

# MARINE ASSURANCE PROCESS & SAFETY CRITERIA FOR F(P)SOs

**APPLICABLE TO FLOATING PRODUCTION STORAGE OFFLOADING UNITS (FPSO & FSO)**

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# Repsol Vetting **Marine Assurance Process & Safety Criteria** for F(P)SOs

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# Repsol Vetting Marine Assurance Process & Safety Criteria for F(P)SOs

## 1. Purpose and preliminary comments

In accordance with the mandate of the global corporate norm 00-00462NO, this document establishes the safety and environmental guidelines and criteria (Marine Safety Criteria), as well as the Assurance and evaluation process applicable to Floating Production, Storage and Offloading units (F(P)SOs) proposed for use within Repsol operations.

This Assurance process ensures that all F(P)SOs are screened for compliance with applicable international and/or national regulations, along with other marine safety standards relevant to offshore floating installations. The evaluation includes the verification of technical, operational, and safety-management aspects in accordance with Repsol's Marine Assurance requirements.

F(P)SOs that successfully complete the evaluation will be designated as Acceptable in the Repsol Vetting database, and this status will be communicated to the requesting counterparties.

It should be noted that compliance with the requirements outlined in this document, or an F(P)SO being rated as Acceptable, does not grant the Owner or Operator any right to have the unit chartered or employed by Repsol, nor does it impose any duty or obligation on Repsol to contract or utilize the unit.

Repsol, together with its employees, agents, and contractors, shall bear no liability whatsoever towards any Owner, Operator, or Third Party regarding the acceptance or non-acceptance of any particular F(P)SO assessed under this process..

## 2. Scope of Application

This procedure applies to F(P)SOs tendered for chartering or owned by Repsol. It covers the following areas:

- Maritime safety and operational integrity.
- Risk management and competency assurance.
- Inspection and technical review regimes.
- Emerging risks, including cybersecurity and workplace harassment.
- Reactivation and modification criteria after prolonged inactivity.

The following is excluded from this process:

- Field compatibility
- Fitness to the nominated cargo
- Aspects related to production management, top sides and non-marine F(P)SO operations.

## 3.- Effective date

15/02/2026

## 4. Repsol Vetting Assurance Process

### 4.1. F(P)SO under Repsol group commercial interest

F(P)SO units must be screened each time they are proposed for a new or renewal contract with the Repsol Group.

A vetting assessment with an acceptable result, which includes a Repsol Physical inspection, must be obtained prior contracting.

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### 4.1.1 Vetting Assurance Process

The Repsol Vetting Assurance process for an F(P)SO proposed for use within Repsol operations includes, but is not limited to, the following evaluation steps:

#### 1. Marine Safety Criteria (MSC) Compliance Check

Verification that the F(P)SO and its Technical Operator comply with the applicable Repsol Marine Safety Criteria contained in this document, including requirements associated with hull integrity, mooring and station keeping systems, cargo handling systems, DP systems (where applicable), safety management, crew competence, and cybersecurity.

#### 2. Historical Record Review

Assessment of the historical information available in the Repsol Vetting systems regarding the F(P)SOs and their Technical Operator, which may include:

- Previous physical inspections conducted by Repsol.
- Audits of the Technical Operator's Safety Management System (SMS).
- Operational performance records of the unit or the Technical Operator in previous Repsol projects.
- Incident, incident, and non-conformity reports relevant to the unit or operator.

