

Repsol Marine Terminal to Tanker Information



CARTAGENA. Repsol Petróleo S.A.



April 2018
(Version 1.0)

Dear Sir,

Responsibility for the safe conduct of operations while your ship is at the Repsol Terminal rests jointly with you, as Master of the ship, and with the responsible Terminal Representative. We wish, therefore, before operations start, to seek your full co-operation and understanding on the safety requirements set out in the Ship/Shore Safety Check-List, which are based on safe practices that are widely accepted by the oil and tanker industries.

We expect you, and all under your command, to adhere strictly to these requirements throughout your ship's stay alongside this Terminal and we, for our part, will ensure that our personnel do likewise, and co-operate fully with you in the mutual interest of safe and efficient operations.

Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the Repsol Terminal staff, where appropriate together with a Responsible Officer, will make a routine inspection of your ship to ensure that elements addressed within the scope of the Ship/Shore Safety Check-List are being managed in an acceptable manner. Where corrective action is needed, we will not agree to operations commencing or, should they have been started, we will require them to be stopped.

Similarly, if you consider that safety is being endangered by any action on the part of our staff or by any equipment under our control, you should demand immediate cessation of operations.

Any repair work is prohibited without prior written permission of the Terminal Representative. Repair or other work that may immobilize the ship is always prohibited.

SAFETY AND ENVIRONMENTAL COMPLIANCE WILL NOT BE COMPROMISED

Repsol Marine Terminal to Tanker Information



- TERMINAL INFORMATION

Port	ESCOBRERAS BASIN (CARTAGENA)
Terminal	REPSOL TERMINAL
Location	37° 34' 15" N - 00° 58' 00" W
Winds	Prevailing: SSW - Predominating: SSE
Tides	Maximum Tide Movement: +0,65 m. Height at LLW compared to Port zero: -0,43 m - Height at HHW compared to Port zero: +0,22 m.
Density of seawater	1.025 – 1.028
Communication (REPSOL)	VHF CH 17 and Operator continuously on jetty
Cartagena Port Control	Must be contacted two hours before arrival to Pilot station on VHF CH 12. Ship must maintain a continuous watch on VHF CH 16 and 12 with Cartagena Port Control.
Pilots	Pilotage is compulsory for any vessel calling Repsol Terminal.
	Pilots must be contacted 1 hour before arrival to pilot station on VHF CH 12.
Tugboats	Tugboats are available 24/7. Berthing and unberthing maneuvers of all vessel will be carried out in accordance with the following regulations dictated by Port Authority.
	All vessels, whatever their tonnage, maneuvering in the basin of the Terminal and which carry hazardous cargo must do so accompanied by tugs.
	Vessels with fore and aft propellers which are carrying hazardous cargo must also have a safety tug for berthing and unberthing maneuvers.
EMERGENCY SIGNAL	REPSOL TERMINAL STOP , STOP , STOP

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- TERMINAL INFORMATION

SMOKING in all areas of the Maritime Terminal is strictly PROHIBITED

VHF, AIS, Radars and Main radio aerials	Transmissions by medium and high frequency radio during load, discharge or ballast operations are not permitted. Main transmitting antennae must be earthed or isolated.
	To start or test the radar during load, discharge or ballast operations, the vessel must ask permission from the Repsol duty Loading Master.
	During load or discharge operations AIS equipment must transmit on its minimum power of 1 watt.
	Portable VHF/UHF radiotelephones must be intrinsically safe and officially approved.
Mobile telephones, cameras and other equipment	For reasons of security it is prohibited to take photos or video recordings of vessels or of the facilities. To take any photo or video permission must be asked from the Repsol duty Loading Master.
	It is prohibited to use mobile phones in the safety areas.
	The use in safety areas of video cameras, mobile phones or other equipment which may generate heat or sparks which could ignite flammable materials or combustible can only be authorized if the equipment has adequate protection for use in flammable or explosive atmospheres and has the corresponding certificate.
General lighting	The main deck, the manifold area and areas along the side of the vessel must be adequately illuminated to ensure better and safer work of personnel engaged in night operations of connection and disconnection and the easy location of any leak or spill.
Lights and Lanterns	It is not permitted to use on deck or in open spaces any light apparatus which is not suitable for flammable or explosive atmospheres.
	Vessel and Terminal will ensure that in their facilities there is no broken light fitting or the presence of defective cables which might generate heat or sparks sufficient to be an ignition source for flammable or combustible materials.
Repairs	Repair to main engines or deck machinery is prohibited when the vessel is secured to any berth.
Emergency escape	The lifeboat on the sea side of the vessel must be unlashd and ready for use from the embarkation deck. Vessels which have a lifeboat only at the stern will have it prepared and ready for use.

