



# Oil Companies International Marine Forum

## MTIS Programme

### Terminal TPQ

**Terminal TPQ: REPSOL QUIMICA**

ReportName 586fa34b-85ea-4bce-bff6-5e27b1ae3682

**Terminal Name: REPSOL QUIMICA**

**Terminal Port: SANTANDER**

**Terminal Port Authority: SANTANDER**

**Country: Spain**

19 September 2017

## 1 General

1.1	Date this TPQ document was completed/updated	19 September 2017
1.2	Specify units used	Metres and Metric Tonnes

## 2 Port Details

2.1	Port Name	SANTANDER
2.2	UN LOCODE	ESSDR
2.3	Country	Spain
2.4	Latitude and Longitude of Port	
1	Latitude	432519 North
2	Longitude	0034735 West
2.5	Is this location affected by ice?	No
2.6	Name of port authority	SANTANDER
2.7	Port authority contact name and title	Cristina Lopez Arias
2.8	Port authority full style contact address	
1	Address Line 1	Muelle de Maliaño S/N
2	Address Line 2	N/A
3	Address Line 3	N/A.
4	City	Santander
5	County/State	Cantabria
6	Postcode/Zipcode	39009
7	Phone	+34 942 203 600
8	Fax	+34 942 203 633
9	Email	info@puertosantander.es
10	Website	www.puertosantander.es

## 3 Terminal Details

3.1	Terminal name	REPSOL QUIMICA
3.2	Terminal owner	REPSOL QUIMICA
3.2	Number of berths included in this TPQ	0
3.3	Name of first point of contact for terminal owner	ANTONIO MATEO FERNANDEZ
3.4	Terminal owner full style contact address	
1	Address Line 1	Carretera Gajano S/N
2	Address Line 2	.
3	Address Line 3	.
4	City	Gajano
5	County/State	Cantabria
6	Postcode/Zipcode	39792

7	Phone	+34 942 298 100
8	Fax	+34 942 298 101
9	Email	amateof@repsol.com
10	Website	www.repsol.com
3.5	Terminal operator, if different from owner	Dynasol
3.6	Name of first point of contact for terminal operator	Antonio Mateo Fernandez
3.7	Terminal operator full style contact address	
1	Address Line 1	Carretera Gajano S/N
2	Address Line 2	.
3	Address Line 3	.
4	City	Gajano
5	County/State	Cantabria
6	Postcode/Zipcode	39792
7	Phone	+34 942 298 100
8	Fax	+34 942 298 101
9	Email	amateof@repsol.com
10	Website	www.repsol.com

#### 4 TPQ Accountability

4.1	Name and title of person completing this TPQ	Daniel López Martinez
4.2	Full style contact details of person completing this TPQ	
1	Address Line 1	Carretera Gajano S/N
2	Address Line 2	N/A
3	Address Line 3	N/A
4	City	Gajano
5	County/State	Cantabria
6	Postcode/Zipcode	39792
7	Phone	+34 942 298 100
8	Fax	+34 942 298 101
9	Email	dlopezm.dynasol@repsol.com

#### 5 Port Facility Security Officer Details

5.1	Does the port facility comply with the ISPS code?	
1		Yes
2	Port Facility Security Officer contact name	Daniel López Martinez & Rocio Damborenea Rodriguez
5.2	Port Facility Security Officer full style contact details	
1	Address Line 1	Carretera Gajano S/N
2	Address Line 2	N/A
3	Address Line 3	N/A
4	City	Gajano

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5	County/State	Cantabria
6	Postcode/Zipcode	39792
7	Phone	+34 942 298 100
8	Fax	+34 942 298 101
9	Email	dlopezm.dynasol@repsol.com & rdamborenear.dynasol@repsol.com

## 6 Operational Integrity Details

6.1	State details of any pre-arrival/operational clearance formalities for vessels	<ol style="list-style-type: none"><li>1. All vessels must be acceptable by Repsol Vetting</li><li>2. Confirm compatibility of vessel with berth.</li><li>3. Confirm suitable storage capacity</li><li>4. Usual clearance by port authorities</li></ol>
6.2	Has the terminal completed an assessment using the standard industry process?	
1		No
2	If 'Yes', state date completed	
6.3	Additional comments or information	None.