#### 3. Third-Party and External Information Review

Review of the most up-to-date information available from reliable external sources applicable to F(P)SOs and offshore installations, including but not limited to:

- Port State Control (PSC) reports and detention history.
- Repsol F(P)SO Particulars Questionnaire and 2022 Repsol Vetting F(P)SO Questionnaire submitted by the Technical Operator.
- OCIMF guidelines and competence standards for F(P)SOs, including OCIMF-Competence-Assurance-Guidelines-FPSO.
- Industry best practices and offshore operational guidelines, such as:
  - Cargo Guidelines for FPSOs (OCIMF, 2018)
  - GOMO – Guidelines for Offshore Marine Operations
  - Guidelines for Offshore Tanker Operations
  - OG037 – FPSO Operation and Maintenance Guidelines
  - OCIMF Best Practice – Management of Survival Craft on Fixed and Floating Offshore Installations
  - IMO MSC.1/Circ.1775 – Guidance on Towing and Mooring Equipment
  - Management of Change (MoC) for the Marine and Offshore Industries
  - MEPC.139(53) – Guidelines for the Control of Operational Discharges
  - MSC-FAL.1/Circ.3 – Guidelines for Onboard Record Books
  - ORB Machinery Guidelines
- Any other statutory or class documentation deemed relevant for confirming safe operation and regulatory compliance.

#### 4. Consideration of Regulatory and Policy Changes

The vetting assessment may also be influenced by any future amendments to international or national regulations, class standards, or modifications to Repsol Group policies that impact the safety, environmental performance, or operability of F(P)SOs.

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### 4.1.2 For new building units, the vetting Assurance Process includes attendance at sea trials.

During the contract, F(P)SOs are subject to a Repsol Physical inspection at an interval no exceeding 12 months.

The Repsol Physical inspection is based on the OCIMF programmes covering mainly the following aspects:

- Cargo and ballast tanks in hull, systems and operations
- Machinery space in hull, deck and hull systems and operations
- Offtake systems and operations
- Material handling systems and operations
- Mooring / positioning systems and operations
- Personnel transfer systems and operations
- Accommodation areas, general appearance and condition
- Crew and contractor management

### 4.1.3 Lay-Up and Reactivation

F(P)SO units entering lay-up are classified as either Hot Lay-Up ( $\leq 12$  months) or Cold Lay-Up ( $> 12$  months), each with specific operational, preservation, and reactivation requirements, all aligned with Class guidelines and industry best practices.

#### HOT LAY-UP:

- **Planning and Classification:** Submit a Class-approved Lay-Up Plan detailing preservation strategy, manning, and inspection regime. Notify Flag State and insurers at commencement. Maintain Class through annual laid-up survey.
- **Minimum Manning and Safety:** Maintain minimum safe manning as required by Flag State and port authority. Emergency systems (fire detection, bilge, pollution control) must remain operational.
- **Preservation Measures:** Implement rotational maintenance of machinery and electrical systems. Maintain logs of preservation activities.
- **Periodic Inspections:** Conduct quarterly onboard inspections. Perform UTG measurements in ballast tanks and void spaces at the start of lay-up.
- **Reactivation Requirements:** Conduct full functionality tests of propulsion, DP, mooring, and firefighting systems. Complete Class survey to reinstate full operational status. Provide refresher training and emergency drills for crew.

#### COLD LAY-UP:

- **Planning and Certification:** Submit a comprehensive Lay-Up Manual approved by Class. Define preservation scope, including inerting, dehumidification, and system isolation. Maintain Class via annual laid-up survey and Lay-Up Attestation.
- **Safety and Environmental Protection:** Ensure compliance with coastal, Flag State, and Class requirements. Implement fire watch, pollution containment, and perimeter security. Maintain emergency access and signage onboard.
- **Preservation and Documentation:** Preserve all critical systems (cargo, propulsion, electrical, DP) according to manufacturer and Class guidelines. Keep a detailed lay-up log of system status, blanks, and isolation points.
- **Structural Monitoring:** Conduct quarterly inspections and annual UTG surveys. Record corrosion, coating condition, and structural integrity.

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- **Reactivation Protocol:** Initiate Management of Change (MoC) process. Perform full inspection and recommission all systems. Execute proving trials for DP systems per MTS guidance. Renew all expired Class and statutory certificates. Notify and obtain approval from P&I and H&M insurers.
- **Crew Competency and Handover:** Assign experienced personnel familiar with lay-up history. Conduct full crew training and emergency drills. Implement a structured handover from lay-up team to operational crew.
- **Post-Reactivation Review:** Conduct a follow-up inspection within 3–6 months of recommissioning. Address latent defects and confirm operational integrity.