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- TERMINAL INFORMATION

EMERGENCY FIRE	
<i>Fire Fighting Equipment</i>	The vessels fire fighting system must remain under pressure during all operations. The vessel will place two hoses, one forward and one aft of the manifold connected to the fire main and have at least two, preferably dry powder, portable extinguishers ready.
	The International ship/shore connection must be ready for use in case of emergency. A connection is available in all the fire fighting boxes on the dock.
<i>Fire Ashore Or Aboard Other Vessel</i>	Vessel will immediately be advised of the fire location.
	Terminal fire alarm signal is: short and repetitive oscillating sound.
	The Vessel while waiting for the instructions to be complied which will be communicated by the Terminal Representative, will be preparing the loading arms for disconnecting.
<i>Fire Aboard Own Vessel</i>	The Vessel shall sound the fire call alarm signals with the whistle blowing three or more blasts, each blast of not less than ten seconds duration accompanied by a continuous sounding of bell.
	All operations must be stopped immediately and the Vessel must be prepared to leave the Terminal immediately.
	The Vessel's Master will determine the action to be taken by the Vessel's crew, and will keep the Jetty Operator advised of these actions. Jetty Operator will pressurize the jetty fire fighting system and direct the monitors if so required, or will obtain further support to the Vessel as needed.
	The Vessel should be continuously in touch with our Representative and will follow his instructions and leave the Terminal if it should become necessary.

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- TERMINAL INFORMATION



Crew members are allowed to leave the Terminal by walking to the Main Control Gate.

Shore passes will be handled by the Agent to your crew on arrival and no one is allowed to leave the vessel without it. A crew list must be at the main control gate before any crew member leaves the Terminal.

FOLLOW "EXIT" SIGNS

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- TERMINAL INFORMATION

LOADING & DISCHARGING OPERATIONS

Before berthing	For permission to berth a vessel the shipping agent must send to the Terminal the Repsol pre-arrival questionnaire. Repsol Petroleo will not authorize any vessel to berth without the pre-arrival questionnaire.
	Prepare following documents to be deliver to Loading Master upon berthing: - Crew List, Ship's Particulars and Cargo lines last pressure test certificate. - Cargo documents for receivers, MSDS and Discharge Plan including Stress Plan (only discharge operations). - Loading Plan including Stress Plan (only loading operations).
	Any manifold reducers that will be required for the transfer operation shall be preinstalled prior to berthing.
	Terminal requires hinges at "9 o'clock" position when ship's manifold is provided with them.
	Vessels shall not be permitted to utilize more than one reducer or spool piece between the Vessel's manifold valve and the Terminal's arm connection, and shall not exceed the standard for the size of manifold piping. All presentation flanges for connections shall conform to ANSI 150 Lbs standards.
Before commencing operations	Before commence operations a representative of the vessel and of the Terminal will agree in writing the conditions and limits for carrying out load and discharge operations, as also the quantities to load or discharge and who will be responsible for notifying the end of the same.
	Before commencing load or discharge operations, the loading master of the Terminal and the duty officer of the vessel will carry out the corresponding safety checks and sign the Safety Check List.
During operations	During the stay of the vessel at the Terminal the ship will maintain permanent listening on VHF CH 17 and by this means will communicate any incident which may affect the operations or facilities of the vessel or of the Terminal.
	When, for whatever reason the vessel stops the operations, it will immediately communicate by VHF CH 17.
	The vessel and the Terminal will inform one another of any change in the flow rate of loading or discharging before it is carried out.
	During operations the vessel and the Terminal will carry out checks on the Safety Check List.
End of operations	The vessel will advise the Terminal, on VHF channel 17, one hour before the end of any loading or discharging, and will communicate confirmation of this 15 minutes before the end.

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- TERMINAL INFORMATION

INERT GAS

Any vessel which is going to load or discharge or carrying merchandise in transit with a flash-point less than 60°C (ASTM-D-93), must have its tanks inerted and keep them in that condition during the entire operation.

Empty tanks with flammable atmosphere must also be inerted.

The vessel must use its own means to maintain this inert condition. Its inert gas system must always be operative. Before berthing the vessel must confirm to the Terminal that its inert gas plant is operative and must inform of any breakdown or anomaly in it.