# **Oil Companies International Marine Forum**

## **MTIS Programme**

### **Berth TPQ**

**Berth TPQ: DYNASOL**

ReportName 49c69169-c7ff-4bba-b15a-41c8a59c6983

**Terminal Name: REPSOL QUIMICA**

**Terminal Port: SANTANDER**

**Terminal Port Authority: SANTANDER**

**Country: Spain**

**Berth Name: DYNASOL**

13 October 2017

## 1 Berth General

1.1	Berth name or number	DYNASOL
1.2	Berth type	
1		Jetty - Finger Jetty
2	If 'Other' please specify	N/A
1.3	Terrestrial co-ordinates of manifold centreline	
1	Latitude	432619 North
2	Longitude	0034814 West
1.4	Berth users for liquid and gas cargoes	DYNASOL and COLUMBIAN CARBON SPAIN
1.5	Has a structural survey of the berth been undertaken, including its underwater structure?	
1		Yes
2	If 'Yes', state date of last survey	03 November 2011
1.6	Has an engineering (mooring and fendering) analysis of berth been undertaken?	
1		Yes
2	If 'Yes', state date of last analysis	01 March 2013
1.7	Additional comments or information	None

## 2 Berth Approaches

2.1	Is pilotage compulsory?	
1		Yes
2	If 'Yes', state if any vessels are exempted	Any vessel above 500 GT
2.2	State distance from pilot station(s) to berth	4.3 nautical miles
2.3	Is a waiting anchorage available?	
1		Yes
3	If 'Yes', state distance from waiting anchorage to berth	Anchorage 'B' 5.3 nautical miles. Spanish Nautical Chart 401-1 used.
2.4	Controlling depth of water for transit to and from berth	
1	Water depth	9.00 Metres
2	State datum used	Other (Specify)
3	If 'Other' please specify datum	port zero which is set at 6 metres under top of Muelles de Maliaño
2.5	Date of latest survey from which transit depth has been determined	04 February 2014
2.6	Date next survey is due	01 January 2020
2.7	State Maximum Tidal Range in berth approaches	5.46
2.8	Is laden transit to and/or from the berth conducted using the tide?	
1		Yes

2	If 'Yes', state optimum transit window (i.e. at High Water, HW +/- 1 hr)	Berthing only during daylight hours. Starboard side alongside. Berthing conducted using tide not for all vessels. It depends on their size and draft.
2.9	State details of any specific berthing and/or unberthing restrictions	Berthing only during daylight hours. At least one tugboat required for assistance (terminal requirement).
2.10	Minimum under keel clearance (UKC) in berth approaches	
1	Value	175.00 Centimeters
2	Percentage	17.50 Vessel static draft
3	Specify other UKC criterion where applicable	Percentage referenced to a vessel of 10 m static draft
2.11	Absolute maximum draught in berth approaches, if applicable	8.00
2.12	State minimum vertical clearance of any bridges/power cables/vertical obstructions	
1	Vertical clearance	0.00 Metres
2	State datum used	Chart Datum (CD)
3	If 'Other' specify other datum used	
4	Further details	Not Applicable. No Vertical obstructions
2.13	Does the port require tankers and gas carriers to be escorted by tugs?	
1		Yes
2	If 'Yes', state whether Active or Passive escort is employed and the maximum towline force that the tug is able to generate	At least one tug to be used as per terminal requirements. Active or Passive scort decision by Pilots.
2.14	Additional comments or information	None