### 4.2. Follow up process of F(P)SOs with status acceptable

F(P)SO units under Repsol commercial interest are subject to a structured follow-up process to ensure the continuity of their Acceptable status throughout the period of use. This process includes periodic Physical Inspections and the continuous monitoring of operational, safety and regulatory performance.

#### 4.2.1 Periodic Physical Inspections

F(P)SOs shall undergo Physical Inspections carried out by Repsol Vetting at intervals not exceeding 12 months.

These inspections are performed onboard by one Repsol Vetting Inspector, in accordance with the scope and methodology defined in the Repsol Marine Assurance Process for F(P)SOs.

#### 4.2.2 Additional Inspections Based on Performance

Extra inspections may be conducted when circumstances justify it, including but not limited to:

- Significant variations in operational performance.
- Incidents, near-misses, equipment failures, or safety deviations.
- Modifications or changes of relevance to the unit (e.g., flag, Technical Operator, key crew, mooring system configuration, DP system upgrades).

#### 4.2.3 Continuous Review of External Information

During the acceptability period, Repsol Vetting continuously reviews external information relevant to the safe and compliant operation of the F(P)SO, including but not limited to:

- Port State Control (PSC) inspections and detention history.
- Updated Repsol F(P)SO Particulars Questionnaire and 2022\_Repsol Vetting\_FPSO Questionnaire.
- OCIMF Competence Assurance Guidelines – FPSO.
- Cargo Guidelines for FPSOs (OCIMF, 2018).
- GOMO – Guidelines for Offshore Marine Operations.
- OG037 – FPSO Operation and Maintenance.
- OCIMF Best Practice – Management of Survival Craft on Fixed and Floating Offshore Installations.
- Guidelines for Offshore Tanker Operations, where applicable.
- IMO MSC.1/Circ.1775 on towing and mooring equipment.
- Management of Change for the Marine and Offshore Industries.
- MEPC.139(53), MSC-FAL.1/Circ.3, and ORB Machinery Guidelines.
- Any other statutory, Class or industry data relevant to the ongoing assessment of the unit.

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### 4.2.4 Impact on Acceptability Status

Any deviation, incident or deficiency identified through the follow-up process may result in the F(P)SO being rated as Non-Accepted at any time.

The Acceptable status may be affected by:

- Changes in safety-critical or operational systems.
- Modifications to mooring, DP or cargo systems.
- Loss of Acceptable status of the Technical Operator.
- Changes in flag, Technical Operator, unit name or key crew positions.
- PSC detentions, Class Conditions or Memoranda.
- Incident reports or negative operational feedback.

### 4.2.5 Reporting Obligations

Technical Operators must report to Repsol Vetting, without delay, any of the events mentioned above, as well as any safety-related occurrence or change that may impact the F(P)SO's acceptability status incident

## 4.3. F(P)SOs rated as non accepted

### 4.3.1 Common Reasons for Non-Accepted Status

An F(P)SO may be assigned a Non-Accepted status as a result of any of the following:

- Outcome of a Physical Inspection performed by Repsol Vetting.
- Negative result of the Vetting Assurance Process.
- Deficiencies or poor performance identified during operations under Repsol commercial interest.
- Incident reports or safety-related events affecting the integrity of the unit.
- Loss of acceptability of the Technical Operator.

### 4.3.2 General Rule for Lifting the Non-Accepted Status

Lifting a Non-Accepted status requires a new evaluation by Repsol Vetting.

This evaluation may include, among other elements, the review of corrective actions, updated documentation, or the performance of a new Physical Inspection of the F(P)SO when considered necessary by Repsol Vetting.

### 4.3.3 Special Cases

#### a) Change of Technical Operator

When a change of Technical Operator occurs after the inspection or assessment that resulted in the Non-Accepted status, Repsol Vetting will determine whether a new Physical Inspection or additional verification steps are required to re-evaluate the unit.

