

Repsol Petróleo S.A. A Coruña & Punta Langosteira Marine Terminal



Safety first and avoid pollution letter

Dear Captain,

Responsibility for the safe conduct of operations on board your ship while alongside our Terminal locations rests with you as Master. Nevertheless, since our personnel, property and other ships may suffer serious damage in case of an accident on board your good vessel, we would like, before operations commence, to have your fully cooperation and understanding on the Safety Requirements set out on this Terminal to Tanker Information Booklet or any other requirement such as Safety and operational guide for third party Works alongside Repsol Terminal or ISGOTT Ship - Shore Safety Check List.

These Safety requirements are based upon the provisions of Safe Practice Codes currently accepted by the Oil and Tanker Industry. We, therefore, require from you and crew under your command, to strictly adhere to referred Regulations throughout your whole stay alongside our Terminal. Our aim is to ensure from our side that your personnel is fully aware and show fully cooperation in the mutual interest of safe and efficient operation.

I appreciate your full understanding and invite you to comply our anti-pollution requirements. Oil pollution of any sort or size is completely unacceptable, may involve your vessel in legal issues which could result in a severe fine and your vessel, Company & even yourself as Master and Senior Ranks on board may be held liable for all clean-up costs and any other costs arising.

At Repsol Petróleo S.A. A Coruña Inner Port Marine Terminal & Langosteira Outer Port Marine Terminal, air pollution is treated as serious as sea pollution. I request from your good vessel to keep gas emissions to the absolute minimum necessary, particularly during tank gauging, topping off or gassing-up. Engine or boiler funnel blowing or any other intense smoke exhausted while alongside is completely forbidden. Please, be always in the safe side when you start boilers or any other engine which may have problems with fuel-air mixture adjustments.

If you have any safety or pollution concern, please inform as soon as possible to Terminal Representative during Safety key meeting or at any time if the incident or near miss takes place during operations or ship's stay alongside.

Terminal's staff are controlling any breach of our regulations, which could cause pollution, or a risk situation and they will inform to you or your deputy for immediate corrective action. If no action is taken in a reasonable time, we reserve our right to inform Port Authorities and Vetting Department, suspend all operations and if needed, order your good vessel to cast off, proceed off port limits and assume any arising costs.

If you observe any violation of Safety Regulations by Terminal staff, please contact Terminal Control Room (VHF CH 67) where a Senior Terminal Representative is always on duty. If you consider an imminent threat to the ship's safety is taking place, as Master, you are fully entitled to demand an immediate cessation of operations.



A handwritten signature in blue ink, appearing to be a stylized name, positioned to the right of the logo.

Repsol A Coruña & Langosteira Marine Terminal Manager

Terminal name	Locations	Latitude	Longitude	Communications			
Repsol Petróleo S.A. A Coruña Marine Terminal	A Coruña City (Spain) (Inner Port jetties 1, 2, 3 & 4)	43° 21.5' N	008° 23.5' W	Primary	VHF CH 67	Back up	By voice Operator on jetty
	Punta Langosteira (Spain) (Langosteira Outer Port jetty 1)	43° 21.1' N	008° 31.3' W	Primary	VHF CH 67	Back up	By telephone

Port Control	Pilots
<ul style="list-style-type: none"> Coruna Traffic must be contacted 2 hours before arrival pilot station on VHF CH 10 Coruna Traffic serves either Inner Port or Outer Port 	<ul style="list-style-type: none"> Pilotage is compulsory for every vessel calling Repsol Petróleo S.A. A Coruña Marine Terminal Inner and Outer port Licensed pilots are available 24/7 on VHF CH 12

Tugboats	Inner and Outer Port Mooring
<ul style="list-style-type: none"> Tugboats are available 24/7 Pilot will coordinate maneuvers in accordance with Port Authorities regulations Number of tugboats may be increased on depending on Port Captain instructions and/or weather conditions Vessels required to employ escort tug shall have a stern line ready to be taken by tug in case of emergency 	<ul style="list-style-type: none"> Mooring services are available 24/7. Pilot will coordinate, including mooring boats if needed Ship's mooring arrangement may be reinforced depending on weather condition or weather forecast. Report to Terminal, before arrival, any inconvenient to comply defined mooring criteria

Tugboat's particulars						Inner port minimum tugboats to be used			Inner Port recommended minimum mooring criteria <i>These criteria MUST be always complied except in case of constructive lack of mooring equipment</i>						
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Name	Type	kW	L.O.A.	Bollard Pull	Line from	G.T.	Arrival Tugboats	Departure Tugboats	Berth	Jetty #1		Jetty #2		Jetty #3	Jetty #4
Ibaizabal 9	Schottle	4,000	31.50 m	76.0 tons	Tug	Up to 10,000	1	1	Seasonal criteria						
Ibaizabal 10	Voith Tractor	5,280	37.00 m	80.0 tons	Tug	10,001-25,000	2	1	G.T.	Up to 8,000	Over 8,001	Up to 8,000	Over 8,001	All vessels	All vessels
Ibaizabal 12	Schottle	3,840	24.40 m	73.5 tons	Tug	25,001-45,000	3	2	April to September	3-2 fwd & aft	3-2-2 fwd & aft	3-2-2 fwd & aft	3-2-2 fwd & aft	3-2-2 fwd & aft	3-2-2 fwd & aft
Sertosa 25	Kort Nozzle	1,900	27.50 m	35.0 tons	Ship	Over 45,000	4	3	October to March	3-3 or 3-1-2 fwd & aft	4-2-2 fwd & aft	4-3 or 3-2-2 fwd & aft	4-2-2 fwd & aft	4-2-2 fwd & aft	4-2-2 fwd & aft

