

REPSOL VETTING

MARINE ASSURANCE PROCESS & SAFETY CRITERIA

APPLICABLE TO SIRE VESSELS (TANKERS, BARGES AND TUGS) AND BULK CARRIERS

- For vessels under OCIMF-OVID program, refer to “**Repsol Vetting Process and Criteria for Offshore Vessels**” (90-00023PR)
- For all river transportation used in E&P projects in Peru and Ecuador, “**Repsol Vetting Process and Criteria for River Vessels engaged into E&P Projects**”. (90-00022PR)
- For Floating Production Storage Offloading units (FPSO & FSO), refer to “**Vetting and marine safety criteria for F(P)SOs**”. (90-00044PR)

Reference: T&T-PROC-001/2020 (90-00001PR)

Updated: 06/02/2025



Applicable as of 14/04/2025

Index

I. Purpose and preliminary comments	2
II. Scope of Application	2
III. Effective date	2
IV. Repsol Vetting Assurance Process	2
IV.1 VESSELS UNDER REPSOL GROUP COMMERCIAL INTEREST	2
IV.2 FOLLOW UP PROCESS OF VESSELS WITH THE SATUS OF ACCEPTABLE	5
IV.3 VESSEL INSPECTION REQUEST	5
IV.4 VESSEL RATED AS NON ACCEPTED	6
IV.5 ASSURANCE PROCESS FOR SPECIAL VESSELS	7
V. Repsol Marine Safety Criteria	8
V.1. Age	8
V.2. Coating condition and substantial corrosion of tanks and void spaces:	8
V.3. Incident Reports	8
V.4. Classification Society	8
V.5. Class Information	9
V.6. Condition Assessment Programme (CAP) and Thickness Measurement Reports	9
V.7. Crew	10
V.8. Crew and Level of Certificates Criteria	11
V.9. Dry Docking	11
V.10. Flag	11
V.11. Hull Design	11
V.12. Hull Structural Fatigue Analysis	11
V.13. New Building Vessels	11
V.14. Port State Control	12
V.15. Protection and Indemnity Clubs (P&I)	13
V.16. OCIMF Reports and Repsol Inspection Reports	13
V.17. SIRE HVPQ/BPQ	13
V.18. Technical Operator	13
V.19. Vessel Equipment Criteria	14
V.20. Vessel History with Repsol	15
VI. Additional Criteria for Special Vessels	16
VII. Useful contact details	16
Appendix I: Documents required	17
Appendix II: Abbreviations	18
Annex III: Definitions	19

I. Purpose and preliminary comments

In accordance with the mandate of the global corporate norm 00-00462NO, this document aims to establish the safety and environmental guidelines and criteria (Marine Safety Criteria) as well as the evaluation process for vessels proposed for use by Repsol.

This process ensures that vessels comply with applicable international and/or national regulations, as well as other relevant maritime safety regulations.

Vessels that pass the evaluation will be designated as Acceptable in the Repsol Vetting database and this status will be communicated to the counterparties making the requests.

It should be noted that compliance with the requirements outlined herein, or a vessel being rated as Acceptable in the assurance process, does not entitle the Owner or Operator to have the vessel chartered or employed by Repsol. Furthermore, it does not impose any duty or obligation on Repsol to charter or employ the vessel.

Repsol, along with its employees, agents, or contractors, shall bear no liability whatsoever to any Owner, Operator, or Third Party regarding the acceptance or non-acceptance of any particular vessel.

II. Scope of Application

This procedure applies to any vessel proposed to be used by Repsol which type are included in Annex II of the global corporate norm 00-00462NO.

As a general rule, these are vessels tendered for charter or owned by Repsol, vessels that transport Repsol cargo, as well as vessels that visit terminals owned or operated by Repsol.

The compatibility of the vessels with the terminals in which they operate, the evaluation of the products in transit on board the evaluated vessels or the suitability of the vessels for the transport of the product for which the vessel is requested, as well as the use of Inert gas for handling volatile products is not contemplated in this procedure.

III. Effective date

14/04/2025

IV. Repsol Vetting Assurance Process

IV.1 VESSELS UNDER REPSOL GROUP COMMERCIAL INTEREST

A. Evaluating Vessels Proposed for vessels part of a COA, SPOT and STC:

1. **Evaluation Process:** The Repsol Vetting Assurance process for a vessel proposed by a counterparty for a voyage includes, but is not limited to, the following steps:
 - o **MSCs Compliance Check:** Ensure the vessel and its technical operator comply with the applicable Marine Safety Criteria (MSCs).
 - o **Historical Record Review:** Examine the vessel's historical record available in the Repsol Vetting database, including but not limited to:
 - Previous vessel inspections
 - Audits of its technical operator
 - Feedback on operations conducted by the vessel at Repsol Group terminals
 - Incident reports
 - o **Third-Party Information Review:** Review available information from third parties on the technical operator and vessel, such as:
 - Port State Control (PSC) reports

- Oil Companies International Marine Forum (OCIMF) data, including the Tanker Management and Self Assessment (TMSA)
- Harmonised Vessel Particulars Questionnaire (HVPQ)
- Ship Inspection Report Programme (SIRE)
- Other relevant sources

2. Validity of Approval:

Approval of a vessel for Repsol use is valid only for the specific request. If the vessel is proposed for subsequent use, it must undergo an evaluation again by the Repsol Vetting Department. It should not be assumed that an approval in the past will mean the vessel will be approved for another Repsol use in the future.