Once the vessel has berthed it is not permitted to perform any atmosphere change operations to inert tanks.

Vessels which are operating with inert gas must inform the Terminal of any interruption of supply of inert gas to the tanks and the reason for it. They must also inform if the oxygen content in the tanks is more than 8%.

Vessel with cargo in transit must inform the grade and quantity of it, through the Pre-arrival Information Document and enclosing the M.S.D.S. of the product. Terminal cannot accept **BENZENE** and **PHENOL** contents in cargo transit. Products in transit having a flash-point below 60°C must be inerted. In any case all cargoes in transit should be informed to Repsol Vetting in order to previously acceptance.

CRUDE OIL WASHING (C.O.W.)

Before arrival

C.O.W. operations must be authorized by the Port Authority.

The Master must ask permission via Agent at least 24 hours before arrival.

Before operations

Written authorization will be granted by the Port Authority and a copy must be handed by the Master of the vessel or the agent to the loading master before any washing can take place.

During operations

The vessel must fulfill all the prescriptions of the vessel's manual for C.O.W. and the recommendations of the IMO.

An S.G.S. Surveyor, on behalf of Repsol, will check operations and will advise the vessel about the most suitable type of cleaning according to the characteristics of the crude.

TANK CLEANING

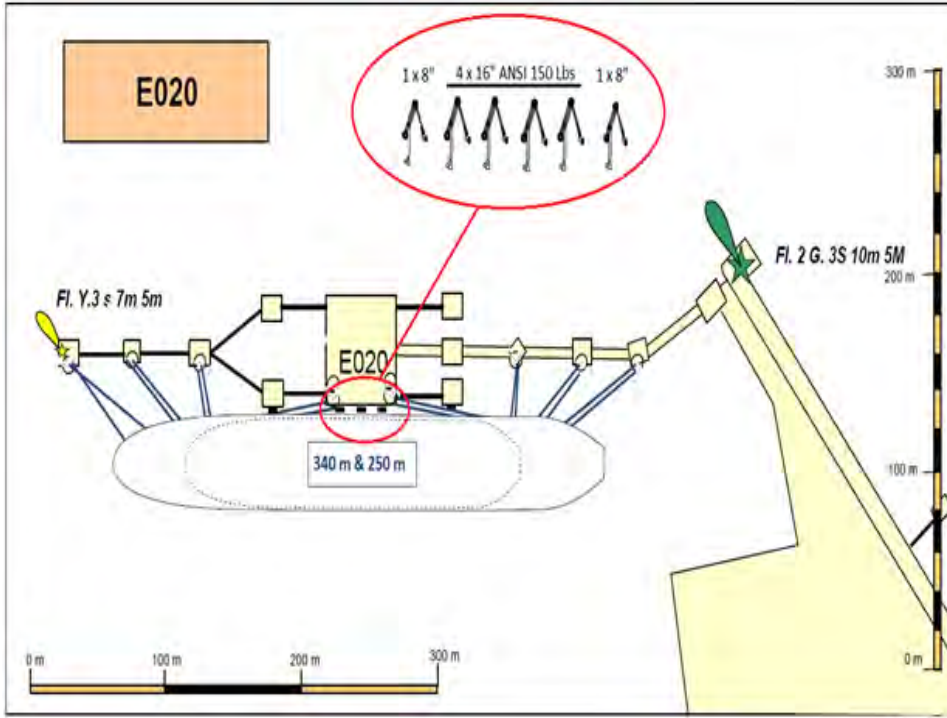
Tank cleaning, inerting & gas freeing operations are strictly forbidden while alongside Repsol Terminal facilities.

If the tanks need an additional wash, it must not be done while the vessel is berthed, and the vessel must leave the dock.