Sertosa 28						Outer port minimum tugboats to be used			For Inner Port jetties #1 & #2, a seaside quarter buoy line and seaside anchor will be paid out.						
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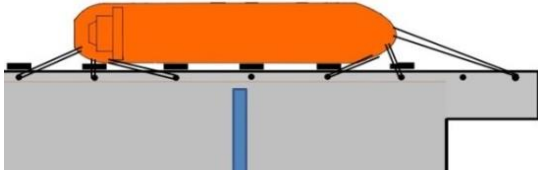
Sertosa 32						G.T.			Outer Port recommended minimum mooring criteria <i>These criteria MUST be always complied except in case of constructive lack of mooring equipment</i>						
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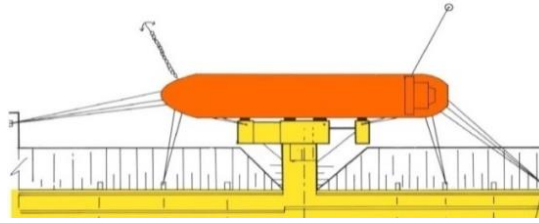
	Up to 10,000	1	1	Berth	Langosteira Jetty #1					
	10,001-35,000	2	1		G.T.	Up to 25,000	Up to 50,000	Up to 70,000	Up to 90,000	Up to 120,000
	35,001-55,000	3	2			2-3-2 fwd & aft	3-3-2 fwd & aft	3-3-2 fwd & aft	3-3-2 fwd & aft	3-3-2 fwd & aft
	Over 55,000	4	3			Mooring	2-3-2 fwd & aft	3-3-2 fwd & aft	3-3-2 fwd & aft	3-3-2 fwd & aft