B. Evaluating Vessels proposed to be contracted by time (long term contract*): LTC (TC \geq 6 months) or logistics services contract

*Time charter contracts for vessels with LTC vocation (>6 months) but for commercial reasons the contract is divided into two or several STCs (<6 months) will be evaluated as LTC

1. Assurance Process Before Initial Agreement Signing:

Evaluation and Inspection: Vessels proposed for a long-term contract must undergo a detailed evaluation and inspection.

- o The detailed evaluation includes, in addition to the standard check, collecting information from technical operator, the result of this evaluation will be communicated to the commercial department requesting the vessel. If the commercial department confirms the interest in the contract, then a physical inspection will be arranged as well as an audit of its technical operator Safety Management System if deemed necessary.

1.1 Audit of Technical Operator:

- o The Safety and Environmental Protection Management System of the vessel's technical operator must be reviewed and accepted before lifting the technical subjects of the charter party or signing the service contract.
- o If not audited in the previous 2 years with satisfactory results by Repsol Vetting, the technical operator's Safety and Environmental Protection Management System must be audited by Repsol Vetting.
- o Audits can be conducted either before or after lifting the technical subjects of the contract or signing the service contract, depending on the initial review outcome.
- o Subsequent audits will be conducted at intervals not exceeding 2 years provided that the relationship with the technical operator which originated the initial audit prevails.

1.2 Physical Inspection of Vessel:

- o The vessel must undergo a Repsol physical inspection by a Repsol Vetting Inspector at the owner's expense.
- o This inspection must be conducted within three months prior to lifting the technical subjects of the contract or signing the service contract.
- o Subsequent Repsol physical inspections will be conducted at the owner's expense at intervals not exceeding 12 months for vessels under 15 years of age and not less than 6 months for vessels over that age.

2. Assurance Process of New Building Vessels:

Evaluation Requirements: In addition to the requirements mentioned in the Marine Safety Criteria (MSCs), the following steps must be taken:

2.1 Attendance at Vessel Trials:

- o Repsol representatives are required to attend vessel trials before delivery. This includes sea trials, gas trials, DP trials, or other applicable trials.

2.2 Audit of Technical Operator:

- o If not audited in the previous 2 years with satisfactory results, the vessel's technical operator's Safety and Environmental Protection Management System must be audited by Repsol Vetting.
- o Audits can be conducted either before or after lifting the technical subjects of the contract or signing the service contract, depending on the initial review outcome.
- o Subsequent audits will be conducted at intervals not exceeding 2 years.

2.3 Physical Inspection of Vessel:

- o The vessel must pass a Repsol physical inspection at the owner's expense on the first commercial voyage with cargo, preferably during the unloading operation or, in the case of LNGs, during the gassing up, cooling down, and first loading operation.
- o Subsequent Repsol physical inspections will be carried out at the owner's expense at intervals not exceeding 12 months until the vessel reaches 15 years of age, and then at intervals not less than 6 months.

3. Assurance Process Before Renewal of Existing Agreement:

3.1 Evaluation of Vessel Performance:

- o The renewal of the contract is subject to the evaluation of the vessel's performance during the previous contract period.
- o Before renewal, aspects of the vessel's performance will be reviewed, it will include but not limited:
 - Results of the inspections carried out by Repsol on the vessel.
 - Changes and performance of its technical operator, as well as the development of its Safety Management System (OCIMF-TMSA).
 - Feedback received about the vessel from the Group's terminals on the operations conducted.
 - Incidents that might have occurred during the contract period.
 - Information from third parties about the vessel, such as PSC and OCIMF data.
- o The result of the evaluation will be communicated to the commercial department requesting the renewal.

3.2 Physical Inspection Requirement:

- o Renewal will be subject to the result of a Repsol physical inspection at the owner's expense if the vessel has not passed a safety or Repsol physical inspection in the last three months with positive results
- o A positive result in the renewal of a time contract for a vessel does not interrupt the periodicity of the physical inspections that correspond to the vessel due to its age.

IV.2 FOLLOW UP PROCESS OF VESSELS WITH THE STATUS OF ACCEPTABLE

Process for Monitoring the Performance of Vessels Used by Repsol:

1. Monitoring Process:

o Safety Inspections:

- Any ship operating in Repsol Group terminals is subject to Safety Inspections carried out by Repsol inspectors. Under certain circumstances Safety Inspections can be done in outside Repsol Group Terminals.

o Operational Evaluations:

- The operations of vessels in Repsol Group Terminals are evaluated by a Repsol representative at the terminal. (90-00005DC)
- The evaluation report is sent to Repsol Vetting.

o Review of External Information:

- Vessels considered acceptable for Repsol's business are subject to review of:
- Port State Control (PSC) inspections
- Incidents
- Third-party SIRE reports
- Any other relevant events that may occur during the acceptability period.