Repsol Marine Terminal to Tanker Information



- E020



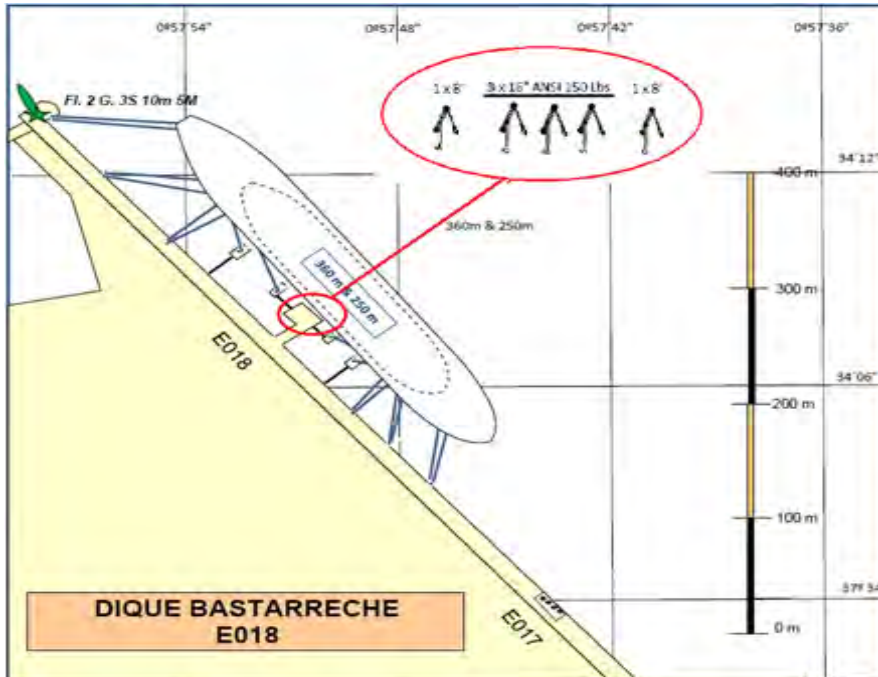
<i>Maximum Safety Draft</i>	24.00 m..
<i>Maximum Length Overall</i>	340 m.
<i>Distance Sea-manifold</i>	Max.: 27,1 m. / Min.: 6,0 m.
<i>Min. / Max. Deadweight</i>	Min: 60.000 TPM Max: 315.000 TPM
<i>Min. Distance Bridge Front To Center Of Manifold</i>	76 m.
<i>Ship / Shore Access</i>	Shore gangway compulsory.
<i>Side Alongside</i>	Starboard side alongside.
<i>Normal Mooring Criteria</i>	4 + 2 + 2 FWD & AFT
<i>Services</i>	Slops: reception facility.
	Fresh water: available via agent.
	Sludges: may be delivered by barge.
	Annex V MARPOL residues and garbage: by barge.

<i>Laser-assisted Berthing System</i>	Piers E018 and E020 are equipped with a laser system of approach to help control the mooring speed of the vessel trough alarms and so avoid damage to the vessel or to the facilities when the vessel touches the fenders.	
<i>Products</i>	CRUDE OIL	FUEL OIL
<i>Loading / Discharging Facilities (Arms)</i>	4 X 16" ANSI 150 Lbs.	1 X 16" + 1 X 6" ANSI 150 Lbs.
	Terminal requires hinges at "9 o'clock" position when ship's manifold is provided with them.	
<i>Maximum Pressure Allowed</i>	10 kg/cm ²	
<i>Maximum Rate</i>	3 x 3.500 m ³ /h	1 x 3.500 m ³ /h + 1.000 m ³ /h

Repsol Marine Terminal to Tanker Information



- E018



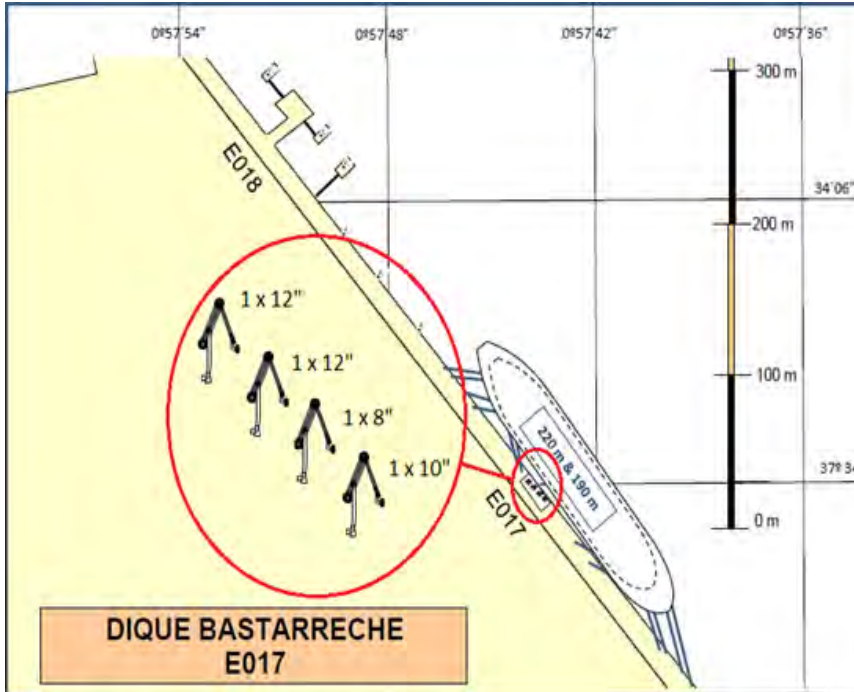
Maximum Safety Draft	Forward: 19.50 m. Aft: 21.40 m.
Maximum Length Overall	Max.: 360 m. Min.: 180 m.
Distance Sea-manifold	Max.: 23,0 m. / Min.: 5,1 m.
Max. Deadweight	275.000 TPM
Minimum Parallel Body	74 m.
Other Limitations	Max. draft departure: 15 m. Max draft night: 18 m.
Ship / Shore Access	Shore gangway compulsory.
Side Alongside	Starboard side alongside.
Normal Mooring Criteria	4 + 2 + 2 FWD & AFT
Services	Slops: reception facility.
	Fresh water: available via agent.
	Sludges: may be delivered by barge.
	Annex V MARPOL residues and garbage: by barge.

