage and atmospheric contamination.  
It will have a management plan for slops, oily waters, garbage and sewage disposal which contemplates the elimination of these according with the Flag Administration.

### 3.8 Equipment for cargo vessels self-propelled and Push Tugboats criteria:

#### 3.8.1 Navigation procedures & equipment

- a. All self-propelled vessels must have radar installed except for vessel where the port of origin and destination are within sight, previously a risk assessment must be carried out.
- b. Two windscreen wipers (if it just one is installed, the other one must be as a spare).
- c. Self-propelled vessels must have a guide boat for rivers with restricted navigation in accordance with BU Repsol. Between these vessels there must be an efficient radio communication.
- d. Self-propelled Vessels must have a solar battery charger or other renewable energy device installed with a battery and a spare battery for the use of navigation equipment.
- e. Echo sounder and hand-held sounder must be provided
- f. Rudder angle indicator.
- g. Two suitable reflectors for the convoy dimension (it must be able to aluminate at least twice the length of the convoy length).
- h. VHF & HF radio equipment must be supplied at least"
- i. Whistle
- j. A system of navigation lights that at least comply with local navigation rules. Portable navigation lights for non-propelled vessels shall be powered by solar batteries or rechargeable batteries. In case the vessels handling hydrocarbon products portable navigation lights must be intrinsically safe type.
- k. An all-round strobe light (or rotating/flashing light) must be installed on the monkey island mast, if not provided, it will be necessary to evaluate through a risk assessment the need for this or not.
- l. The bridge must have a communication system with the Engine Control Room. Telephone or walkie talkies can be used. In case the vessels handling hydrocarbon products, those must be intrinsically safe type.
- m. Satellite tracking and panic button – GPS
- n. A search light (Fixed or portable)
- o. A lifeboat with enough capacity for the crew with an outboard motor of adequate power in the area to be navigated and also provided with two oars. This boat must have buoyant compartments with their hatches properly marked, must be evaluated and certificated by a competent Person certified by Maritime Authority.

#### 3.8.2 Engine Room

- a. Vessels must be fitted with a high-level bilge alarm in the engine room. In case that the bilge is divided between starboard and port side, it must have an alarm on both sides.

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- b. Vessels must have an emergency stop for the engines (quick release) and a system for closing or stopping engine room ventilation.  
If the propulsion engines are remotely controlled from the Bridge, they must have emergency stop devices from this position and must have indicators at least of rpm, pressure of lubricating oil and temperature of cooling water
- c. Vessels must be provided with two propulsion engines for areas to navigate with high current and navigation with hazardous passages and must have provided with emergency stop button local and indicators at least of rpm, pressure of lubricating oil and cooling water temperature.
- d. For dry cargo vessels, the use of external generators is restricted to areas outside the cargo area and that do not cause damage to the Crew, structure and equipment. their use will be prohibited during bunker operations and will have a warning notice.
- e. Vessels carrying hydrocarbon in case there are any electrical generator outside the engine room but not on cargo deck, they must not be used during cargo and bunker operations, warning notice must be posted during these operations.
- f. Vessels carrying hydrocarbon in case the electric generator is installed in the cargo area these must be enclosed in a Watertight house certified and approved by a recognized organization, its engine exhaust must be properly thermically insulated along its length with spark arrestors.
- g. All engine rooms shall have metal platforms grating plate type with detachable fasteners so the bilge can be inspected. Any engine room where staff **has to** walk on stiffeners shall not be accepted
- h. It must have an exclusive bilge pump, it can be electric or a diesel engine pump, it must also provide a container to store oily waters, which will be identified and with a drain valve.  
Preventative measures must be taken to effectively insulate any discharges going directly into the river from the bilge