2. Follow-Up and Rejection:

- o Information reviewed as a result of the follow-up process may lead to the rejection of the vessel (i.e., the vessel being rated as Non-Accepted) at any time.

3. Factors Affecting the Acceptable Vessel Status:

- o More generally the status of the vessel may be affected by changes such as:
 - Safety and operational systems
 - Repsol Vetting status of its Technical Operator
 - Changes in name, technical operator, crew, flag, etc.
 - Incidents or terminal negative feedback reports
 - PSC detentions or Memoranda or Conditions of Class.

4. Reporting Requirements:

- o Technical Operators are required to report any of the mentioned events to Repsol Vetting whenever they occur.

IV.3 VESSEL INSPECTION REQUEST

1. Request Submission:

- o Inspection requests must be submitted through the OCIMF web platform at least five days in advance.
- o Requests can be made for the following purposes:
 - To obtain a new OCIMF SIRE inspection.
 - To seek lifting of a Non-Accepted status by Repsol.
 - For vessels older than 20 years not physically inspected by Repsol Vetting in the last 6 months neither subject to a safety inspection in previous 3 months.

2. Inspection Process:

- o After the inspection, the SIRE report will be uploaded to the OCIMF website, and the technical operator must respond to it.

Repsol Vetting Marine Assurance Process & Safety Criteria

- o Additional to the OCIMF-SIRE process, Repsol Vetting will send its physical inspection report to the technical operator, including observations from the OCIMF report and any possible non-compliance with Repsol Vetting's Marine Safety Criteria (MSC). The technical operator must then respond to the observations included in the Repsol Vetting Physical inspection report following the OCIMF-SIRE response pattern to vetting@repsol.com
- o Responses and actions taken, along with a global overview of the inspection report and the vessel's historical records, will be used to conclude the assessment of the vessel.
- o A document with the result of this evaluation will be sent to the technical operator.

3. Inspection Costs:

- o The cost of the vetting inspection will be at the owner's expense.
- o The inspection is performed independently and has no legal connection with any possible Spot or Time Charter Agreement that might be signed with the vessel's owners.

4. Repsol Physical Inspection:

- o Under certain circumstances and with prior agreement between Repsol Vetting and the technical operator, a "Repsol Physical Inspection" can be carried out based on OCIMF-SIRE inspection guidelines to determine the vessel's suitability for use by Repsol.
- o The cost of the inspection will be at the owner's or technical operator's expense.
- o The "Repsol Physical Inspection" request must be sent at least five days in advance to vetting@repsol.com.

IV.4 VESSEL RATED AS NON ACCEPTED

1. Common Reasons for Non-Accepted Status:

- o Result of a safety inspection.
- o Result of a physical inspection.
- o Negative result of the assurance process.
- o Poor performance at Repsol Group Terminals.
- o Loss of acceptability of the technical operator.

2. General Rule for Lifting Non-Accepted Status:

- o Lifting a Non-Accepted status generally requires a new evaluation which might include among other options, a new inspection of the vessel.

3. Special Cases:

- o **Change of Technical Operator:**
 - If there has been a change of technical operator after the inspection in which the vessel was rejected, the necessity of a new inspection will be assessed.
- o **Loss of Acceptability of Technical Operator:**
 - Vessels with a Non-Accepted status due to the loss of acceptability of their technical operator will remain in that condition until the reasons for the technical operator's rejection have been resolved.

4. Additional Notes:

- o The inspection to lift the Non-Accepted status must be requested during a cargo (loading/unloading) operation in which neither Repsol nor its Group Terminals are part of the voyage.

Repsol Vetting Marine Assurance Process & Safety Criteria

- o A new inspection request does not guarantee acceptance of the vessel. Inspection dates will be scheduled based on inspector availability.
- o Vessels rated as Not Accepted in two consecutive Repsol inspections will not be considered for a new inspection until three months have passed since the last inspection.

IV.5 ASSURANCE PROCESS FOR SPECIAL VESSELS

Special Vessel Categories

A. Floating Storage:

- o The evaluation will follow the standard assurance process.
- o If the floating storage is over 15 years old, the SIRE on which the process is based must have been carried out in the last three months.

B. Vessels Calling at Repsol Terminals Only for Bunkering, Nitrogen Blanketing, and Slops Discharge,

- o These vessels are not subject to the standard assurance process.
- o Acceptability for the requested operation will be obtained with the positive evaluation of the following documents, which must be sent to vetting@repsol.com:
 - Updated list of Class Conditions and Inspection Memoranda.
 - A complete P&I entry certificate.

C. Tugboats Used at Repsol Terminals owned or operated by Repsol:

- o A vetting assessment with an acceptable result, including a Repsol Physical Inspection, must be obtained.
- o A new vetting assessment will normally not be required for a period of 12 months, regardless of the tugboat's age.
- o During this period, tugboats may be subject to safety inspections.