Inner port mooring arrangement plans

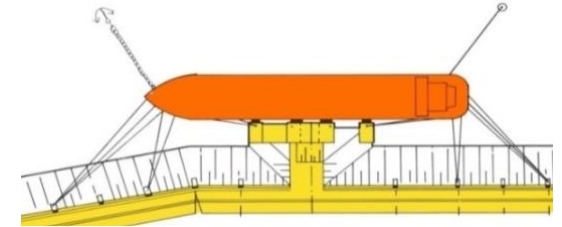
San Diego wharf



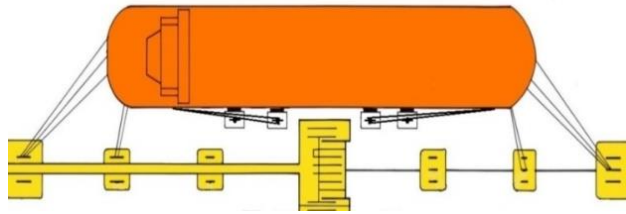
Jetty #1



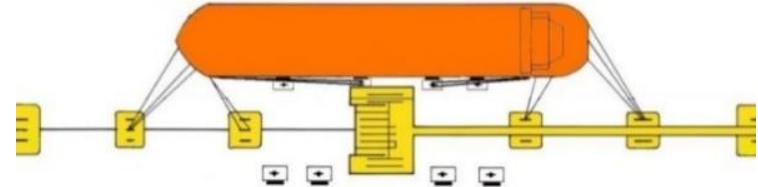
Jetty #2



Jetty #3

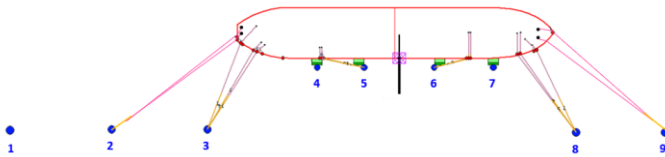


Jetty #4

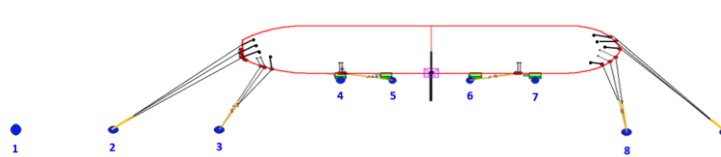


Outer port mooring arrangement plans

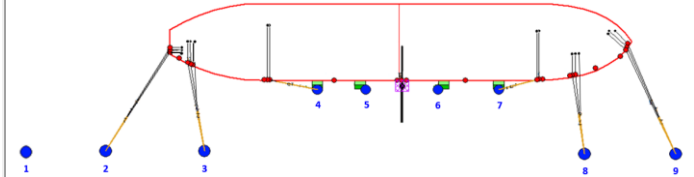
Langosteira Jetty #1 up to 25,000 GTs



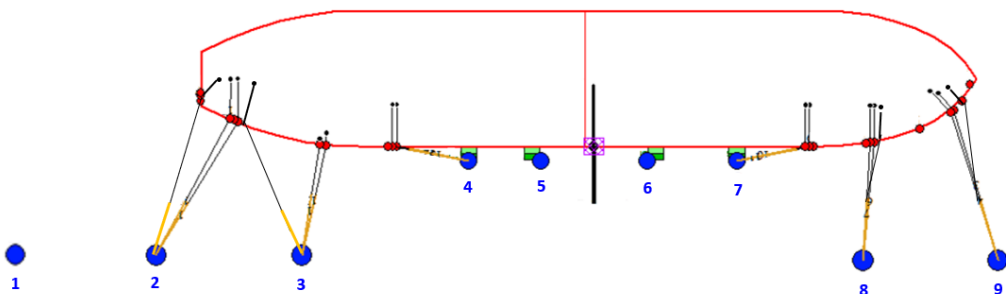
Langosteira Jetty #1 up to 50,000 GTs



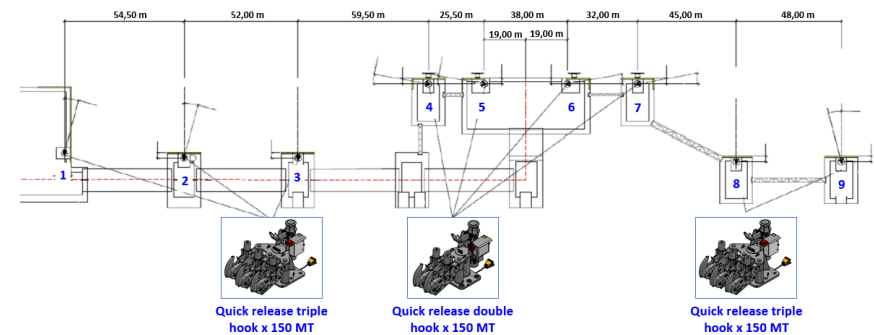
Langosteira Jetty #1 up to 70,000 GTs



Langosteira Jetty #1 up to 90,000 GTs



Langosteira Jetty #1 mooring hooks & distances



Jetties and wharfs details

Jetty / Wharf	Deadweight (MT)	Length overall (m)	Extreme Breadth (m)	Max. draft (m)	Side Alongside	Max. Distance Sea Level/Manifold	Couplings	Type	Loading rates (m ³ /h)	Product grades
Jetty # 1	35.000	190	30	11	Portside alongside	11.0	1 x 6" ANSI 150 RF	ARM	600	ETHANOL
						14.0	1 x 4" ANSI 300 RF	HOSE	500	ETHANOL
						14.0	1 x 6" ANSI 300 RF	ARM	200/130	BUTANE / PROPANE / PROPYLENE
						14.0	1 x 4" ANSI 300 RF	HOSE	200/130	BUTANE / PROPANE / PROPYLENE
						18.0	1 x 12" ANSI 150 RF	ARM	1,600	LIGHT PRODUCTS ALL GRADES
				Chart depth		18.0	1 x 12" ANSI 150 RF	ARM	1,500	HEAVY PRODUCTS ALL GRADES
				12.0		18.0	1 x 12 ANSI 150 RF	ARM	1,000	BUNKER (MGO – FUEL OIL)
						18.0	1 x 4" ANSI 300 RF	HOSE	350	BUNKER (MGO – FUEL OIL)
						18.0	1 x 12 ANSI 150 RF	ARM	1,000	SLOP DISCHARGE
12.0	1 x 4" ANSI 300 RF	HOSE	400		SLOP DISCHARGE					
Jetty # 2	65.000	190	30	11	Portside alongside	13.0	1 x 6" ANSI 300 RF	ARM	200/130	BUTANE / PROPANE / PROPYLENE
						14.0	1 x 4" ANSI 300 RF	HOSE	200/130	BUTANE / PROPANE / PROPYLENE
						18.0	1 x 12" ANSI 150 RF	ARM	1,600	LIGHT PRODUCTS ALL GRADES
				Chart depth		18.0	1 x 12" ANSI 150 RF	ARM	1,500	HEAVY PRODUCTS ALL GRADES
				12.0		18.0	1 x 12 ANSI 150 RF	ARM	1,000	BUNKER (MGO – FUEL OIL)
						18.0	1 x 3" ANSI 150 RF	HOSE	350	BUNKER (MGO – FUEL OIL)
						18.0	1 x 12 ANSI 150 RF	ARM	1,000	SLOP DISCHARGE
12.0	1 x 4" ANSI 300 RF	HOSE	400		SLOP DISCHARGE					
Jetty # 3	150.000	290	50	16,5 ⁽¹⁾	Starboardside alongside	19.0	2 X 16" ANSI 150 RF	ARM	7,000	CRUDE OIL
				Chart depth		19.0	1 X 10" ANSI 150 RF	ARM	1,600	LIGHT PRODUCTS ALL GRADES
				17.0		19.0	1 X 10" ANSI 150 RF	ARM	1,500	HEAVY PRODUCTS ALL GRADES
						19.0	1 X 10" ANSI 150 RF	ARM	1,000	BUNKER (MGO – FUEL OIL)
						20.0	1 X 4" ANSI 300 RF	HOSE	350	BUNKER (MGO – FUEL OIL)
Jetty # 4	65.000	230	40	15,5	Portside alongside	19.0	1 X 10" ANSI 150 RF	ARM	1,600	LIGHT PRODUCTS ALL GRADES
				Chart depth		18.0	1 X 10" ANSI 150 RF	ARM	1,500	HEAVY PRODUCTS ALL GRADES
				16.0		18.0	1 X 10" ANSI 150 RF	ARM	1,100	GAS-OIL / LOW SULPHUR FUELS
						17.0	1 X 10" ANSI 150 RF	ARM	1,000	BUNKER (MGO – FUEL OIL)
						20.0	1 X 4" ANSI 300 RF	HOSE	350	BUNKER (MGO – FUEL OIL)
San Diego	40.000	190	40	10.0	Starboardside	15.0	1 X 8" ANSI 150 RF	HOSE	200	BITUMEN ALL GRADES
				Chart depth						
				11.0						
Langosteira Jetty #1 (Outer port)	200.000	290	50	19.61 ⁽²⁾	Starboardside	21.0	2 X 16" ANSI 150 RF	ARM	5,000	CRUDE OIL
				Chart depth						
				21.5						
Langosteira wharfs (Outer port)	N/A	N/A	N/A	20.0	Side Alongside	Max. Freeboard	Loading equipment type		Loading rate (MT/h)	Products
	15.000	N/A	19	Chart depth	Port/Starboardside	N/A	CRANE SCOOP		900	GREEN DELAYED PETCOKE
						10.5	TELESCOPIC TRUNK		250	CALCINED PETCOKE
15.000	N/A	19	22.0	10.5		TELESCOPIC TRUNK		300	SULPHUR IN BULK	