Laser-assisted Berthing System	Piers E018 and E020 are equipped with a laser system of approach to help control the mooring speed of the vessel through alarms and so avoid damage to the vessel or to the facilities when the vessel touches the fenders.		
Products	CRUDE OIL	NAPHTHA	FUEL OIL
Loading / Discharging Facilities (Arms)	4 X 16" ANSI 150 Lbs.	1 X 8" ANSI 150 Lbs.	1 X 8" ANSI 150 Lbs.
	Terminal requires hinges at "9 o'clock" position when ship's manifold is provided with them.		
Maximum Pressure Allowed	10 kg/cm ²		
Maximum Rate	3 x 3.500 m ³ /h	1.000 m ³ /h	1.000 m ³ /h

Repsol Marine Terminal to Tanker Information



- E017

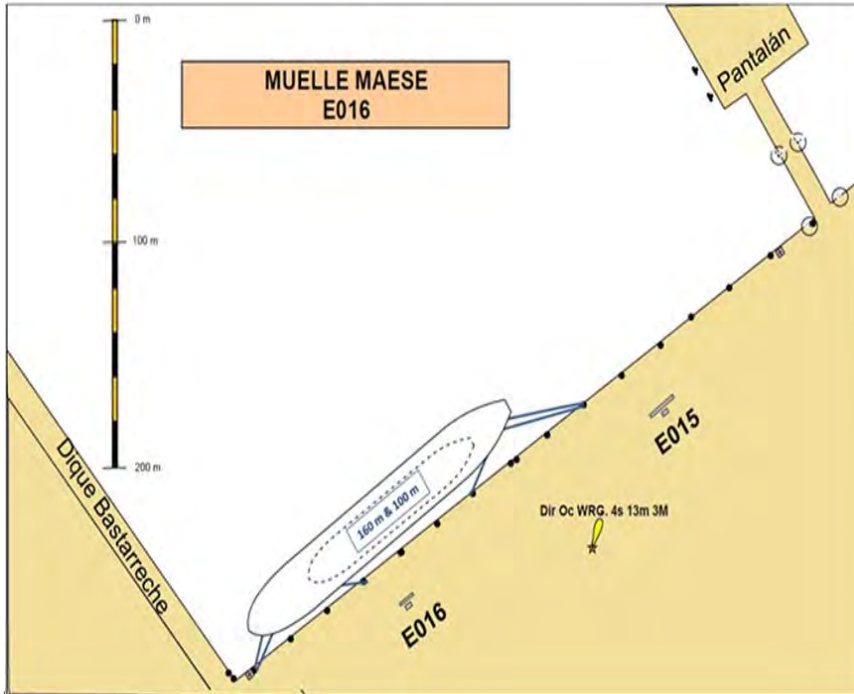


Safety Draft	10,80 m.			
Maximum Length Overall	Depending on E018			
Distance Sea-manifold	Max.: 17,0 m. / Min.: 3,2 m.			
Other Limitations	Nil			
Ship / Shore Access	Ship's gangway with safety net, lifebuoy and light.			
Side Alongside	Portside alongside.			
Normal Mooring Criteria	2 + 2 + 2 FWD & AFT			
Services Maximum	Slops: reception facility.			
	Fresh water: available via agent.			
	Sludges: may be delivered by barge.			
Products	CRUDE OIL – FUEL OIL	UNCONVERTED C.O.	GASOIL	NAPHTHA
	Loading / Discharging Facilities (Arms)	1 X 12" ANSI 150 Lbs.	1 X 12" ANSI 150 Lbs.	1 X 8" ANSI 150 Lbs.
Maximum Pressure Allowed (Discharging)	10 kg/cm ²			
Maximum Rate	2.000 m ³ /h	2.000 m ³ /h	1.000 m ³ /h	1.200 m ³ /h