D. Vessels other than tanker dedicated to lubricants delivery:

- o Vessels dedicated to lubricants delivery must obtain an acceptable result in a vetting evaluation.
- o The evaluation will follow the standard assurance process and must include a physical inspection by Repsol.
- o A new vetting evaluation will normally not be required for a period of 12 months, regardless of the vessel's age.
- o During the 12-month validity period, vessels may be subject to safety inspections during operations.

E. Other Vessels:

- o There may be other vessels subject to this procedure as part of the scope of the corporate norm 00-00462NO but not listed.
- o The evaluation and follow-up of such vessels will depend on the nature of the activity in which they are involved and the risk they might pose to the organization.
- o These cases will be determined on a case-by-case basis.

V. Repsol Marine Safety Criteria

V.1. Age

a) Vessel age limits are indicated in the following table:

Vessel Type	Age Limit
OBO / OO / Combination Carriers	15 years
Tanker (Crude/Oil/Bitumen/Chemical)	25 years
Dry Cargo	25 years
LPG	30 years
Bunker barge	25 years
Barge	30 years
Tugboat/Towboat	40 years
LNG	40 years

b) The age of a vessel is calculated from its initial delivery date. Rebuilding dates will not be taken into account.

V.2. Coating condition and substantial corrosion of tanks and void spaces:

- o The condition of the coating must not be considered “poor condition”.
- o Vessels having areas with substantial will not be accepted.

V.3. Incident Reports

a) Evaluation of Records

- o Records of incidents and investigation reports will be evaluated as part of the vetting process.

b) Incident Report Submission

- o Incident reports are received daily into the Repsol Vetting database.
- o Owners are encouraged to send their incident reports to the OCIMF repository database.
- o These reports feed directly into the Repsol Vetting database, eliminating the need to send the reports to Repsol separately.
- o if an incident is not available in the OCIMF repository, the technical operator must send the investigation report when required by Repsol Vetting.

V.4. Classification Society

Vessels classed by societies that are not full members of the International Association of Classification Societies (IACS) will be rejected.

V.5. Class Information

a) Review of Class Information:

- o Class information will be reviewed and may result in vessel rejection.
- o Technical Operators are encouraged to close any Condition of Class and similar class items before the due date established by Class.

b) Vessels Undergoing Dry Docking or Repairs:

- o Any vessel undergoing dry docking or repairs proposed for Repsol use could be subject to an evaluation only after the shipyard period or repair has concluded.
- o The vessel's flag and/or class documentation must be available, reviewed, and accepted before the evaluation.

V.6. Condition Assessment Programme (CAP) and Thickness Measurement Reports

a) Thickness Measurement

- o Thickness measurements carried out during the previous survey will be reviewed for vessels 15 years old or more and below 5000 MT SDWT.

b) CAP Rating Requirements

- o Vessels 15 years old or more and over 5000 MT SDWT will need at least a CAP 2 (GOOD) rating for hull, machinery, and cargo handling system upon the 15th anniversary of their delivery date.
- o Evidence of completion of this survey and the rating achieved must be provided when final certificates are not available.
- o Such certificates will have a validity of 3 years from the date of the completion of the survey (effective date).

c) Dry Cargo Vessels

- o Dry Cargo vessels more than 15 years old and with a SDWT greater than 500 MT must submit the executive summary of the hull of their ESP corresponding to the third renewal study.
- o Dry Cargo vessels 15 years old or more and over 20000 MT SDWT will need at least a CAP 2 (GOOD) rating for hull, machinery, and cargo handling system upon the 15th anniversary of their delivery date.
- o Evidence of completion of this survey and the rating achieved must be provided when final certificates are not available.
- o Such certificates will have a validity of 3 years from the date of the completion of the survey (effective date).

V.7. Crew

a) OCIMF Officer Matrix

- The OCIMF Officer matrix will be reviewed and cross checked with the requirements set in the table below:

	Rank	Calendar time with Technical Operator	On board sea time in Rank	On board sea time on Type of Tanker
SPOT & COA	Master & Chief Officer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years
	Chief Engineer & 2 nd Engineer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years
	2 nd Officer & 3 rd Officer	N/A	Aggregate not less than 1 years	N/A
TIME CHARTERS	Master	Aggregate not less than 2 years	Aggregate not less than 3 years	3 years
	Chief Officer			2 years
	Chief Engineer	Aggregate not less than 2 years	Aggregate not less than 3 years	3 years
	2 nd Engineer			2 years
	2 nd Officer & 3 rd Officer	N/A	Aggregate not less than 1 years	N/A

b) Certification for Gas Engineers

- Gas Engineers on Time Charter LNG vessels must be certified at least as 2nd Engineer as per STCW III/2.

c) Officer Rotation

- The following groups of Officers will not be changed at the same time:
 - Master and Chief Officer
 - Chief and 2nd Engineer
- No more than two-thirds of the total number of Ratings and no more than half of the total number of Officers are to be changed at the same time.

d) Drug and Alcohol Policy

- A formal Drug and Alcohol policy must be implemented that complies with OCIMF guidelines.
- The policy must include an unannounced alcohol and drug test by an external body at intervals not exceeding 12 months.
- Technical Operators of dry cargo vessels not yet in compliance with this policy must adapt their Drug and Alcohol policy to include the requirements of this MSC no later than 12 months from the date this document comes into force.

e) Language Requirements for Log Books

- Time chartered vessels whose common working language is neither English nor Spanish should fill in the Official Log Books in one of these languages, in addition to the flag requirements.