### 3 Water Depth Alongside

3.1	Minimum controlled water depth alongside berth at chart datum	
1	Water depth	9.00 Metres
2	State datum used	Other (Specify)
3	If 'Other' specify datum	port zero which is set at 6 metres under top of Muelles de Maliaño
3.2	Date of latest survey from which alongside depth has been determined	22 June 2012
3.3	Date next survey is due	01 January 2020
3.4	Minimum static under keel clearance (UKC) alongside berth	
1	Value	1.00 Metres
2	Percentage	11.00 Depth of water
3	Specify other UKC criterion where applicable	None
3.5	State range of water densities at berth	
1	From	1022.00
2	To	1026.00
3	Further details	None.
3.6	Type of bottom alongside berth	

1		Sand
2	If 'Other' please specify	
3.7	Absolute maximum draft alongside, if applicable	8.00
3.8	State maximum tidal range at berth, if applicable	5.46
3.9	Are 'over-the-tide' cargo handling operations permitted at the berth?	No
3.10	Does the berth location experience water-level anomalies?	
1		No
2	Provide details	
3.11	Additional comments or information	None.

#### 4 Limiting Vessel Dimensions

4.1	Summer deadweight	
1	TPQ NA Selector	Applicable
2	Minimum	0.00 Metric Tonnes
3	Maximum	20000.00 Metric Tonnes
4.2	Berthing displacement	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metric Tonnes
3	Maximum	0.00 Metric Tonnes
4.3	Alongside displacement	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metric Tonnes
3	Maximum	0.00 Metric Tonnes
4.4	State any deadweight/displacement exceptions	
1	TPQ NA Selector	Not applicable
2		No exceptions
4.5	Cubic capacity (gas carriers)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Cubic metres
3	Maximum	0.00 Cubic metres
4.6	Length over all (LOA)	
1	TPQ NA Selector	Applicable
2	Minimum	0.00 Metres
3	Maximum	200.00 Metres
4.7	Beam	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.8	Minimum parallel body length (PBL)	



1	TPQ NA Selector	No restrictions
2		0.00
4.9	Minimum PBL forward of manifold	
1	TPQ NA Selector	No restrictions
2		0.00
4.10	Minimum PBL aft of manifold	
1	TPQ NA Selector	No restrictions
2		0.00
4.11	Bow to centre of manifold (BCM)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.12	Stern to centre of manifold (SCM)	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.13	Freeboard	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.14	Manifold height above water	
1	TPQ NA Selector	Applicable
2	Minimum	4.00 Metres
3	Maximum	13.00 Metres
4.15	Manifold to shipside rail distance	
1	TPQ NA Selector	Applicable
2	Minimum	2.00 Metres
3	Maximum	4.00 Metres
4.16	Height of manifold above deck or drip tray	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4	Specify whether height is from the deck or the drip tray	As per OCIMF
4.17	Manifold spacing	
1	TPQ NA Selector	No restrictions
2	Minimum	0.00 Metres
3	Maximum	0.00 Metres
4.18	Maximum air draft alongside	
1	TPQ NA Selector	Not applicable
2		0.00

4.19	Vessel's minimum derrick/crane Safe Working Load (SWL)	
1	TPQ NA Selector	Not applicable
2		0.00

4.20 Additional comments or information None.

## 5 Mooring and Berthing Information

5.1	State availability and specifications of tugs and mooring craft required for berthing and/or unberthing.	<p>Tugboats service available at any time, either as per vessel request or port authorities request in emergency situations. List of Tugboats available:</p> <table border="1"> <thead> <tr> <th>Name</th> <th>Power</th> </tr> <tr> <th>-----</th> <th>-----</th> </tr> </thead> <tbody> <tr> <td>EL PENINSULA</td> <td>1250 HP</td> </tr> <tr> <td>VEHINTITRES</td> <td>1500 HP</td> </tr> <tr> <td>CLARA G.</td> <td>5440 HP</td> </tr> <tr> <td>VEHINTISIETE</td> <td>6300 HP</td> </tr> </tbody> </table> <p>Mooring craft required for berthing and/or unberthing</p>	Name	Power	-----	-----	EL PENINSULA	1250 HP	VEHINTITRES	1500 HP	CLARA G.	5440 HP	VEHINTISIETE	6300 HP
Name	Power													
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EL PENINSULA	1250 HP													
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CLARA G.	5440 HP													
VEHINTISIETE	6300 HP													