Repsol Marine Terminal to Tanker Information



- E016

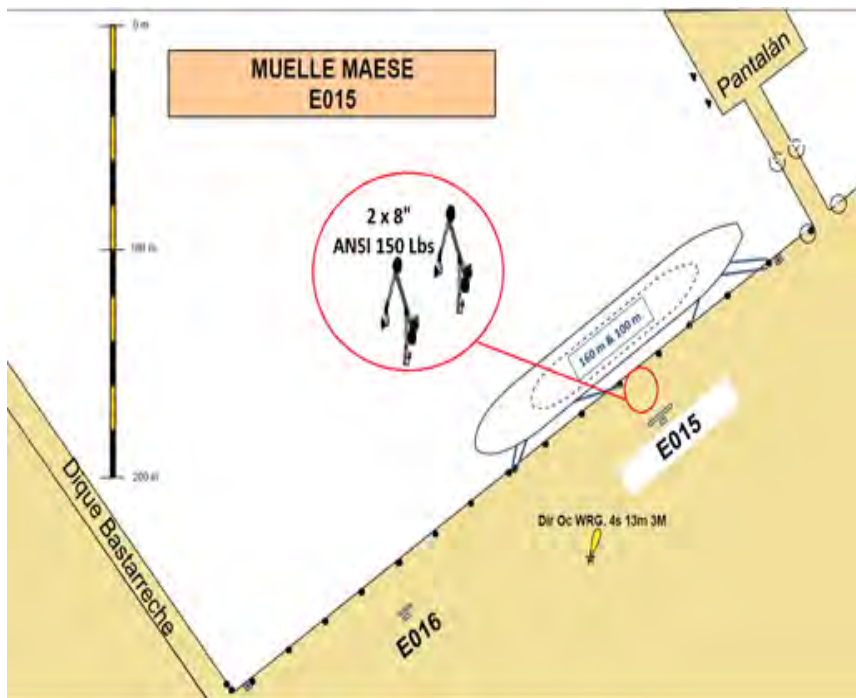


<i>Maximum Safety Draft</i>	9,90 m.
<i>Maximum Length Overall</i>	160 m. (EO16 & EO15 occupied).
<i>Distance Sea-manifold</i>	N/A
<i>Loading Equipment</i>	No available.
<i>Ship / Shore Access</i>	Ship's gangway with safety net, lifebuoy and light.
<i>Side Alongside</i>	Portside alongside.
<i>Normal Mooring Criteria</i>	3 + 2 FWD & AFT
<i>Services</i>	Slops: reception facility.
	Fresh water: available via agent.
	Sludges: may be delivered by barge.
	Annex V MARPOL residues and garbage: containers.