Inner port additional information

- ⁽¹⁾ Port Authorities restrict vessel maximum draught entering Coruna Inner Port to 15.50 m. For maximum draft (15.50 m) arrival or departure maneuver must commence two hours before high tide
- Coruna Inner port seawater salinity is 1.025 gr/ml
- Length overall and Extreme breadth are typical, not restrictive. No trim restrictions as far as moorings are accordingly adjusted and propeller below water level
- Shore gangway is compulsory for all vessels alongside Inner Port jetties #3 & #4. Shore gangway is also compulsory for vessels over 8.000 GT or if it's safer to do so in Inner Port jetty #2
- At Inner Port jetty #1 & San Diego, vessel will rig her own gangway, safety net, lifebuoy with light (MOB)
- Port Authorities require emergency towing pennants rigged forward & aft for all vessels calling Repsol Terminal facilities, included San Diego wharf (not applicable to petcokes & sulphur vessels)
- Ship must be securely moored with sufficient ropes/wires properly arranged, adequately tight and monitored. Pilot will request to drop seaside anchor and pay out a quarter buoy in Inner Port jetties #1 & #2.
- No shore moorings will be provided
- At Inner Port jetties #1 & #2, in case of bad weather, it's a proved safe practice to heave up seaside anchor cable and quarter buoy line, while properly slack the shore lines, keeping the ship moored but separated a few meters from jetty. Loading Master will advise and authorize every single case, if agreed with ship's Master
- Keep in mind that Coruna is located in North Atlantic Winter Seasonal Zone II (From 1st November to 31st March)
- Any Terminal jetty and/or wharf facilities are available 365 days 24/7

Outer port additional information

- ⁽²⁾ Port Authorities restrict vessel maximum draught entering Coruna Outer Port to 17.80 m. Vessels with draft higher than 17.00 m, arrival and departure maneuver must commence two hours before high tide
- Langosteira Outer Port seawater salinity is 1.025 gr/ml
- Length overall and Extreme breadth are typical, not restrictive. No trim restrictions as far as moorings are accordingly adjusted and propeller below water level
- Shore gangway is compulsory for all vessels alongside Outer Port jetty #1
- Port Authorities require emergency towing pennants rigged forward & aft for all vessels calling Outer port (not applicable to petcokes & sulphur vessels)
- Ship must be securely moored with sufficient ropes/wires properly arranged, adequately tight and monitored. No shore moorings will be provided
- Keep in mind that Coruna is located in North Atlantic Winter Seasonal Zone II (From 1st November to 31st March)
- Any Terminal jetty and/or wharf facilities are available 365 days 24/7