#### b) Loss of Acceptability of the Technical Operator

F(P)SOs rated as Non-Accepted due to the loss of acceptability of their Technical Operator will remain in this condition until the causes leading to the operator's rejection have been fully resolved and Repsol Vetting confirms the reinstatement of the operator's acceptability.

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### 4.3.4 Additional Notes

- F(P)SOs rated as Non-Accepted in two consecutive Repsol Physical Inspections will not be considered for a new inspection until a minimum period of three months has elapsed from the date of the last inspection.
- The request to perform a new inspection does not guarantee its acceptance. Inspection scheduling will depend on Repsol Vetting workload and inspector availability.

All corrective actions required to address the causes of rejection must be fully implemented and demonstrably effective before the F(P)SO can be reconsidered for assessment.

## 5. REPSOL Marine Safety Criteria

### 5.1 Safety Case

- A safety case, either final or provisional, approved by the relevant authority, must be reviewed.

### 5.2. Age

- F(P)SO units reaching 50 years of age, or exceeding it, are automatically deemed non-eligible. Only units with an age strictly below 50 years, calculated from the initial delivery date, may be considered. Rebuilding or conversion dates shall not be considered for the age determination.

### 5.3. Coating Condition and Substantial Corrosion of Ballast Tanks and Void Spaces

- The coating condition of ballast tanks and void spaces must not be assessed as “poor condition” under any circumstances.
- F(P)SOs presenting areas with substantial corrosion, as defined by the applicable Class standard, shall not be accepted

### 5.4. Incident Reports

#### a) Evaluation of Records

- Records of incidents, incidents and the corresponding investigation reports shall be evaluated as part of the Vetting Assurance Process for F(P)SOs.
- The quality of the investigation, the robustness of the root-cause analysis, and the effectiveness of the corrective and preventive actions will be taken into account during the assessment.

#### b) Submission of Incident and Incident Reports

- Incident and incident reports related to F(P)SOs must be made available to Repsol Vetting whenever required for evaluation purposes.
- When such reports are not accessible through the information channels used by the Technical Operator, the full investigation report must be submitted directly to Repsol Vetting upon request.
- All submitted reports must contain, at a minimum:
  - A description of the event and contributing factors.
  - The investigation findings and identified root causes.

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Corrective and preventive actions, including evidence of implementation and closure to the satisfaction of Repsol Vetting incidents.

### 5.5. Classification Society

- F(P)SO units classed by societies that are not full members of the International Association of Classification Societies (IACS) will be rejected.

### 5.6. Class Information

#### a) Review of Class Information

- Class documentation related to the F(P)SO will be reviewed as part of the Vetting Assurance Process, and may result in the unit being rated as Non-Accepted.
- Technical Operators are required to close any Class Recommendations, Conditions of Class or memoranda before the due date established by Class to avoid adverse impact on the assessment.

#### b) F(P)SOs Undergoing Shipyard Periods

- F(P)SOs undergoing shipyard maintenance, repair periods or major works may only be evaluated once the shipyard activity has been completed.
- Updated flag and Class documentation must be available, reviewed and deemed satisfactory by Repsol Vetting before the F(P)SO can be considered for assessment.

### 5.7. Condition Assessment Programme (CAP) and Class Society's Hull study program

- Converted F(P)SO units must achieve at least a CAP 2 (Good) rating for hull, machinery, and cargo handling systems upon conversion.
- For non-converted units, the results of class society analyses conducted within the last five years will be reviewed.

### 5.8. Crew

Rank	Calendar time with Technical Operator	On board sea time on type of tankers (Oil; OBO; F(P)SO)
Marine Superintendent & Cargo Officer	Aggregate not less than 1 years	Aggregate not less than 6 years
Chief Engineer & 2 <sup>nd</sup> Engineer (terminology considered equivalent to 1 <sup>st</sup> . Asst. Engineer)	Aggregate not less than 1 years	Aggregate not less than 6 years

- Mooring Master** must be certified at least as indicated by OCIMF Guidelines and before taking over approach responsibilities, must participate in at least three lifting operations.
- OIM** must be certified at least as indicated by OCIMF/OPITO Guidelines; or with a minimum experience of 2 years as Marine Superintendent/Cargo Officer; or with a minimum experience of 1 year as Mooring Master.