### 3.8.3 Cargo and Ballast Equipment

- a. Vessels carrying hydrocarbon products, the Ballast tanks and/or cofferdams/void spaces could not be used with cargo or oily water and when the vessel is loaded, the atmosphere of these spaces must be checked daily, and these records will be available at inspection.
- b. Vessels carrying hydrocarbon products must have in all cargo, slop and residual tanks an overflow alarm (Independent from main fixed ullage monitoring system) with an audible and visual signal. The installation is not yet available mitigating actions should be taken and the date of compliance with this requirement should be indicated
- c. Cargo handling operations must be performed under closed system condition. If this is not possible, a risk assessment will must be carried out.
- d. Cargo pumps emergency stop activation points (Emergency Shutdown Systems, ESD) must be provided and be located in the Cargo Control Room (if fitted), on the main deck at the manifold area (Port and Starboard), in the cargo pumphoom at its entrance and at the lower platform and in addition on the poop deck if a stern discharge line is fitted. If the installation is not yet available mitigation actions should be taken and the date of compliance with this requirement should be indicated.
- e. All the control equipment including but not limited to reference pressure gauge and thermometer, all other pressure gauges, vacuum gauges, thermometers as well as alarms, trips, etc. must be checked annually and results recorded.
- f. Vessels carrying hydrocarbon products must have portable equipment like an explosimeter and an oxygen analyzer with a valid calibration certificate, as well as a gas analyzer for H<sub>2</sub>S, CO, O<sub>2</sub> y HC (LEL). The Material safety data sheet (MSDS) must be observed to verify that the gas concentration of the product can be measured with the portable gas analyzer, an all-in-one unit shall be sufficient. In any case, it must be explosion-proof and the crew must be familiar with its use.  
The equipment's must have periodic calibration according to manufacturer's specifications and/or relevant standards.

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- g. Vessels carrying hydrocarbon products that have galley must be provided with electric cooker  
If the installation is not yet available mitigating actions should be taken and the date of compliance with this requirement should be indicated
- h. If diesel engines are installed on cargo deck to move a cargo pump, the engine must be enclosed in a Watertight house, certified and approved by a recognized organization, and their engine exhaust must be properly insulated along its length with spark arrestors.
- i. Vessels handling liquid or dry cargo must not carry passengers.
- j. The pump room installed on-board and used as such must comply with pump room requirements, including a high bilge level sensor with indicators easily detected from the tugboat bridge assisting the barge, or from the operations point in the case of a self-propelled river barge. There must be a procedure for entering the pump room as indicated in ISGINTT 10.10.2.
- k. A minimum of 2% of the tank volume must be kept empty in all loading operations as an expansion chamber, being any product to be carried.
- l. Cargo tanks must be fitted with vents, which may be individual or combined by tanks group. The vents must have pressure and vacuum valves (P/V) comply with ISGINTT 7.1.8. Vacuum valves must be fitted with flame screen (spark arrestors).

### 3.8.4 Firefighting Equipment

- a. Self-propelled vessels must have general emergency alarm buttons with horns located at least in the Bridge, Engine room, galley and on each deck of the accommodation, the audible alarm should be heard throughout the vessel.
- b. Fixed fire detection and alarm system must be provided in the Bridge. Engine Room, Cargo Pump Room, Forecastle and Accommodation area.  
If the installation is not yet available mitigation actions should be taken and the date of compliance with this requirement should be indicated according to an approved risk study and its derived action plan
- c. There must be a fixed main fire pump, duly identified and compatible with the firefighting system, which must always be ready to be used under any conditions. It shall have at least a pressure gauge on the pump delivery. This pump shall be exclusively for firefighting use; The fire pump must not be used for fuel transfers, stripping operations, etc. The system shall have at least two hydrants with their respective fire hoses and nozzle (Quick release coupling).  
The fire main pump must be powered by diesel engine or electrical motor.  
Spare hose and nozzle must be provided.  
Fire hoses must be approved by a Competent Authority
- d. An emergency fire pump must be provided, it can be fixed or portable, the motor must be powered by a diesel engine or electrical motor
- e. All vessels carrying hydrocarbon products must be equipped with a firefighting foam system according to the type of cargo transported as indicated in ISGINTT 8.1.3.2
- f. Fire extinguishers must be marked with the name of the vessel and port or Register Number, It must be inspected annually and a periodic hydrostatic test by a workshop certified by a recognized National organization. Fire Extinguishers must be checked monthly by a crew member.

According to the type of vessel, it must comply at least with the following requirements:

- Cargo vessel Self-propelled and Push Tugboat less than 100 GT:
  - A CO2 extinguisher (4 Kg) in the wheelhouse
  - A CO2 extinguisher (4 Kg) in the galley compartment
  - A powder fire extinguisher (6 Kg) in the engine room.
  - A CO2 extinguisher (6 Kg) in the engine room
- Cargo vessel Self-propelled and push tugboat of or equal or greater than 100 GT:
  - A CO2 extinguisher (4 Kg) in the wheelhouse
  - A powder fire extinguisher (6 Kg) in the Crew cabins

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- A CO2 extinguisher (4 Kg) in the galley compartment
- A powder fire extinguisher (6 Kg) in the engine room
- A CO2 extinguisher (6 Kg) in the engine room
- Cargo Vessels non-propelled
  - A powder fire extinguisher (6 Kg) in the bow
  - A Powder fire extinguisher (6 Kg) in the stern
- All vessels carrying hydrocarbon products:
  - Two powder fire extinguishers (50 Kg) on the cargo deck, one in the bow and the other in the stern