Loading & discharge operations

- Before any operation commences, ship's staff will discuss and fill up ISGOTT Sixth Edition Ship/Shore Safety Check List and operation plan agreement in accordance with Terminal Representative. Initial, maximum and topping off rates, pressures, grade sequences and any other information regarding cargo operations must be agreed and followed at any time. Any change in the initial plan, must be agreed and registered
- Repetitive checks will be carried out and registered accordingly
- Arm / hose connection & disconnection will be carried out by terminal operators. Ship's crane will be used and crew cooperation will be necessary only for hose handling
- Operations involving cargo flash point lower than 60°C, ship's tanks must be inerted and positive pressure kept at any time. Tanks oxygen content will be checked upon arrival by Terminal Representative and readings must be below 8% with positive pressure. Any vessel failing to comply with this requirement will be rejected and must abandon the jetty to get inerted her tanks outside port limits. No vapor return line is fitted at any jetty or wharf
- Tank ullage pipes, hatches and lids must be kept closed during operations. Mast riser, PV valves, high velocity valves or any venting equipment must be in auto mode, never manually locked in open or closed position
- Samples will be taken using approved closed system devices. Gas cargo operation sampling is not allowed during ship's stay alongside Repsol Terminal
- Cargo tank entry for sweeping is completely forbidden while alongside. For another purpose tank entry, Port Captain written authorization must be obtained via agent
- Air conditioning intakes must be opened at minimum to keep positive pressure inside the accommodation and prevent flammable or toxic gas entry
- Never rely on a shore stop. This will not exonerate the responsibility and clean-up expenses if your cargo or bunker tank overflows
- All jetties have installed loading emergency shut-down devices locally operated. For loading operations, an emergency shut-down device will be placed on board to be activated, if needed, by vessel's crew
- During ship's stay alongside, vessel must be ready to sail, so any engine repairs are forbidden unless, Port Captain written authorization has been requested and granted. No work will compromise the ship's seaworthy condition
- Loading/discharge plans must be calculated to keep at least the 30% of their summer deadweight at any time during operations



Inner Port jetty #2



Langosteira Outer Port jetty #1

Repsol Terminal loading grades typical specifications

(data from Repsol Material data sheet last version available)

Products	UN number	MARPOL category	Typical flash point	Flammability limits		Typical density @ 15°C (g/cm ³)
				LEL	UEL	
Atmospheric residue	3082	ANNEX I B	> 60.0 °C	1.30%	6.00%	0.950 – 1.050
Bitumen	3257	ANNEX I B	180.0 °C	N/A	N/A	0.925 - 1.070
Butane	1965	N/A	-96.8 °C – -75.9 °C	1.50% - 1.59%	8.99% - 9.37%	> 0.560
Catalytic cracked naphtha	1268	ANNEX I B	< 0 °C	0.80%	5.00%	0.729
Decanted oil	3082	ANNEX I B	> 65.0 °C	1.30%	6.00%	1.1200
Diesel oil / MGO / Gas oil C	1202	ANNEX I B	> 60.0 °C	1.30%	6.00%	0.900
ETBE	1179	ANNEX II cat. Y	-19.0 °C	1.00%	6.00%	0.752
Ethanol	1170	ANNEX II cat. Z	12.0 °C – 14.0 °C	N/A	N/A	0.7900 @ 20°C
Gasoline	1203	ANNEX I B	- 46.0 °C	1.40%	7.40%	0.720 – 0.775
Green delayed petcoke	N/A	N/A	N/A	N/A	N/A	1.380 (S.F.) ⁽¹⁾
Heavy naphtha	1268	ANNEX I B	< 20.0 °C	0.80%	5.00%	0.700 – 0.760
Kerosene	1223	ANNEX I B	> 38.0	0.70%	5.00%	0.780 – 0.840
Light cycle oil	3082	ANNEX I B	> 87.0 - 95.0 °C	N/A	N/A	0.910 – 0.970
Light naphtha	1268	ANNEX I B	< 20 °C	0.80%	5.00%	0.660 – 0.690
MTBE	2398	ANNEX II cat. Z	-28.0 °C	2.5%	15.1%	0.741
Propane	1965	N/A	-107.5 °C – -101.6 °C	2.02%	9.38%	0.503
Polymer grade propylene	1077	N/A	N/A	2.00%	11.00%	0.520
Sulphur in bulk	N/A	N/A	N/A	N/A	N/A	1.200 (S.F.)
Ultra low sulphur diesel	1202	ANNEX I B	> 55.0 °C	1.30%	6.00%	0.820 – 0.845
Vacuum and heavy vacuum gasoil	3082	ANNEX I B	> 100.0 °C	6.00%	13.50%	0.930 – 0.950
Very low sulphur fuel oil (0.5% S)	3082	ANNEX I B	> 60 °C	1.30%	6.00%	0.9200 – 1.0100

⁽²⁾S.F. stands for Stowage Factor

Crude Oil Washing

- Prior to arrival, Port Authority written warrant must be obtained via agent before any C.O.W. operation can be commenced. Port Captain Representative may supervise the C.O.W. on board
- C.O.W. Operation Manual checklist must be satisfactorily filled up before, during and after C.O.W. operation
- Associated C.O.W. equipment, including IGS plant must be fully operational
- C.O.W. operation will be supervised on board by Terminal surveyor
- C.O.W. instruction delivered by Terminal representatives on arrival, must be signed, stamped and followed during washing operation