#### a) FOR F(P)SOS WITH DP SYSTEM:

- DP Operators certified as full DP (not limited) with at least 2 years experience.

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- All Engineers and Electronic Technicians Onboard (ETO) have taken approved training on the DP system.
- When a DP is used withing the 500 m safety zone, a bridge manning team complying with:
  - i. DP3 operation: Two DP operators on duty (Captain/OIM not included).
  - ii. DP2 operation: Two DP operators on duty
- b) FOR MAN RIDDING OPERATIONS:
  - the Crane Operator must be accredited by OPITO.

### 5.9. Drug & Alcohol policy

Technical Operators must implement and enforce a zero-tolerance Drug & Alcohol Policy as required by Repsol. This policy shall be aligned with internationally recognized industry best practices and shall include unannounced alcohol and drug testing performed by an independent external organization at intervals not exceeding 12 months.

### 5.10. Protection and Indemnity clubs (P&I)

- F(P)SO units must maintain full entry in a P&I Club that is a member of the International Group of P&I Clubs.
- When an F(P)SO is not insured with an International Group P&I Club, its P&I Certificate of Entry must be submitted for review by the Repsol Insurance Department, which will evaluate the adequacy of coverage case-by-case.

### 5.11. Technical Operator

The Safety Management System (SMS) of the Technical Operator must have developed and implemented a safety and environmental protection management system in accordance with the provisions of SOLAS.IX-ISM Code.

#### a) Repsol Vetting Audits

- The Safety Management Systems (SMS) of Technical Operators responsible for F(P)SOs are subject to audits conducted by Repsol Vetting whenever deemed necessary to verify compliance with the required safety and environmental standards.
- Audits may be performed based on the frequency of use of the operator's F(P)SOs, the criticality of the operations, or whenever Repsol Vetting identifies the need for further verification.

#### b) Consequences of a Negative Assessment

- Negative assessments of the Technical Operator's SMS may result in the F(P)SO being rated as Not Accepted.

This status will remain in force until the Technical Operator has implemented all required improvements and corrective measures, and Repsol Vetting has confirmed their effective implementation.

### 5.12. Stationary keeping Systems

#### 5.12.1 DYNAMIC POSITIONING SYSTEMS

- For the purposes of this document, the Dynamic Positioning (DP) system installed on the F(P)SO must be classified, at a minimum, as DP Class 2 or higher.

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- FME(C)A
  - i. The FMEA should include analysis of relevant failure modes within any component.
  - ii. Operational procedures shall be provided by the Technical Operator and must be available in English or Spanish language.
  - iii. It shall be mandatory to carry out a FMEA before the F(P)SO has been delivered and in any case at least every five years or a shorter period when it is determined by the Technical Operator management system included within the SMS or where Annual Trial results indicate that an updated is required. To the effects of this guidance, the remote trial monitoring is considered as equivalent when it's conduct by 3<sup>rd</sup> independent body. After modifications to or alteration of the F(P)SO power or propulsion, changes in the software, sensors or hardware upgrades the FMEA must be renewed.
- ANNUAL TRIALS
  - i. Annual trials to be performed by competent third-party companies or class witnesses.
  - ii. To the effects of this guidance, the remote trial monitoring is considered as equivalent when it's conduct by 3<sup>rd</sup> independent body.

### 5.12.2 MOORING SYSTEMS

- The documentation required to assess the system utilised for fixing the unit to the ground shall be determined on a case-by-case basis. The specific documents will depend on the type of system involved as well as any auxiliary systems linked to it, if applicable. All requirements should be tailored to the characteristics and configuration of the installation and supporting equipment.