### 3.8.5 Pollution Prevention Equipment

- a. Storage and service bunker (fuel oil and gas oil) tanks must have high-level alarms, if the installation is not yet available mitigation actions should be taken and the date of compliance with this requirement should be indicated
- b. All self-propelled Vessels shall have an appropriate conventional bunker manifold, in case the bunker is received directly by the hatches of the bunker tanks, the area must be protected with an around spills rail, with a minimum height of 100 to 150 mm, spill rail must have scupper plugs ensuring proper watertightness
- c. The bunker, diesel, and lubricating oil tanks vents must be provided with spill savealls
- d. All vessels carrying hydrocarbon products must be equipped with adequate means for containing spills on deck, including drainage and/or strip. A round fishplate (spill rail) covering all the openings on the main deck, with a minimum height of 100 to 150 mm should be fitted (OCIMF Barge Safety 6.2). Fishplate must have scupper plugs ensuring proper watertightness.
- e. Vessels carrying hydrocarbons must have suitable spill containment under the cargo manifold lines with a purge to drain that empties into a cargo tank. One or the other must have an effective locking device. Portable containments shall be permitted.

### 3.9 Incident reports

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

The Operator must send thereport of all type of incidents of the Vessels that are under a Repsol contract to BU Repsol and to the vetting department as soon as possible. See Repsol HSE incident management norm 00-00343NOSubsequently, the Operator must send an incident investigation report, indicating cause / root, corrective, preventive and improvement actions according to the case.

Casualty/Incidents notification: [vettingfluvial@repsol.com](mailto:vettingfluvial@repsol.com).

### 3.10 Vessel equipment criteria for Passenger boats

#### 3.10.1 .Navigation equipment

There must be:

- a. A radar, except for Vessel where the port of origin and destination are within sight, previously risk assessment must be carried out.
- b. Marine VHF including at least a channel used in the area (Channel 16 if covered by traffic control).
- c. HF equipment (SSB)
- d. Satellite tracking and panic button - GPS
- e. Navigation lights (Sidelights, mast lights and stern light)
- f. External strobe light (Beacon), if not provided, it will be necessary to evaluate through a risk assessment the need or not of this
- g. Whistle.
- h. Two windscreen wipers, if it just one is installed, the other one must be as a spare
- i. A search light (Fixed o portable)
- j. Handheld sounder and echo sounder must be provided

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- k. A speed indicator
- l. Two fixed fog reflectors
- m. Must have a solar battery charger or other renewable energy device installed with a battery and a spare battery for the navigation equipment

### 3.10.2 Engine Room

- a. It's Strongly recommended two engine propulsion Of 4-stroke type, if the installation is not yet available, mitigating actions should be taken and the date of compliance with this requirement should be indicated
- b. The boat's electrical circuit must be insulated, preferably with a switchboard if the voltage is 110 V or higher. This switchboard must be in the wheelhouse or in a suitable location where it can only be operated by the Master/Skipper  
The circuit(s) must have thermal switches for the proper power.
- c. The propulsion system must be mechanical and controlled remotely from the wheelhouse. There must be a control switch to turn the engine on and off as well as an emergency stop. Emergency stop tests must be logged.
- d. Rudder`s boat must be operated from the Wheelhouse using a rudder activated mechanically or remotely.

### 3.10.3 Firefighting Equipment

- a. Smoke sensors should be installed in the wheelhouse and in the area of the propulsion engines. There should be a Non-Smoking notice posted.
- b. Fire extinguishers must be marked with the name of the vessel and port or Register Number, It must be inspected annually and a periodic hydrostatic test by a workshop certified by a recognized National organization. Fire Extinguishers must be checked monthly by a crew member.  
It must comply at least with the following requirements:  
A CO2 extinguisher (4 Kg) in the wheelhouse  
A Powder fire extinguisher (4 Kg) in the engine compartment.

### 3.10.4 Other requirements

- a. The Operator must evidence an Intact Stability book, in accordance with the Regulations of the Maritime Authority and the International Maritime Organization and a Test of inclination of the boat carried out by a qualified Person certified by The Maritime Authority, these requirements shall be mandatory prior the first time the boat is used or after undertaking a major repair or major change on the structure of the boat.
- b. Toilets must be provided on boats engaged on voyages of more than four hours.
- c. Passenger Boats with a bilge where pollutant-free rainwater or river water can accumulate must be equipped with a stripping pump, preferably mechanical. This pump shall have usage and care instructions before carrying out any outboard drain operations. It must provide a container with a capacity of at least 20 Lt.
- d. Boats must have at least two bollards at the bow and two at the stern for proper mooring, these must be marked with the SWL
- e. Here must be an eyebolt or fairlead at the bow. There must be eyebolts or a chock at the stern.  
All elements used for operations shall have strength commensurate with the size of the boat, These elements must be marked with the SWL.