Tank cleaning, inerting & gas freeing operations

- Tank cleaning, inerting & gas freeing operations are strictly forbidden while alongside Repsol Terminal facilities
- Alongside is only allowed minimum prewash for persistent floating cargoes as per MARPOL Annex II (Res. MEPC.315 (74)) Regulation 13.7.1.4 as identified on IBC Ch. 17 column "o" by reference to paragraph 16.2.7
- Cargo tank or another enclosed space entry is NOT allowed while alongside for any purpose. If enclosed space or tank entry is required, Port Captain written authorization must be obtained via agent
- Neither sweeping, nor mopping is allowed inside cargo tank
- Cargo tank hatches and any other access to cargo tanks, **MUST** be tightly closed and secured

Gas carriers gassing up operations

- Terminal must be informed via pre-arrival questionnaire about cargo tank condition on arrival, stating as appropriate inerted (<2% O₂), liquid & vapor phase OBQ (MT) or breathable air, as well as last three cargoes in any case
- Requested cargo quantity for cool down will be supplied as agreed and vessel will proceed outside port limits for gassing up & cooling down. Once tank preparation has been completed, vessel can proceed alongside for loading
- Nitrogen supply is **NOT** available in our facilities for inerting operations on gas free gas carriers

Terminal staff supervision

- Terminal representative, in consultation with Ship's Master, will suspend all cargo operations and/or disconnect loading arms/hoses in case of adverse weather
- Terminal representative, in consultation with Ship's Master, will suspend all cargo operations in case thunderstorms
- Any Repsol Representative shall have the right to board any vessel at any time to ensure that Terminal regulations are being observed and will suspend operations if there's any unsafe situation

Ex-proof, no smoking and hot work permit policy

- Electrical equipment to be used on hazardous areas must be certified and clearly marked as ex-proof
- Use of naked lights, open fires, non-approved flashlights, torches, radio and TV sets, cellular phones, as well as changing of batteries is prohibited in hazardous areas. Window type air conditioning units are strictly forbidden
- Smoking within Terminal's areas is strictly prohibited.
- Ship's designated smoking rooms will be registered in the ship/shore safety check list. Only safety matches may be used in designated smoking areas
- Only no-sparking tools are to be used in hazardous area, but in any case, any maintenance planned on board must be communicated to Terminal to get appropriate permission if proceed

VHF, AIS, main radio aerials & radars

- VHF & AIS must be shift to low power (1W) or switched off if it's not possible to operate them in low power
- Main radio aerials must be earthed on arrival
- Radars must be switched off once vessel approach jetty and during ship's stay alongside and switched on only for departure
- Terminal regulations for surveys, inspections & maintenance of navigation & communication (GMDSS) equipment will be sent via agent to vessel and technicians if required

Bunker supply

- IFO 380 0.5% & MGO 0.1% grades are available at all jetties
- Both grades will be supply via loading arm or hose, depending on ship's bunker manifold position and size
- For bunker supply arrangement, please contact Repsol Bunker Department: bunkerspain.trading@repsol.com

Dirty ballast & cargo slops discharge

- Terminal must be informed via pre-arrival questionnaire about slops intended to be discharged composition & content MSDS, including chemical additives used for tank cleaning or other purposes such as inhibitors
- Marpol Annex I class A & B slops may be discharged to Repsol Terminal facilities as per Terminal services fees stated on this document
- Also some Annex II slops such as ETBE, MTBE, ethanol, methanol, hydrotreated vegetable oil & palm oil may be discharged to Repsol Terminal facilities as per Terminal services fees stated on this document
- Heavy weather dirty ballast may be discharge ashore if cargo residues within seawater meet previous requirements (Annex I A & B and some Annex II)
- Marpol Certificate will be issued by Terminal as defined by spanish regulations

Another Marpol residue disposal

- Port Authority certified Marpol residue receivers can be requested via agent
- Barge will proceed alongside your vessel once Port Captain and Terminal authorizations have been guaranteed
- Barge approach is not allowed concurrently during light products (flash point lower than 60°C), gases or °API higher than 27.5 crude oil transfers. In these cases, approach will be done before or after connection/disconnection.
- Trucks and conventional containers may be used for wharf operations

Fresh water, stores, spares & another supplies

- Fresh water supply is available at all jetties and may be requested to Terminal via pre-arrival questionnaire. Wharf water supply may be requested via agent
- Same as residues, stores, spares or luboil may be delivered by barge
- Barge will proceed alongside your vessel once Port Authority and Terminal authorizations have been granted;
- Barge approach is not allowed concurrently with transfer of light products (flash point < 60°C), gases (LPG & Propylene) or °API crude oil higher than 27.5. In these cases, approach will be carried out before or after connection/disconnection
- Deliveries by truck can be requested via agent for wharf operations



Terminal services fees

Shore gangway		Dirty ballast	Slops		Fresh water
< 17.000 GTs	> 17.000 GTs		Annex I type A & B	Annex II (only acceptable grades)	
1,200 €	2,000 €	2.0 €/m ³	22.0 €/m ³ Minimum charge 2,200 €	24.0 €/m ³ Minimum charge 2,400 €	2.0 €/m ³ Service fee 100 €