## 5.13 Personnel Transfer Systems

### 5.13.1 HELIDECK (CHOPPER TRANSFER)

- Helidecks that are installed on units (F(P)SOs) fall within the scope of Appendix VI: Aviation Ground Infrastructure Safety Requirements, as well as the procedure on Aviation Risk Management (code 20-00109PR). All helideck operations associated with F(P)SOs must comply with the safety and risk management criteria outlined in these documents to ensure safe and effective helicopter transfers.

### 5.13.2 PERSONNEL GANGWAYS & ACCOMMODATION LADDERS

- Personnel gangways, including motion-compensated hydraulic gangways, shall be certified and subject to an inspection programme. The angles of inclination limits must be marked on its plate. Motion-compensated hydraulic gangways must be fitted with an alarm system triggered by a certain amount of movement.
- Accommodation ladders shall be certified and must hold the limits angles engraved on its plate as well as been adequately lit along their full length.
- Certificates must be kept on board with the limits for which it is designed.
- Likewise, the use of pilot ladders shall be prohibited for crew changes

### 5.13.3 WALK TO WORK SYSTEMS

- Must have an appropriate class notation, a traffic light system, and alarms triggered by excessive movement.
- The Operators must be accredited by the Manufacturer or by a 3rd Independent Body.
  - a) .

### 5.13.4 CRANES

- Cranes used for man-riding operations must hold an appropriated class notation.

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### 5.14. F(P)SO equipment criteria:

#### 5.14.1 CARGO AND BALLAST EQUIPMENT

##### a) Deck Seal Requirements

- Deck seals of the dry type shall not be accepted.

##### b) Gas Detection in Void and Ballast Spaces

- A fixed monitoring system with visual and acoustic alarms for flammable gas detection in void spaces and ballast tanks is strongly recommended.
- Alarm signals shall be automatically displayed in the Cargo Control Room (CCR) or in the space from which operations are normally controlled.
- When such system is not fitted or not operational, daily manual gas monitoring must be carried out, and the corresponding records shall be available for inspection.

##### c) High-Level and Independent High-High Level Alarms

- All cargo and slop tanks shall be fitted with high-level alarms and independent high-high level alarms (independent from the main fixed ullage monitoring system).
- Residual tanks shall also be equipped with an independent high-high alarm; if not installed, a reasonable implementation period may be accepted subject to Repsol Vetting approval.

##### d) Closed Operations and Use of UTIs

- All cargo handling operations must be conducted under closed system conditions.
- UTIs may be used only when the fixed closed ullaging system suffers an unexpected failure, and only for the duration of such failure.
- When UTIs are used, at least one hermetic tape shall be calibrated annually and certified by a recognized entity.

##### e) Emergency Stop Devices (ESD)

- Emergency stop activation points for cargo pumps must be located at:
  - Cargo Control Room (if fitted)
  - Manifold areas (P/S)
  - Pump-room entrance and lower platform
  - Poop deck if a stern discharge line exists
- If any of these ESD stations are not fitted, the Technical Operator must submit an implementation plan.

##### f) Control and Instrumentation Equipment

- All control devices—including pressure gauges, thermometers, vacuum/pressure indicators, alarms and trips—shall undergo annual accuracy verification, with documented records available on board.
- The reference pressure gauge and reference thermometer must be certified annually by a recognized entity.

#### 5.14.2 ENGINE ROOM & STEERING GEAR EQUIPMENT

- Engine room must be fitted with a high-level bilge alarm, with at least two (2) sensors.

#### 5.14.3 FIREFIGHTING EQUIPMENT

- A fixed fire detection and alarm system must be installed and operational in the following critical areas of the F(P)SO:
  - Engine Room

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- Cargo Pump Room (including enclosed pump trunk rooms where applicable)
- Forecastle or any other forward spaces containing sources of ignition
- Accommodation Area
- If installation is not yet available in any of these spaces, the Technical Operator must provide an implementation plan for approval.