5.2	Are ship's or tug's lines used?	
1	Ship/Tug	Not required
2	Comments	As per pilots requirements.

5.3	Type of fenders installed at berth	
1		Leg Type
2	If 'Other' please specify	

5.4 State orientation of vessel alongside berth Starboard Side To

5.5	At buoy moorings, state which side hose is normally connected	
1		Not applicable
2	If 'Other' please specify	

5.6 Minimum mooring arrangement 2 Headlines and 2 spring lines fwd and 2 astern lines and 2 spring lines aft.

5.7 Describe any additional mooring requirements None

5.8	Are there any restrictions using wire mooring ropes?	
1		Yes
2	If 'yes', provide details of restrictions in wire moorings as part of the mooring pattern	Not allowed to LPG tankers.

5.9	Are there any restrictions using synthetic mooring ropes?	
1		No
2	If 'yes'; provide details of restrictions in synthetic mooring ropes as part of the mooring pattern	All in good condition

5.10	Are there any restrictions on using high modulus synthetic mooring ropes?	
1		No
2	If 'yes' provide details	All in good condition

5.11	Details of any specific mooring equipment required for any vessel utilising the berth	None
5.12	Does the terminal require the vessel to rig Emergency Towing Off Pennants (ETOPs) while at the berth?	
1		Yes
2	If 'Yes', provide details of particular requirements regarding ETOPs.	For LPG tankers only. Usually receiving terminal. Included at terminal requirements that vessel should provide ETOP to berth operator.
5.13	Details of any shore-provided mooring equipment	None.
5.14	Are berthing aids provided?	
1		No
2	If 'Yes', state type of aids	
5.15	State allowable speed of approach if applicable	
1		Maximum speed of approach recommended by pilots is 3 knots.
1		0.80 Knots
5.16	Is a mooring tension monitor fitted?	No
5.17	Are mooring hook quick release arrangements provided?	No
5.18	Chain stopper requirements	
1	Applicable	No
2		Not an SPM
5.19	Largest ship handled at berth to date	Name not recorded. Sizes: LOA: 183.9 m Beam: 25 m Depth: 14.7 m
5.20	Additional comments or information	none.

## 6 Berth Equipment and Facilities

6.1	Number, type and size of cargo transfer connections	2 loading arms: 1 x 6" ANSI 150 for LPG 1 X 8" ANSI 150 for Products.
6.2	List grades handled at berth	Black Petroleum Products, Chemical Gases
2	State specific grades handled at berth (e.g. Ekofisk crude oil, Unleaded Gasoline, Jet A1).	Butadiene Carbon Black Feedstock
6.3	State transfer rate restrictions and back pressure for each cargo grade	Butadiene 85 m/t per hour or 6 Kg/cm2 Carbon Black Feedstock 800 m/t per hour or 6.5 kg/cm2
6.4	Are transfer connections fitted with insulation flanges?	
1		Yes