Terminal security regulations as per ISPS Code

- Terminal security measures such as gate control or attended video surveillance are in place on a 24/7 basis
- ISPS required information from vessels calling Repsol Terminal will be requested via agent. Terminal ISPS level is LEVEL 1; otherwise, vessels calling Repsol Terminal will be duly informed
- Gangway area must be kept attended at any time and visitor data must be recorded. Stores, spares and any other potential treat must be checked thoroughly
- Ship's agent must provide a complete list of expected visitors, technicians, company superintendents and/or signing on/off crewmembers. Any person has to be able to identify himself prior to enter the Terminal area
- Cars and luggage random checks may be carried out by Terminal Security staff at the main gate or at the terminal areas in application of ISPS code

Pollution avoidance

- Any dirty ballast, such as heavy weather ballast filling cargo tanks, must be declared on Terminal pre-arrival questionnaire, and may be discharged ashore if Terminal Managers allow so
- Masters and their crews must ensure segregated ballast water is completely free of contamination prior to start discharging overboard. Ballast tanks overflow is strictly prohibited
- Any contaminated water such as bilge or grey water is not allowed to be discharge overboard into port waters. Certified receiver services are available and can be requested via agent
- All scuppers & deck openings must be kept closed and watertight tested. Temporary unplugged scuppers must be monitored and closed after clean rain water drainage. If oil or another contaminant is present, it must be internally transfer instead of be discharged overboard
- Oily or dirty water on deck or rain water must be checked prior to be drained overboard through the scuppers. Dispersants or detergents use is completely forbidden
- Any oil leakage into port waters must be reported to the terminal and all operations immediately stopped. Masters will ensure that an effective lookout of the surrounding waters is performed
- SOPEP/SMPEP plans endorsed by recognized authority must be in place and associated equipment must be kept ready to use at any time during cargo operations
- Repsol Terminal jetties are equipped with permanent oil booms, sufficient sorbent materials or oil recovery skimmers
- Excessive smoke from vessel's funnel and/or soot blowing is strictly prohibited by local authorities
- Any vessel anchored or moored within La Coruna port limits (including Ares anchorage) must use only less than 0.1% sulphur content fuels to drive their main engines, auxiliary engines and/or boilers
- Local authorities will impose heavy fines in case of deliberated or negligent actions leading into any contamination affecting local environment

Firefighting

- Ship's firefighting equipment, including main and emergency fire pumps & portable extinguishers shall be kept ready for immediate use. At least two fire hoses at fore & aft of manifold must be deployed during cargo operations
- In case of any emergency within Repsol Terminal limits or so close to be a potential treat, alarm will be notified via VHF channel in use for operations
- Terminal escape routes will be established in case of emergency ashore or on board, if need to do so. Ship's lifeboats may be an option if it's the safer way to leave dangerous area
- If a fire is detected on board your own vessel, inform Terminal via VHF channel in use for operations, stop all cargo transfer, start fire contention and prepare vessel to leave the berth
- Repsol Terminal facilities are equipped with continuous gas & fire detection and automatic extinguishing systems in all tanks, pipe racks and pumping stations
- All jetties are protected with remote controlled water/foam monitors, locally operated water/foam monitors, hydrants, hoses and nozzles protecting jetty structures and equipment among another fire systems
- In addition to the previous, Refinery firefighting equipment and firemen will assist Terminal staff in case of emergency. Firefighting trucks are available 24/7
- Two chartered tugs are continuously ready for emergency purposes
- Emergency procedure to be follow by vessels alongside our Terminal may be found in the next page





Instructions in case of emergency on board or ashore while alongside La Coruna Repsol Terminal

IN CASE OF FIRE ON BOARD, DON'T HESITATE TO BLOW VESSEL'S WHISTLE AND INFORM TERMINAL

VESSEL'S ALARM SIGN IN CASE OF FIRE ON BOARD

One or more short blasts



At least 10 seconds each

Inform Terminal on VHF channel in use for operations or jetty operator by voice

Vessel's emergency tasks

Terminal's emergency tasks

Fire on board

Fire on board a berthed vessel

Blow vessel's whistle
Inform Terminal on VHF channel in use for operations or jetty operator by voice
STOP cargo, bunker or ballast operations and shut all valves
Activate firefighting plans and avoid propagation
Stand by to disconnect cargo arm/hoses
 Engine and crew ready to unberth if required by Port Authorities

Contact the ship or receive vessel communication
 Inform **Port Authority & Port Captain**
 Inform **Pilots** for stand by
STOP cargo, bunker or ballast operations and shut all valves
Stand by to disconnect cargo arm/hoses
Activate jetty fire protection systems (hydro shields and others) & prepare firefighting system to assist vessel.
Inform every vessel alongside and stop operations, disconnect and unberth if needed.
 Follow Terminal emergency procedures

Fire on another vessel or Terminal

Fire ashore

STOP cargo, bunker or ballast operations and shut all valves
Activate firefighting plans and avoid propagation
Stand by to disconnect cargo arm/hoses
 Engine and crew **ready to unberth** if required by Port Authorities

Inform vessels alongside
STOP cargo, bunker or ballast operations and shut all valves
Prepare to disconnect cargo arm/hoses
 Activate **jetty fire protection** systems
 Inform **Port Authority & Port Captain**
 Inform **Pilots** for stand by
 Follow **Terminal emergency procedures**