V.8. Crew and Level of Certificates Criteria

a) Watch System

- o All vessels under LTC must comply as minimum with the Master plus three deck Officers as the bridge manning team.
- o For no LTC vessels It is strongly recommended to have a Master plus three deck Officers as the bridge manning team.

b) Certification for Officers and Crew

- o All Officers must be certified with the advanced course, as defined in the current STCW, for the type of tanker on which they serve.
- o Crew members directly involved in cargo operations, such as pumpmen or gasmen, must also have the same advanced courses.
- o For those who do not yet have the certificates, the Technical Operator must provide them with the course as soon as possible. Technical Operators must include these courses in the training program provided to seafarers

V.9. Dry Docking

Dry-Dock Survey

- o For vessels 15 years of age and over, inspection of the outside of the ship's bottom should be carried out with the ship in dry-dock with class intervention at intervals not exceeding 36 months.

V.10. Flag

The flag will be taken into account in the evaluation of the vessel.

V.11. Hull Design

Double Hull

As defined in MARPOL and IBC Code for all oil and chemical tankers respectively. Gas carriers and asphalt carriers' hull structures are not subject to this definition

- o Tanker vessels which are not double hull will be rejected.

V.12. Hull Structural Fatigue Analysis

Comprehensive Fatigue Analysis

- o Vessels longer than 150 meters and older than 15years proposed for a Long-Term Contract (LTC) will need a comprehensive fatigue analysis.

V.13. New Building Vessels

Required Documents:

Technical operator will provide the following documents, in addition to the usual documents required for the standard evaluation process.

A. Two Matrices

1. Senior Officers Matrix

- o This matrix should include the following details for the vessel's Senior Officers:
 - Officer Qualifications
 - Nationality
 - Certificate of Competency

- Issuing Country
- Tanker Certificate
- Specialized Tanker Training
- Years with Operator
- Years in Rank
- Years on this type of tankers
- Years on all types of tankers
- Weeks stood by in yard
- Senior deck officers and senior engine officers should have attended the last 8 weeks of the ship's construction period.

Note:

- Senior Deck Officer: Captain or Chief Officer
- Senior Engine Officer: Chief Engineer or Second Assistant Engineer (or equivalent)

2. Site Team Matrix

- o This matrix should include the technical operator representatives who attended the vessel construction at the shipyard (site team), with the following details:
 - Names
 - Nationalities
 - Position in the company organization
 - Years with the company
 - Previous experience in new building
 - Arrival date on site

B. Supporting Documentation

- o Provide all supporting documentation, including:
 - Interim Class Certificate
 - Any relevant conditions of class applied to the vessel at the time of delivery
 - A copy of the Continuous Synopsis Record

C. Repsol Previous Experience with the vessel technical operator:

- o Repsol's previous experience with the Technical Operator will be considered.

V.14. Port State Control

a) Evaluation of Records

- o Records of PSC will be reviewed and evaluated, the scope of the analysis will depend upon the recent results of the inspections

b) Criteria for Rejection

- o Records of detentions and deficiencies identified, along with corresponding corrections, will be evaluated and might result in vessel rejection.
- o Vessels detained twice or more over the last three years, detained in their last PSC inspection, or black-listed by the European Union will be rejected.
- o Vessels detained or having serious deficiencies in their last PSC inspection, or with serious deficiencies in all PSC inspections in the previous year, will not be considered Acceptable for Time Charter.

c) Submission of PSC Reports

- o Port State Control inspection reports are received regularly into the Repsol Vetting database.

Repsol Vetting Marine Assurance Process & Safety Criteria

- o Owners are encouraged to send their Port State Control inspection reports to the OCIMF repository database. These reports feed directly into the Repsol Vetting database, eliminating the need to send the reports to Repsol separate.
- o If a Port State Control report is not available in the OCIMF repository, the technical operator must send it as well as the actions taken to correct any deficiencies that may have been identified when requested by Repsol Vetting.

V.15. Protection and Indemnity Clubs (P&I)

P&I Club Membership

- o Owners guarantee that they (and/or Technical Operators) shall maintain full entry of the chartered vessel in a P&I Club which is a member of the International Group of P&I Clubs.
- o A copy of a P&I Certificate of entry for a vessel not insured with a member of the International Group of P&I Clubs will be reviewed by the Repsol Insurance Department on a case-by-case basis.

V.16. OCIMF and Repsol Inspection Reports

OCIMF Reports are an important tool in the assurance process of the tankers and barges

a) Vessels under SIRE program less than 20 Years Old

- o These vessels will be required to have a Repsol Safety inspection or OCIMF inspection no older than 6 months or Repsol Physical inspection no older than 12 months, which have been considered as acceptable.

b) Vessels under SIRE program of 20 Years Old or More

- o Additional to an OCIMF inspection no older than 6 months, these vessels will be required to have a Repsol Physical inspection no older than 6 months or a Repsol Safety inspection no older than 3 months which have been rated as Acceptable.

c) Vessels under BIRE program

- o Regardless of the vessel's age, these vessels will be required to have an OCIMF inspection report available no older than 12 months.