## 4. International Regulations References

- BIQ (Barge Inspection Questionnaire from OCIMF's SIRE program)5- Sam-Cam-V2.0 - 2020
- BARGE SAFETY (Liquefied Cargoes in Bulk) Guidelines for barges, associated tugs and non-regulated/restricted trading tankers - First Edition1999 OCIMF.
- COLREG Consolidated edition 2018
- IMDG (The International Maritime Dangerous Goods Code of the IMO) Code, 2018 edition

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- ISGINTT (International Safety Guide for Inland Tanker Barge and Terminal) – First Edition 2010 ISGOTT (International Safety Guide for Oil Tankers and Terminals), edition 6th - 2020
- ISM Code, 2018 edition
- MARPOL (International Convention for the Prevention of Pollution from Ships) Consolidated edition 2017
- SOLAS, consolidated edition 2020

## 5. Appendices

Appendix I. Safety Management Manual

Appendix II. Domestic appliances that use liquefied petroleum gas (LPG)

Appendix III. Graphics Synthesis of the vetting process

Appendix IV: International Associations of Classification Societies – IACS Members



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### Appendix I. Safety Management Manual

The Safety Management Manual to be followed in river boats must at least:

- Clearly establish who is the Technical Operator, with updated contact information on-board and on all documents concerning the vessel.
- Have a crew training policy and ensure that those crew members who are going to perform new functions or move to a new unit are properly familiarized. Include an emergency preparation plans and drills and ensure an effective response to any emergency at all times.
- Have procedures for risk analysis, reporting incidents and quasi-accident reports.
- Designate a person ashore responsible for shipping operations and safety on-board (DPA)
- Have a Maintenance Plan that includes reviews, tests and inspections as least as often as recommended by the manufacturer of each equipment on board.
- Develop a Contingency/Emergency Plan procedures containing lists of contacts and assigned duties of the crew must take in different scenarios
- Establish Polices of Safety, health, environment, Quality and energy saving Policies and a smoking, alcohol and drugs Policy.
- Vessel Operations Procedures (Navigation, maneuvering, cargo, maintenance, etc.).
- A description of the Captain's and crew's responsibilities.
- Procedures for reporting non-conformities and for corrective action.
- Procedures for auditing and reviews.

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### Appendix II. Domestic appliances that use liquefied petroleum gas (LPG)

All installations on-board that use LPG must comply at least with the following:

Gas appliances, containers, taps, piping, valves, safety devices and accessories used in on-board installations shall be of a type approved by a recognized certification body.

Containers, appliances and piping must be properly secured such that the movement of the boat does not cause them to shift and put the integrity of the installation at risk.

As a safety measure, when changing gas containers or cylinders the following must be respected within a distance of 10 meters from the supply station:

- No flames must be lit or kept lit,
- Electrical switches that are not explosion-proof must not be activated,
- Electrical engines that are not explosion-proof must not be operated.

Gas containers must be located on an open deck, away from passenger compartments, in deck houses that are properly identified and that only open from the outside of the boat. These deck houses shall be made of steel and vented at the bottom, no more than 30 cm from the deck, and at the top. They shall be large enough to store one container in addition to the one inside it.

In boats without full decks, the containers may be located with the device as long as they are in a space that is not under the main deck or in a confined space, and must be:

1.30 meters from ovens and heating elements (except when there is a metal separation),

0.50 meters from all electrical switches, conductors or sockets.

Containers shall always be stowed vertically with the valve facing up, even when they are empty.

All cylinders that are in service shall have a safety valve.