IN CASE OF FIRE, TERMINAL'S STAFF WILL DEFINE EMERGENCY ESCAPE ROUTES THROUGH THE TERMINAL

Limiting Weather Conditions for Operations

San Diego wharf		Inner Port Jetty #1		Inner Port Jetty #2	
Wharf heading	310°	Jetty heading	310°	Jetty heading	322°
Transversal wind	NE 30 kn / SW 30 kn	Transversal wind	NE 30 kn / SW 30 kn	Transversal wind	NE 30 kn / SW 30 kn
Longitudinal wind	SE 40 kn / NW 40 kn	Longitudinal wind	SE 40 kn / NW 40 kn	Longitudinal wind	SE 40 kn / NW 40 kn
Swell	0.30 m	Swell	0.30 m	Swell	0.40 m

Inner Port Jetty #3		Inner Port Jetty #4		Langosteira Outer Port wharf		Langosteira Outer Port Jetty #1	
Jetty heading	052°	Jetty heading	052°	Jetty heading	118°	Jetty heading	118°
Transversal wind	NW 30 kn / SE 30 kn	Transversal wind	NW 30 kn / SE 30 kn	Transversal wind	As per Harbor Master	Transversal wind	NE 30 kn / SW 30 kn
Longitudinal wind	SW 40 kn / NE 40 kn	Longitudinal wind	SW 40 kn / NE 40 kn	Longitudinal wind	As per Harbor Master	Longitudinal wind	SE 40 kn / NW 40 kn
Swell	0.50 m	Swell	0.50 m	Swell	As per Harbor Master	Swell	0.50 m



Port live meteorological links

cma.puertocoruna.com/intranet/instrumentacion/Meteo/imEstacion553.aspx

<http://cma.puertocoruna.com/intranet/instrumentacion/Ocenaografia/Mareografo/oMareografo.aspx?Mareografo=Cor>

Rules for access and transit through the terminal

- *Walking through the Terminal outside authorized areas is strictly forbidden*
- *Vessel's crews berthed on Inner Port jetties #3 and #4 and Outer Port jetty #1 are allowed to leave the Terminal by walking to the Main Control Gate*
- *Vessel's crews berthed on Inner Port jetties #1 and #2 must use Terminal bus service to get to Main Control Gate in order to leave the Terminal*
- *Inner port bus service is available as per schedule below*
- *If bus service is required at any time outside the established time table, it must be requested by the Master with the adequate anticipation and will be invoiced on ship's account*
- *An updated crew list must be at the main control gate before any crew member leaves the Terminal. Ship's agent must send crew list and visitor's form well in advance before vessel arrival*
- *Shore passes will be handled to vessel's crew on the Main Gate and no one is allowed to leave or come back to the Terminal without it*

Inner Port bus departure schedule

00:30 01:30 02:30 03:30 04:30 05:30 06:30 07:30 08:30 09:30 10:30 11:30 12:30 13:30 14:30 15:30 16:30 17:30 18:30 19:30 20:30 21:30 22:30 23:30

Inner & Outer Port security regulations for ship's visitors access

- *For visitors, including company representatives, technicians or inspectors among others, Terminal access must be obtained via agent. Visitors will be identified in the main gate and must follow security staff indications*
- *Inner Port jetties 3 & 4 and Outer Port jetty #1 can be reached by walking from the main gate. For Inner Port jetties 1 & 2 Terminal bus service is available 24/7*
- *Private cars intended to access the Terminal must be identified and, if access is allowed, it must be parked in designated places*
- *Captain authorization must be obtained before Terminal access and before any job can be carried out. For certain jobs, Port Captain and Terminal written permission must be obtained*
- *Terminal pass & safety instructions will be provided in the main gate and must be showed together with original passport or seaman's book if any Repsol representative or ship's crew member require it*
- *Terminal and ship's access will be only guaranteed in security level 1. Another security level's measures, will be stated and communicated if needed*
- *Non ex-proof electrical equipment must be switched off during Terminal and ship stay. Non ex-proof equipment may be only used after Terminal Manager authorization*
- *Visitors must wear appropriate personal protective equipment during jetty and ship stay*
- *If any emergency occurs during the visit, visitors must follow vessel crew or Terminal staff instructions*
- *Only designated vessel's accommodation access can be used*
- *Smoking is only allowed in ship's designated areas. Mechanical lighters are forbidden and only safety matches may be used*
- *Only safety ways are to be transited through the Terminal or vessel's deck. Don't walk above ropes or below arm and hose connections*
- *Terminal and ship equipment can't be handled without staff authorization*
- *Enclose space entry is not allowed without ship's Master and Port Captain written authorization. Enclose entry permit must be issued in any case*
- *Ship or Terminal staff can't be distracted during operations and rest hours must be respected in any case*
- *Any defect or incident observed must be notified to ship's crew or Terminal staff*
- *Visitors must inform ship's crew or Terminal staff before leaving the vessel or transit through the Terminal*
- *Repsol's "zero" drug and alcohol policy will be applied also for visitors*

Inner Port jetties access routes ashore