V.17. OCIMF HVPQ/BPQ

a) HVPQ/BPQ Submission

- o Vessels under the SIRE/BIRE program, regardless of the vessel's age, will be required to have an OCIMF HVPQ/BPQ duly filled in and properly updated within the previous 6 months on the OCIMF website.
- o Inaccurate information might lead to the rejection of the vessel.

V.18. Technical Operator

This point outlines the requirements and evaluation criteria for technical operators of vessels subject to the Repsol Vetting assurance process in accordance with corporate standard 462.

a) Safety and Environmental Protection Management System

- o Technical operators must have developed and implemented a safety and environmental protection management system in accordance with the provisions of SOLAS.IX-ISM Code.

b) OCIMF TMSA Requirements

- o Technical operators of tankers (oil, chemical, gas), including fuel supply barges, must have information on their safety and environmental protection management system referenced to the OCIMF TMSA available in OCIMF.
- o Comments on how each element/stage is complied with should be recorded in the TMSA.

Repsol Vetting Marine Assurance Process & Safety Criteria

- o This information must be updated at least annually.
- o The OCIMF TMSA of the technical operator of the vessel proposed for a voyage with Repsol will be evaluated to meet the established minimum criteria.

c) Audits by Repsol Vetting

- o Safety Management Systems of Technical Operators are subject to audits by Repsol Vetting:
 - Technical Operators having vessels in Time Charter (TC) with Repsol, before or during the contract and at intervals not exceeding two years.
 - Technical operators whose fleets are frequently used.
 - Technical Operators that, for any reason, an audit is deemed necessary to verify compliance with the required standard.
- o Should the outcome of the global review after the audit be negative, the Technical Operator will be rated as Not Accepted and its entire fleet put under “technical hold” status. This situation will last until the Technical Operator has implemented all the improvements and measures in its procedures indicated by Repsol Vetting and their implementation has been reassessed.

d) Non-Accepted Rating

- o A Technical Operator could be rated as “Non-Accepted” as a result of its performance (Repsol vetting assessments, Repsol inspections, Repsol Terminal feedback). In such cases, its entire fleet will be deemed as Non-Accepted.

V.19. Vessel Equipment Criteria

1. Additional for LPG/Gas Carriers Equipment

The vessels must be provided with at least 3 remote positions for manual activation of the ESD (Emergency Shut Down) fail-safe design.

2. Bridge Equipment

In addition to the standard SOLAS requirements, vessels must be fitted with:

- a) It is strongly recommended for at least one of the RADARs available on board to be fitted with an Automatic Radar Plotting Aid (ARPA).
- b) Two sets of satellite positioning systems, i.e., GPS.

3. Cargo and Ballast Equipment

- a) Deck seal of the dry type shall not be accepted.
- b) A fixed monitoring system with visual and acoustic alarm for detection of flammable gases in void spaces and ballast tanks is strongly recommended to be fitted and operational.
 - Alarm signals are to be automatically displayed in the place where the operations are normally controlled/monitored.
 - If a system is not fitted or not operational, procedures for daily monitoring of the above-mentioned spaces must be implemented, and records with gas concentration readings shall be made available for inspection.
- c) All cargo and slop tanks must be fitted with high-level alarms and an independent high-high level alarms (independent from the main fixed ullage monitoring system).
 - Residual tanks must be fitted with an independent high-high level alarm, if the installation is not yet available, it should be provided no later than the vessel’s next dry dock.
- d) Cargo handling operations must be performed under closed system conditions.

- When the fixed closed ullaging system is temporarily out of service and loading or discharging operations are carried out, this must always take place in a closed condition.
 - If this is the case, the ship must have hermetic measuring tapes (UTIs or similar) in sufficient number to be used in the tanks where loading or unloading operations are being carried out.
 - The hermetic tapes available on board must be subject to an annual calibration program. This program must consider that at least one of the units must be calibrated and certified annually by a recognized entity.
- e) Cargo pumps emergency stop activation points must be located :
- Cargo Control Room (if fitted),
 - On the main deck at the manifold area (Port and Starboard) or a suitable location/s to allow easy and fast activation.
 - cargo pump-room at its entrance and at the lower platform
 - On the poop deck if a stern discharge line is fitted. If installation is not yet available, it should be provided no later than the vessel's next dry dock
- f) The accuracy of all control equipment must be checked annually, and results recorded.
- The equipment referred to includes, but is not limited to: reference pressure gauge and thermometer, all other pressure gauges, vacuum gauges, thermometers, as well as alarms, trips, etc.
 - The calibration of the reference pressure gauge and thermometer must be certified by a recognized entity.

4. Engine Room & Steering Gear Equipment

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

5. Firefighting Equipment

A fixed fire detection and alarm system must be provided in:

- Engine room,
- Cargo pump room.