2	Provide details	All loading arms provided with an insulation flange included in the secondary tube (outboard arm) to isolate the tanker from the Marine Loading Arm electrically. The electrical resistance of the insulating flange is not less than 10000 ohms between the jetty end flange and the ship's end flange when freely suspended and measured in the dry connection..
6.5	State storage type for LPG	Semi-Pressurised
6.6	Describe any terminal-specific requirements for vessel manifolds	None.
6.7	Is berth fitted with a vapour manifold connection?	
1		No
2	If 'Yes' state type and size of vapour connection	
3	State cargo types for which it is required to use vapour connection (if applicable)	
6.8	State throughput rate(s) of vapour recovery system	Not applicable
6.9	Are Powered Emergency Release Couplings (PERCS) installed to the cargo transfer arms?	
1		Yes
2	Supply details	Both loading arms. EMCO WHEATON B000 Marines loading arms with hydraulic control system 2 and ERS System 4. Emergency release is effected automatically by an emergency disconnection sequence control. The activation of the emergency release system is operated hydraulically.
6.10	Does the berth have an emergency shutdown (ESD) capability that can be activated by the ship?	
1		No
2	If 'yes' provide details	
6.11	Describe access arrangements between ship and shore.	Ship's gangway.
6.12	Does the berth have pollution response equipment?	
1		Yes
2	If 'yes' provide details	When a vessel is operating there is a boat with contingency equipment in stand by at berth. Containment booms Markleen A Series, Skimming equipment, storage tank is provided on the contingency boat. All included in description of port spill contingency plan (PICMA).
6.13	Additional comments or information	

## 7 Berth Operations

7.1	What is the primary and backup communication system between ship and terminal during cargo operations?	Only verbal communications available. During all operations there are 4 berth operators at any time. No other type of communication.
7.2	Is it required that terminal or shore representatives stay on board during operations?	
1		No
2	If 'Yes', state requirements including number of persons and their roles	
7.3	Specify weather/environmental restrictions for stopping cargo operations, disconnecting hoses or arms and vacating the berth?	Wind speed 35 knots stop operations. Wind speed 40 knots disconnect.
7.4	Are there any restrictions regarding tank cleaning/Crude Oil Washing (COW) operations at the berth?	
1		No
2	If 'Yes' provide full details of these restrictions	
7.5	Are there any berth specific requirements regarding tanker inerting procedures?	
1		Yes
2	If 'Yes', state requirements	REPSOL procedures. For operation with volatile cargoes tankers to maintain the atmosphere in any part of the cargo tank with an oxygen content not exceeding a value significantly less than 8% by volume. Definition of volatile cargo as per ISGOTT.
7.6	Is there a temperature limit for cargo handled?	
1		Yes
2	If 'Yes', state temperature limits	Carbon Black Feedstock should be below 60°C. Butadiene should be discharged at a temperature about 5°C.
7.7	Is it permitted for vessels to undertake double-banked operations alongside the berth?	
1		No
2	If 'Yes', state limiting criteria	
7.8	Is vessel required to pump water ashore or receive water on board for line clearance purposes?	
1		No
2	If 'Yes', provide operational details	
7.9	Can the berth be used for Ship-to-Ship transfers using terminal facilities?	
1		No
2	Provide details	
7.10	State details regarding any environmental restrictions applicable at the berth	As per MARPOL convention
7.11	Are there any restrictions regarding Hydrogen Sulphide content in Cargo Tanks?	
1		No
2	If 'Yes', state restriction	

7.12	Are there any restrictions regarding Mercaptan content in Cargo Tanks?	
1		No
2	If 'Yes', state restriction	
7.13	Are there any restrictions on handling stores when a ship is moored alongside berth?	
1		Yes
2	If 'Yes', state restriction	Always by sea side and after received authorization by terminal.
7.14	Additional comments or information	
<b>8</b>	<b>Available Services</b>	
8.1	Are Fuel Oil bunkers available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.2	Are Diesel Oil bunkers available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.3	Are Intermediate Oil bunkers available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.4	Is fresh water available?	
1		No
2	If 'Yes', state how delivered (e.g. Ex-Pipe, barge, truck)	
8.5	Are slop reception facilities available?	
1		No
2	If 'Yes', state how received (e.g. Ex-Pipe, barge, truck)	
3	State capacity of slop reception facilities (if applicable)	
4	State any specific exclusions for slop receipts (e.g. chemicals, detergents, cleaning agents)	
8.6	Are dirty ballast reception facilities available?	
1		No
2	If 'Yes', state how received	
3	State capacity of dirty ballast reception facilities	
8.7	Are engine room sludge and bilge reception facilities available?	
1		No
2	If 'Yes', state how received (e.g. Ex-pipe, barge, truck)	
8.8	Are garbage reception facilities available at the berth.	
1		Yes
2	If 'Yes', provide details	Ex-barge.
8.9	Additional comments or information	Any additional service will require to move the vessel to other berths in the port.