If there are devices with gas operation on board in open spaces, the use of flames is prohibited during loading and unloading or bunkering operations, which is to say these kinds of devices should not be used



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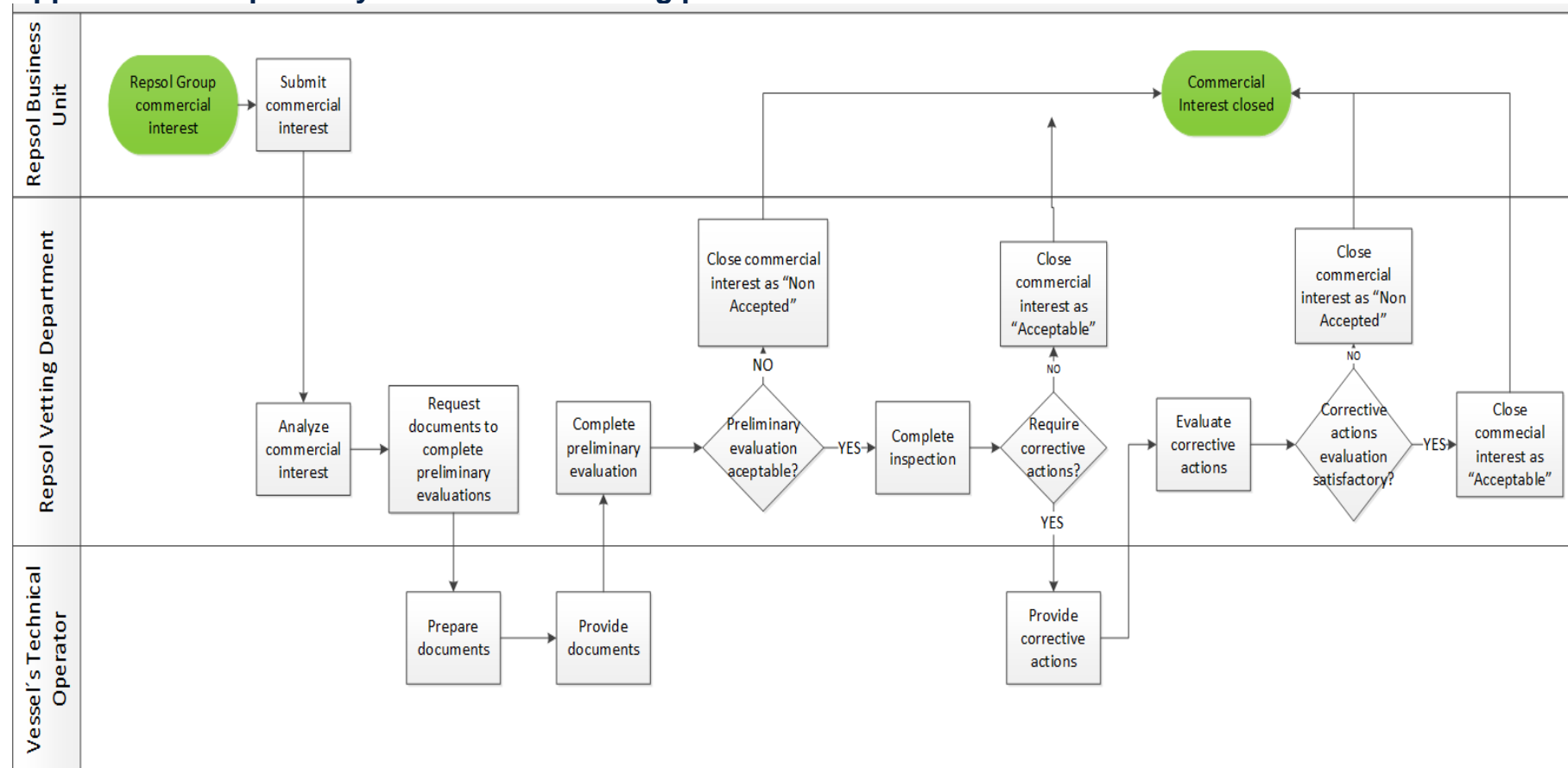
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### Appendix III. Graphics Synthesis of the vetting process



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**Appendix IV: International Associations of Classification Societies – IACS Members**

- ABS. American Bureau of Shipping
- BV. Bureau Veritas
- CCS. China Classification Society
- CRS. Croatian Register of Shipping
- DNV. Det Norske Veritas
- IRS. Indian Register of Shipping
- KR. Korean Register of Shipping
- LRS. Lloyd's Register of Shipping
- NK. Nippon Kaiji Kyokai
- PRS. Polish Register of Shipping
- RINA. Registro Italiano Navale
- RS. Russian Maritime Register of Shipping

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### Approval

### Validity

This guide shall become valid on the tenth (10th) working day after the date of its approval.

### Revoked regulations

- Supplementary documentation on “Vetting safety criteria for inland waterway vessels” (code 90-00022DC, revision 0.0)

### General and temporary provisions

From this document the inspection booklets for the different types of vessels used in E&P will be prepared.

**Revision 1.0 approved by:**

Approval:

**Juan M. Martín**

22/03/2022

**D. Planning, Control and Resources**