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

- Forecastle or any other spaces in the forward area containing sources of ignition. If installation is not yet available, it should be provided no later than the vessel's next dry dock.
- Accommodation area.

6. 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.

V.20. Vessel History with Repsol

Repsol vetting inspections, incidents and terminal feedback will be evaluated.

VI. Additional Criteria for Special Vessels

A. Vessels dedicated to bunker delivery:

New crewmember familiarization: every new crewmember, before taking over cargo responsibilities, must participate in at least three bunker loading and discharge operations.

B. Oil/Bulk/Ore (OBO) and Combination Carrier vessels:

- a. 10 years old, or more, which in her last port operated with dry cargo will not be Acceptable,
- b. Of any age, will not be Acceptable for Time Charter.

Oil/Bulk/Ore (OBO) and Oil/Ore (OO) vessels will need to have tunnels monitored for the presence of hydrocarbon gases. See section V.19.3.b) for requirements.

C. Dry cargo and container vessels must comply with the marine safety criteria except for the following items: V.7.a), V.11, V.13 A1, V.16.a), V.16b), V.17, V.18b), V.19.3 and V.19.6 a)

D. Tugboat, must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8.a), V.9, V.11, V.13 A1, V.16.a), b), V.17, V.18b), V.19.2 and V.19.3

E. Towboat or push tugboat, must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8.a), V.9, V.11, V.13 A1, V.18.b), V.19.2 and V.19.3

F. Vessels exclusively dedicated to operate in Inland Waters, must comply with the marine safety criteria except for the following items: V.7.a) V.8 a), V.9, V.13 A1 and V.19.2.

G. OCIMF Barges European Inland Region (Ex-EBIS) must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8.a), V.9, V.13 A1, V.17, V.18.b), and V.19.2.

H. Vessels other than tanker dedicated to lubricants delivery, must comply with the marine safety criteria except for the following items: V.4, V.5, V.7.a) & c), V.8, V.9, V.13 A1, V.18.b), V.19.2, V.19.3, V.19.4. & V.19.6,

I. US Barge and Towboat:

- a. Ocean going must be classed by a Classification Society which is a member of IACS. Those vessels used on inland waterways only may not be required to be classed with a Classification Society.
- b. Must have a SIRE BIQ available which was performed during cargo operations within the previous 12 months.
- c. Must comply with the marine safety criteria except for the following items: V.7.a) & c), V.8.a), V.9, V.13 A1, V.18b), and V.19.2

VII. Useful contact details

- Vetting issues: vetting@repsol.com
- Operator meetings and TMSA issues: vetting@repsol.com
- Incidents notification:
 - o Vessels chartered by Repsol, vessels transporting Repsol's cargoes, and vessels visiting terminals owned or operated by Repsol: incidents to be reported via web following instructions received from charters or using as alternative incidentshipping@repsol.com
 - o Other cases: vetting@repsol.com

Appendix I: Documents required

	Crude / Oil / Chemical	Gas Carrier	Dry Cargo / Container	OBO / OO / Combination Carriers	Inland waters	Tugboat	
CAP	v	v	v	v	v	v	≥15 years & >5000 SDWT; ≥Dry Cargo 15 years & >20000 SDWT
Thickness Report	v	v	v	v	v	v	≥15 years & ≤5000 SDWT Dry Cargo ≥15 years >=500 sdwt
Condition Evaluation Report / ESP	v		v	v	v		≥15 years & <5000 SDWT Dry Cargo ≥15 years >=500 sdwt
Fatigue analysis	v	v	v	v	v	v	LTC>15 years & >150mts length
HVPQ/BPQ	v	v		v	v	v	Updated every 6 months max.
TMSA	v	v		v			Updated annually

Appendix II: Abbreviations

- **ARPA:** Automatic Radar Plotting Aid
- **BIQ:** Barge Inspection Questionnaire
- **BPQ:** Barge Particulars Questionnaire
- **CAP:** Condition Assessment Programme
- **COA:** Contract Of Affreightment
- **DP:** Dynamic Positioning
- **EBIS:** European Barge Inspection Scheme
- **ESD:** Emergency Shut Down
- **FPSO:** Floating Production Storage and Offloading
- **FSO:** Floating Storage and Offloading
- **GPS:** Global Positioning System
- **HVPQ:** Harmonized Vessel Particulars Questionnaire
- **IACS:** International Association of Classification Societies
- **IBC:** International Bulk Chemical
- **ICS:** International Chamber of Shipping
- **IMO:** International Maritime Organization
- **ISM:** International Safety Management
- **LNG:** Liquid Natural Gas
- **LPG:** Liquid Petroleum Gas
- **MARPOL:** International Convention for the Prevention of Pollution from Ships
- **LTC:** Long Time Charter.
- **OBO:** Oil Bulk Ore
- **OCIMF:** Oil Companies International Marine Forum
- **OO:** Oil Ore
- **P&I:** Protection and Indemnity
- **PSC:** Port State Control
- **SDWT:** Summer Dead Weight Tonnage
- **SIRE:** Ship Inspection Report Programme
- **SOLAS:** Safety of Life at Sea
- **STC:** Short Time Charter
- **STCW:** Standards of Training, Certification and Watchkeeping
- **TC:** Time Chartered
- **TMSA:** Tanker Management Self Assessment
- **UTI:** Ullage Temperature Interface
- **VIQ:** Vessel Inspection Questionnaire