## 9 Berth Low Temperature Impact

9.1 What is the typical range of temperatures the terminal operates in during a winter season?

9.2 Which months of the year can ice be expected?

9.3 Specify any terminal requirements for vessel Ice Class notation and winterisation capabilities

9.4 State any limitations for cargo operations in sub-zero temperatures

9.5 State the minimum allowable ambient temperature for safe cargo operations

9.6 State the minimum temperature of cargoes handled

9.7 State the minimum temperature for the emergency shut-down system to operate safely

9.8 Does the terminal have its own resources for conducting icebreaker escort

1

2 If 'Yes' provide details and specify how they can be requested

9.9 Are there icebreakers available to operate in the terminal area

1

2 Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)

9.10 Does the terminal have ice-capable tugs and support craft

1

2 Specify details (e.g. Name/IMO Nr/GRT/Power/Ice Class)

9.11 Does the terminal have specific requirements for the vessel speed and manoeuvrability characteristics in ice?

1

2 If 'Yes', provide details

9.12 Does the terminal provide its own ice navigator/advisor?

1

2 If 'Yes', provide details of how the service may be requested

9.13 Additional comments or information

## 10 Supplementary Information

10.1 Berth transparency

Piled Jetty

10.2 Specify datum used for height and depth measurements in this section

1

Other (Specify)

2 If 'Other' please specify other

Santander Port Zero Datum. 0.04 m below Lowest observed tide sea level.

10.3 Berth height above datum

7.00

10.4 Berth heading

337

10.5 Width of the channel adjacent to the berth

10.6 Position of mooring bollards and hooks

Hook/Bollard ID Number and Type	'x' dist to Fender Face (m)	'y' dist to Target Line (m)	Height (m)	SWL (tonnes)
A	-122.00	46.50	6.00	70.00
B	-62.00	46.50	6.00	70.00
C	-47.00	3.00	7.00	50.00
D	-39.00	3.00	7.00	50.00
E	-16.00	3.00	6.00	25.00
F	16.00	3.00	7.00	25.00
G	32.00	3.00	7.00	50.00
H	44.30	3.00	7.00	50.00
I	62.00	36.50	6.00	70.00
J	122.00	36.50	6.00	70.00

## 10.7 Position of mooring buoys

## 10.8 Fender Location

Fender ID Number	'x' Dist to Target Line (m)	Elevation of Fenders (m)	Fender Width (m)	Fender Height (m)	Fender Contact Area (m <sup>2</sup> )
Dolphin no.1	-16.00	-2.88	2.75	4.76	13.09
Dolphin no.2	16.00	-2.88	2.75	4.76	13.09
Dolphin no.3	0.10	-2.88	11.50	4.76	54.74
Berth no.1	-37.50	-2.88	21.00	4.76	99.96
Berth no.2	38.00	-2.88	21.00	4.76	99.96

## 10.9 Fender Reaction Data

10.10 Fender friction coefficient ( $\mu$ ) 0.40

## 10.11 State identity and horizontal position of loading arms

Loading Arm/Shore Connection ID Number	Horizontal co-ordinate X	Horizontal co-ordinate Y	Max Excursion Surge	Max Excursion Sway	Max Excursion Heave
MLA-1	-1.50	1.50			
MLA-2	1.50	1.50			

## 10.12 State loading arm operating limits

Loading Arm ID Number	Max Op Height	Min Op Height	Max Excursion Surge	Max Excursion Sway	Max Excursion Heave
MLA-1	18.00	5.00	3.50	6.90	13.00
MLA-2	18.00	5.00	3.50	6.90	13.00

## 10.13 Additional comments or information