

Repsol Vetting Process and Criteria for River Vessels engaged into EP Projects

Scope: Global	Code: 90-00022PR
Owner: D. Planning, Control and Resources	Revision: 1.0

Purpose

The object of this document is to provide E&P river vessel operators with the environmental, safety and quality requirements for third-party vessels used for Repsol Group services and to detail the process that will be used to meet the requirements.

Scope of application

These criteria apply to every vessel carrying people, goods, materials and/or equipment in rivers, inland navigation, lakes and ports, not sailing on open sea or bays and restricted by Flag Administration to inland water navigations and include all propelled and non-propelled vessels, as applicable, contracted by the Repsol Group and used in any E&P activity.

Vessels used for maritime coastal services and bunkering operations in Roads are excluded.

Prior to the start of operations of a new project, a risk analysis shall be performed beyond the fluvial safety criteria listed in this document. Additional requirements may be necessary.

Framework regulations

- Norm on “Managing safety and environment at sea and inland navigation operations of transport” (code 00-00462NO)

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1. Definitions and acronyms

1.1 Definitions

- Class or Classification Society:** A non-government organization that established and maintains standards for the construction and classification of vessels is an organization that:
 - Publishes its own classification regarding the design, construction and control of vessels, and has the ability to apply, maintain and update those rules and regulations with its own resources on a regular basis.
 - Verifies compliance with those rules during construction and periodically over the service life of a classified vessel.
 - Publishes a registry of the vessels that have classified.
 - Is not controlled by and does not have any stakes in ship-owners, shipbuilders or others commercially engaged in the construction, equipping, repair or operating of vessels; and
 - Is authorized by Flag Administrations as defined in the SOLAS Chapter XI-1, rule 1and listed, consequentially, in the IMO Global Integrated Shipping Information System (GISIS) database.
- Cargo Vessels:** Used for the transport of dry and liquid cargo, self-propelled and non-propelled.
- Ex(d) Explosion-proof:** Classification for elements or equipment that comply with the EN 60079-1 standard in terms of safety. They be certified using a fire test. The external housing of the equipment to be fire-tested is designed to withstand an internal explosion. The enclosure joints allow the combustion products, and the consequent gas expansion, to be relieved by the joints so that the explosion does not leak into the outside atmosphere.
- Global Positioning System. (GPS):** System that shows an instantaneous geographic position of a person or a vehicle with high precision anywhere in the world.
- International Safety Management Code:** The ISM Code is the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by IMO.
- Intrinsically safe:** Intrinsically safe equipment shall not be capable of releasing sufficient electrical or thermal energy under normal or abnormal conditions to cause ignition of a specific hazardous atmospheric mixture. Intrinsically safe certified electrical equipment must be distinctively marked in accordance to the classified area in which it can be installed and passed certain pre-established testing conditions. Tests are specified in the standards ANSI/UL 913-1997.
- Non-destructive testing (NDT):** Is the process of inspecting, testing, or evaluating materials, components or assemblies for discontinuities, or differences in characteristics without destroying the serviceability of the part or system. In other words when the inspection or test is completed the part can still be used.
- Port State Control:** The inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules. These inspections are intended to be a backup to flag State Inspection; many of IMO's most important technical conventions contain provisions for ships to be inspected when they visit foreign ports to ensure that they meet IMO requirements. All findings related to the above inspections will be cleared under operator's time.
- Push Tugboat:** Means a boat that maneuvers self-propelled vessels by pushing or towing them.
- Recognized organization (RO):** Recognized Organization. An organization that has been evaluated by an Official Authority or Professional Association and found to meet the rules and procedures intrinsic to a specific activity in order to be authorized as such.
- Safety inspection:** Unannounced inspection carried out on contracted vessels during Repsol Group-related operations. The inspection may be limited, focused on the crew, on the safety of operations, the cleanliness of the engine room, etc.; or full, covering all the areas of the vessel, the safety management system, etc.

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- **Safe Working Load:** This is the maximum load that can be applied to a given piece or fitting such as lifting equipment. This is usually determined by the manufacturer; however, it may also be determined by a qualified individual or workshop after carefully considering the usage and external factors that could affect the equipment, such as temperature and working cycle, depending on its structure.
- **Self-propelled Vessel:** Any vessel that has its own mechanical means to drive it forward and astern. It can be a tug pusher, a motorized river flat-bottomed cargo ship or any boat that can be moved by its own mechanical means.
- **Substantial corrosion:** An area of corrosion that would be more than 75% of the acceptable diminution levels in an assessment, but still within the acceptable limits.¹
- **Technical Operator:** A Company that technically supervises and managed the daily operations of fleet vessels and their safety management systems.
- **Vessel:** The common term used to refer to boats, barges self-propelled and non-propelled, tanker ship, cargo ships, motorboats and pushers, individually or as a group.
- **Vetting inspection:** A systematic inspection carried out on-board a vessel including active participation from the crew and focused on asset integrity, navigation and cargo management, safety and environmental protection. The Deficiencies shall be evaluated as: Low, medium and high risk. Repetitive observations become high risk observations.