Annex III: Definitions

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

- **Acceptable** means the vessel can be used within the scope described above and is the only rating that allows such use. This rating results from a favorable assessment based on information that we have deemed positive and sufficient. The rating of the vessel may be affected by any changes concerning safety and operational systems, changes of name, technical operator, crew, flag, etc., as well as any incident or terminal negative feedback report, PSC detention or Memoranda or condition of Class. (See also “Assurance process”)
- **Assurance Process** means the procedure whereby a vessel’s suitability for Repsol use is determined resulting in the status of “Acceptable” or “Non-Accepted” being assigned. The ship-shore compatibility or its fitness for nominated cargo is not considered in this Assessment.
- **Barge**, for the purpose of these procedures, means a vessel carrying goods in rivers, inland navigation, lakes and ports, not sailing on open sea or bays and restricted by Flag Administration to inland water navigations.
- **OCIMF Barges European Inland Region**, for the purpose of these procedures, means a vessel carrying goods in European rivers and not sailing in open water or at sea.
- **CAP**, an independent and thorough scheme of inspections of the actual condition of the Hull, Machinery and Cargo Systems of a vessel. It is applicable as defined in the present Rules and of the Classification Society.
- **Cargo** means any kind of material subject to a contract of transportation, mainly crude oil, oil products, chemical products, LPG, LNG, Lubricants, Liquid fertilizers and dry bulk cargoes.
- **Chief Officer** and **2nd. Engineer** terminology considered equivalent to 1st. Officer and 1st. Asst. Engineer for the purpose of these procedures.
- **Class or Classification Society**, a non-government organization that established and maintains standards for the construction and classification of vessels.
- **COA Vessel** means vessels included in a contract of affreightment to lift a fixed or determinable quantity of cargo of a specified type over a given period of time.
- **Floating storage** means any vessel used to store cargo for commercial reasons but does not include FSO/FPSO.
- **Incident** means an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship that endangered or, if not corrected, would endanger the safety of the ship, its occupants or any other person or the environment:
 - o the death of, or serious injury to, a person.
 - o the loss of a person from a ship.
 - o the loss, presumed loss or abandonment of a ship.
 - o material damage to a ship.
 - o the stranding or disabling of a ship, or the involvement of a ship in a collision.
 - o material damage to marine infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual; or
 - o severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships
- **ISM Code** means the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by IMO.
- **Non Accepted** means vessel that has been rejected as result of the Assurance Process

Repsol Vetting **Marine Assurance Process & Safety Criteria**

- **Non-propelled barge** means a barge without self-contained propulsion and manned only during cargo operations.
- **Observations**, non-compliance with:
 - o International and/or national regulations as well as OCIMF and ICS recommendations.
 - o Repsol Vetting Process & Marine Safety Criteria.
- **OCIMF**, is a voluntary association of oil Companies with an interest in the shipment and terminals 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 vessel is entered.
- **Poor coating condition**, general breakdown of coating over 20% or more and hard scale at 10% or more in areas under consideration.
- **Repsol Vetting**, 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.
- **Safety Inspection**, non-announced inspection carried out on vessels rated as acceptable by Repsol Vetting. The inspection can be restricted, focusing only on crew manning, inert gas system safe use, engine room housekeeping, etc. or it can be a complete inspection focusing on all the areas of the vessel, safety management system, etc.
- **SDWT** means the number of tons of cargo and bunkers, including stores, lubricating oil and fresh water that a vessel can transport on a summer draft.
- **Self-propelled barge** means a barge with a self-contained propulsion system.
- **Single voyage** means period between first port of loading and last port of discharging operations of a certain cargo under a charter party. It should not exceed three months.
- **SIRE** inspection, Repsol Inspection follows a standardised format laid down in the OCIMF VIQ and is submitted, if there is prior agreement with the vessel's owner's / operator's, to the OCIMF/SIRE database.
- **Spot vessel** means vessels contracted for a single voyage and not included in a COA.
- **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 ship 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.
- **TC vessels** means vessels contracted for a fixed period.
- **TMSA**, a best practice guide completed by tanker operators to indicate the standard of their safety management system against listed key performance indicators as defined in OCIMF publication "Tanker Management Self Assessment, a best-practice guide for vessel operations".
- **Towboat or push tugboat** means a boat which is acting as the propulsive unit of a non self-propelled barge.
- **Tugboat** means a boat that maneuvers self-propelled vessels by pushing or towing them.
- **Type of tanker** means oil tankers, OBO (combination carriers), chemical tankers or gas tankers of any size.
- **Vessel** means a craft engaged in the carriage of goods by river/sea or engaged in towing or pushing such craft, including oil tankers, chemical carriers, gas carriers, general cargo vessels, push tugs which are part of integrated tug barge units, time chartered tugs, non-propelled barges and self-propelled barges.