Repsol Marine Terminal to Tanker Information



- E015

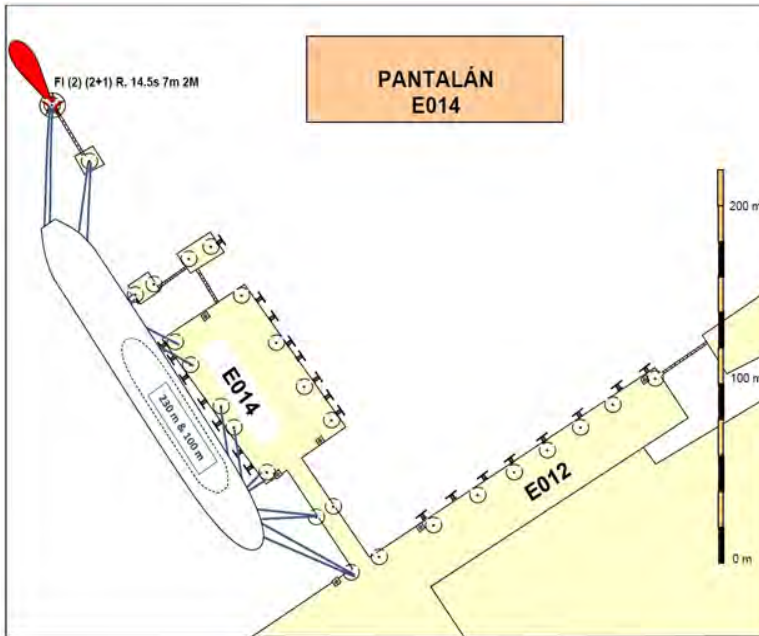


Maximum Safety Draft	9,90 m.	
Maximum Length Overall	160 m. (EO16 & EO15 occupied).	
Distance Sea-manifold	Max.: 13,0 m. / Min.: 2,0 m.	
Other Limitations	Nil	
Ship / Shore Access	Ship's gangway with safety net, lifebuoy and light.	
Side Alongside	Starboardside alongside.	
Normal Mooring Criteria	3 + 2 FWD & AFT	
Services	Slops: reception facility.	
	Fresh water: available via agent.	
	Sludges: may be delivered by barge.	
	Annex V MARPOL residues and garbage: containers	
Products	LIGHT PRODUCTS (JET - NAPHTHA - GASOLINE)	LUBES & GASOIL
Loading / Discharging Facilities (Arms)	1 X 8" ANSI 150 Lbs.	1 X 8" ANSI 150 Lbs.
Maximum Pressure Allowed (Discharging)	10 kg/cm ²	
Maximum Rate	1.000 m ³ /h	1.000 m ³ /h

Repsol Marine Terminal to Tanker Information



- E014

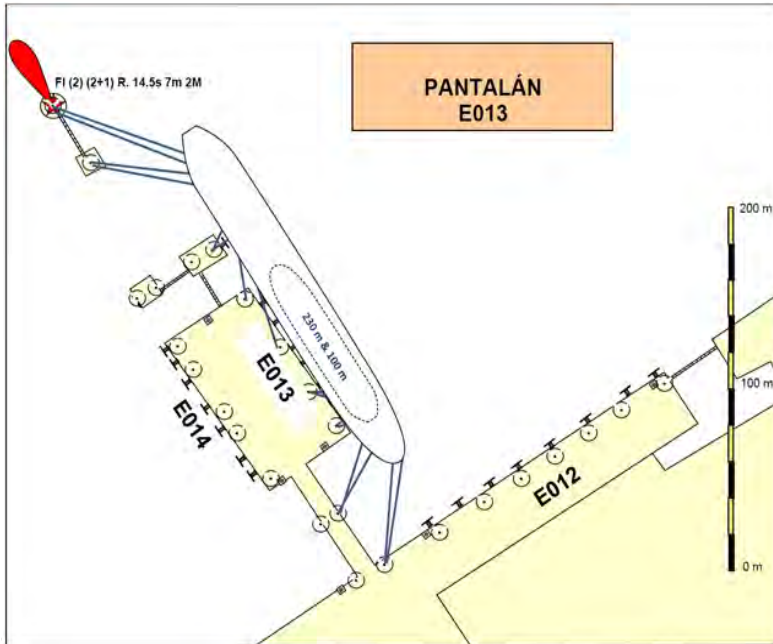


Maximum Safety Draft	10,50 m.		
Maximum Length Overall	230 m.		
Distance Sea-manifold	Max.: 17,0 m. / Min.: 2,2 m.		
Other Limitations	Nil		
Ship / Shore Access	Ship or shore gangway (Loading Master safety criteria), with safety net, lifebuoy and light.		
Side Alongside	Starboardside alongside: L.O.A < 200 m. Portside alongside: L.O.A. > 200 m.		
Normal Mooring Criteria	4 + 2 FWD & AFT		
Services	Slops: reception facility.		
	Fresh water: available via agent.		
	Sludges: may be delivered by barge.		
	Annex V MARPOL residues and garbage: containers.		
Products	GASOLINE - JET - NAPHTHA - ETBE	GASOIL - LUBES - PALM OIL	FUEL OIL
Loading / Discharging Facilities (Arms)	1 X 10" ANSI 150 Lbs.	1 X 10" ANSI 150 Lbs.	1 X 10" ANSI 150 Lbs.
Maximum Pressure Allowed (Discharging)	10 kg/cm ²		
Maximum Rate	1.400 m ³ /h	1.400 m ³ /h	1.400 m ³ /h