### 5.14.4 POLLUTION PREVENTION EQUIPMENT

a) A cargo pump room bilge high-level alarm, with at least two (2) sensors, located at port and starboard side preferably, is to be fitted and fully operational.

For the purposes of this criteria, spaces such as the main deck trunk room in which the cargo pumps are located are considered a cargo pump room.

b) Storage and service bunker tanks must have high-level alarms.

## 5.15. Historical Records in Repsol Vetting Systems

- For units that have been converted from their original hull as a vessel to a Floating Production Storage and Offloading unit (FPSO), the historical records of Repsol vetting inspections will be evaluated as part of the assessment process. These evaluations will consider both the inspection history accumulated when the unit operated as a conventional vessel and the inspection history obtained after conversion to an FPSO.
- The combined historical records, encompassing previous vessel inspections and FPSO-specific inspections, will be reviewed collectively and taken into account during any future assessments.

## 5.16. Language requirements for log books

Time chartered F(P)SOs whose common working language is neither English or Spanish language should fill in the Official Log Books in one of these languages, additionally to the flag requirements. If official log book entries are mandated in another language due to flag requirements, an additional log documenting the events of the watch must be maintained.

## 5.17. Cybersecurity Requirements

All F(P)SO units shall implement a **unit-specific cyber resilience plan** compliant with IMO Resolution MSC.428(98) Guidelines on Maritime Cyber Risk Management. The plan must:

- Conduct **annual cyber risk assessments** addressing Operational Technology (OT) and Information Technology (IT) systems, including but not limited to Integrated Navigation Systems (INS), Dynamic Positioning (DP) systems, and cargo management interfaces.
- Enforce **network segmentation** between critical systems (e.g., propulsion, ballast control) and non-essential networks, with mandatory firewall configurations and restricted administrative access.
- **Software patch management protocols** must ensure timely updates for all firmware and relevant software.
- Crew must receive **cybersecurity training twice a year**, focusing on phishing, USB device policies, and emergency procedures for cyber incidents..
- **Incident response logs** must be maintained, and any cyberattacks impacting Class-approved systems must be reported to the Flag State and OCIMF and Repsol Vetting within 24 hours.

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### 5.18 Prevention Of Workplace Discrimination And Harassment

Technical Operators shall adopt a **zero-tolerance policy** for discrimination, sexual harassment, bullying, or victimization onboard, in compliance with MLC 2006 (Regulation 4.3) and IMO/ILO guidelines. The policy must:

- Integrate **non-retaliation protocols** for whistleblowers, ensuring anonymous reporting channels (e.g., third-party hotlines) and independent investigations by shore-based HR teams.
- Define **prohibited conduct** explicitly, including verbal abuse, discriminatory language, and unwanted physical contact, with examples provided in crew handbooks.
- Require **bystander intervention training** for all personnel, emphasizing escalation pathways for unresolved grievances to the Designated Person Ashore (DPA).
- Display **multilingual awareness posters** in crew mess rooms and accommodations, detailing contact information for Flag State helplines and welfare organizations (e.g., ISWAN).

### VI. Useful contact details

- Repsol Vetting website at [repsol.com](https://repsol.com)

## Repsol Vetting **Marine Assurance Process & Safety Criteria** for F(P)SOs

### **Annex I: ABBREVIATIONS**

- **CAP:** Condition Assessment Programme
- **DP:** Dynamic Position
- **ETO:** Electronic Technician Onboard
- **FME(C)A:** Failure Mode, Effects and (Criticality) Analysis
- **FPSO:** Floating Production Storage and Offloading
- **FSO:** Floating Storage and Offloading
- **IACS:** International Association of Classification Societies
- **IMO:** International Maritime Organization
- **ISM:** International Safety Management
- **OBO:** Oil/Bulk/Ore
- **OCIMF:** Oil Companies International Marine Forum
- **OIM:** Offshore Installation Manager
- **OPITO:** Offshore Petroleum Industry Training Organization (UK)
- **P&I:** Protection and Indemnity
- **PSC:** Port State Control
- **SMS:** Safety Management System
- **UTI:** Ullage Temperature Interface

## Repsol Vetting **Marine Assurance Process & Safety Criteria for F(P)SOs**

### Annex II: DEFINITIONS

For the purpose of these procedures, the following definitions apply:

- **Acceptable** means the F(P)SO can be used within the scope described above and is the only rating that allows such use. This rating results from a favourable assessment based on information that we have deemed positive and sufficient. The rating of the F(P)SO may be affected by any changes concerning safety and operational systems, changes of name, technical operator, crew, flag, etc., as well as any incident, incident or terminal negative feedback report, PSC detention or Memoranda or condition of Class. (See also “Vetting Assessment”)
- **CAP**, an independent and thorough scheme of inspections of the actual condition of the Hull, Machinery and Cargo Systems of a F(P)SO. It is applicable as defined in the present Rules and of the Classification Society.
- **Class or Classification Society**, a non-government organization that established and maintains standards for the construction and classification of vessels.
- **F(P)SO**: with respect to this document under this term are included floating offshore units other than Rigs or Drilling units and intended for, or that may be used for, sea or inland industry services with independence of her production capabilities including also, those that are able to receive crude from wells and process it, separating water and gas, for export or even just storage capacities.
- **Incident** means an event, or a sequence of events, that has occurred directly in connection with the operations of an F(P)SO and that has resulted in any of the following, or which, if not corrected, would endanger the safety of the unit, its personnel, any other person, associated vessels, the installation, or the environment:
  - the death of, or serious injury to, a person;
  - the loss of a person from the F(P)SO or from any associated vessel engaged in its operations;
  - the loss, presumed loss, structural failure, or operational abandonment of the F(P)SO;
  - material damage to the F(P)SO, including its marine systems, cargo handling systems, machinery, mooring system, DP system, or other safety-critical equipment;
  - the stranding, disabling, blackout, drive-off, drift-off, or any loss of station of the F(P)SO, or the involvement of the F(P)SO in a collision or allision with another vessel or offshore structure;
  - material damage to marine infrastructure external to the F(P)SO—such as subsea equipment, risers, pipelines, CALM buoys, STP systems, shuttle tankers, or support vessels—that could seriously endanger the safety of the F(P)SO, another vessel, or any person; or
- severe damage to the environment, including any uncontrolled discharge or release of hydrocarbons, chemicals, sewage, or other pollutants. **ISM Code** means the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by IMO.
- **Lifting**: under this term are named any export or transfer operation whereby the crude oil storage on cargo tanks of an Offshore Installation is pumped to an Export Tanker, such as shuttle tanker or as any other kind of tanker vessel.
- **Non Accepted** means F(P)SO that has been rejected as result of the Assurance Process
- **Observations**, non-compliance with:
  - International and/or national regulations as well as OCIMF and ICS recommendations.
  - Repsol Vetting Process & Marine Safety Criteria for F(P)SOs.
- **OCIMF**, is a voluntary association of oil Companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas with a focus on marine safety and technical matters.
- **P&I Full entry certificate**, showing cover as per the standard P & I Rules of the Club in which the F(P)SO is entered.

## Repsol Vetting **Marine Assurance Process & Safety Criteria for F(P)SOs**

- **Poor coating condition**, general breakdown of coating over 20% or more and hard scale at 10% or more in areas under consideration.
- **Repsol Vetting Department**, the technical unit within Repsol responsible for establishing guidelines for safety and environmental evaluation process for each type of vessel used within the Repsol system, monitor the compliance with the rules applicable to them and managing vetting assessments and physical inspection when required.
- **Substantial corrosion** means average wastage in excess of 75% of the allowable local limit recorded in the last Class survey report.
- **Technical Operator** means an entity dealing with the responsibility for operation of the F(P)SO and which, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed by the ISM code and, where applicable, holds the Document of Compliance.