Repsol Marine Terminal to Tanker Information



- E013

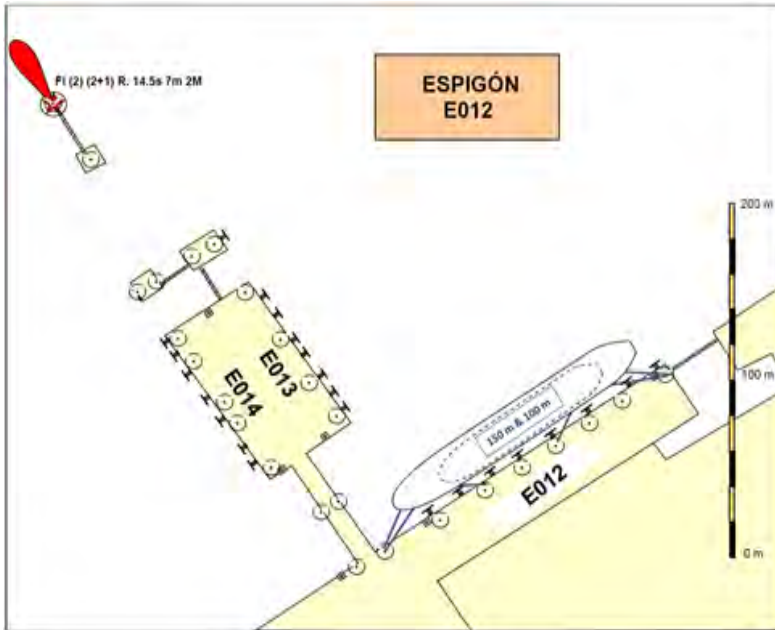


Maximum Safety Draft	13,20 m.	
Maximum Length Overall	230 m.	
Distance Sea-manifold	Max.: 17,0 m. / Min.: 2,2 m.	
Other Limitations	Max. Distance Forward To Center Of Manifold: 114 m.	
Ship / Shore Access	Ship or shore gangway (Loading Master safety criteria), with safety net, lifebuoy and light.	
Side Alongside	Starboardside alongside: L.O.A < 200 m. Portside alongside: L.O.A. > 200 m.	
Normal Mooring Criteria	4 + 2 FWD & AFT	
Services	Slops: reception facility.	
	Fresh water: available via agent.	
	Sludges: may be delivered by barge.	
	Annex V MARPOL residues and garbage: containers.	
Products	GASOIL – GASOLINE – NAPHTHA - ETBE	JET
Loading / Discharging Facilities (Arms)	1 X 10" ANSI 150 Lbs.	1 x 10" ANSI 150 Lbs.
Maximum Pressure Allowed (Discharging)	10 kg/cm ²	
Maximum Rate	1.400 m ³ /h	1.400 m ³ /h

Repsol Marine Terminal to Tanker Information



- E012



<i>Maximum Safety Draft</i>	8,00 m.
<i>Maximum Length Overall</i>	150 m.
<i>Distance Sea-manifold</i>	Max.: 7,9 m. / Min.: 2,5 m.
<i>Other Limitations</i>	Nil
<i>Ship / Shore Access</i>	Ship's gangway with safety net, lifebuoy and light.
<i>Side Alongside</i>	Portside alongside.
<i>Normal Mooring Criteria</i>	2 + 2 FWD & AFT
<i>Services</i>	Slops: by barge.
	Fresh water: available via agent.
	Sludges: may be delivered by barge.
	Annex V MARPOL residues and garbage: containers.
<i>Products</i>	LPG (in collaboration with REPSOL BUTANO, S.A.)
<i>Loading / Discharging Facilities (Arms)</i>	1 X 6" ANSI 300 Lbs.
<i>Maximum Pressure Allowed (Discharging)</i>	10 kg/cm ²
<i>Maximum Rate</i>	150 MT/h

Repsol Marine Terminal to Tanker Information

- Connection to “Terminal TPQ”.



For more information about Repsol Terminal, you must go to the following page:

In English:

https://www.repsol.energy/imagenes/global/en/tpq_repsol_petroleo_cartagena_tcm14-88693.pdf

En Español:

https://www.repsol.energy/imagenes/global/es/tpq_repsol_petroleo_cartagena_tcm13-88693.pdf



Repsol Marine Terminal to Tanker Information



- Others Links
 - Repsol.com – Trading
 - [Cartagena Port Authority](#) (Google Chrome)
 - [Escombreras – Cartagena](#) (Video)

Thank you