1.2 Acronyms

- **BU** Business Units
- **CO₂**: Carbon dioxide gas
- **CO**: Carbon monoxide gas
- **H₂S**: Hydrogen Sulfide
- **HC**: Hydrocarbon
- **HF**: High Frequency
- **HSE**: Health, Safety and Environment
- **IACS**: International Association of Classification Societies.
- **IMO**: International Maritime Organization – www.imo.org.
- **ISGINTT**: International Safety Guide for Inland Navigation Tank-Barges and Terminals, issued by OCIMF and the Central Commission for the Navigation of the Rhine. www.isgintt.org .
- **ISM**: International Safety Management Code
- **LEL**: Lower Explosive Limit
- **OCIMF**: Oil Companies International Maritime Forum. www.ocimf.com
- **SIRE**: Ship Inspection Report Exchange is the report developed by OCIMF as a standard regulation for every type of ship or vessel.
- **SOLAS**: The International Convention for the Safety of Life at Sea, issued by the IMO.
- **SSB MF / HF**: Single Side Band Medium Frequency / High Frequency
- **SWL**: Safe Working Load.
- **TMR**: Thickness Measurement Report.
- **VHF**: Very High Frequency

¹ IACS Req. 1990/Rev.28 Corr.1 2020

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2. Repsol Fluvial Vetting Process

2.1 Vessels Under Repsol group commercial interest:

The Vetting assessment starts with a commercial interest request from E&P logistics by e-mail to vettingfluvial@repsol.com

The vetting assessment takes into account many factors which includes but is not limited to compliance with Repsol Fluvial Safety Criteria included in this document, latest information available from different sources such as official publications, Technical Operator Management Reviews, casualty/incident data, previous Repsol operational performance, the fleet profile of the Technical Operator, etc.

An inspection questionnaire will be applied for each type of vessel.

A vetting assessment with a satisfactory result, which includes a preliminary evaluation and a Repsol inspection (physical or remote) must be obtained for all vessels before Repsol E&P use.

If the assessment result is satisfactory, then a new assessment will not be necessary according to the following criteria:

For vessels, aged up to 10 years:

- 4 months for vessels classified by IACS member.
- 2 months for vessel not classified by IACS member.

For vessels, aged 10 years and older:

- 2 months for vessels classified by IACS member.
- 1 months for vessel not classified by IACS member.

Above periods may be modified depending on the risk assessment previously performed within the framework of the E&P project.

Vessel acceptance does not constitute an unconditional approval of the vessel and we reserve the right to inspect or re-evaluate her at any time during the period of the Repsol contract and may result in the rejection of the vessel at any time.

More generally the status of the vessel may be affected by any changes concerning safety and operational systems, changes of technical operator, crew, as well as any incident, casualty or International or National statutory legislative changes and/or any alteration in Repsol Group policy. Technical Operators are requested to report to Repsol Vetting any of the mentioned events whenever they occur.

See below Annex III Graphics Synthesis of the vetting process.

2.2 Type of results of Vetting assessment

There are four vessel statuses, as below:

2.2.1 Acceptable

The vessel can be used and is the only rating that allows such use. This rating results from an acceptable 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, casualty or terminal negative feedback report, Port State Control (PSC) detention or Memoranda or condition of Class Society.

2.2.2 Not Accepted

The vessel has been rejected as result of the Vetting assessment process, Class condition or comply with some Repsol Vetting requirements or demands.

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A vessel under this rating must not be used

2.2.3 Unassessed:

A vessel without a Vetting assessment process or with inspection expired.

2.2.4 On Hold

A vessel whose Vetting assessment process has not been completed, It may be due to the missing reports on corrective actions or to a lack of information.

This status should be for a maximum of 30 calendar days. After this time, it will be changed automatically to "Unassessed" and a new Commercial interest will be required.

2.3 Follow up vessel status

2.3.1 Safety Inspection:

During a Repsol use, the vessel could be subject to Safety Inspection carried out by one Repsol Vetting Inspector.

2.3.2 BU HSE Inspection:

If inspection 2.3.1 cannot be carried out by a Vetting inspector, it will be carried out by the BU in accordance with HSE Criteria for Marine and River Vessels Contracting 20-00035PR

3. Fluvial Safety Criteria (FSC)

3.1 Age

3.1.1 Cargo Vessels and Push Tugboats

- Cargo Vessels classified by an IACS member Classification Society shall have an age limit of 30 years.
- Cargo Vessels which are not classified by an IACS member Classification Society shall have an age limit of 20 years
- The age limit for Push Tugboats classified by an IACS member Classification Society will be 40 years.
- The age limit for Push Tugboats which are not classified by an IACS member Classification Society will be 30 years.
- No evaluation of a reduced conventional age or rebuilding shall be accepted.

3.1.2 Passenger boats

- Passenger boats classified by an IACS member Classification Society and built with naval steel or naval aluminum will have an age limit of 25 years
- Passenger boats classified by an IACS member Classification Society and built of synthetic material will have an age limit of 15 years
- Passenger boats which are not classified by an IACS member Classification Society and built with naval steel or naval aluminum will have an age limit of 15 years
- Passenger boats which are not classified by an IACS member Classification Society and built of synthetic material will have an age limit of 10 years
- No evaluation of a reduced conventional age or rebuilding shall be accepted.

3.2 Double hull

Tanker vessels without double hull will be rejected

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3.3 Structure

- a. Cargo tanks, ballast tanks and void spaces coating must be in good condition and no areas of substantial corrosion must exist, will be verified by a qualified person certificate by a Recognized Organization
- b. Vessels carrying hydrocarbons must have a cofferdam forward, which can be substituted with a forepeak. Similarly, they must have a cofferdam or an aft peak at the stern.
- c. Vessels older than 10 years must submit a thickness measurement report (TMR) showing that it is free of substantial corrosion performed over the last 36 months. The non-destructive testing must be carried out by a qualified Person certified in Ultrasonic Testing Method Level II by a Recognized Organization.
 Passenger boats older than 5 years must carry out a TMR performed within the last 24 months.
 Passenger boats should be built of naval steel, naval aluminum material or synthetic material that complies with IACS building standards. If built with naval steel or naval aluminum, the boats may be inspected structurally by a Naval Engineer to certify their navigability (inspection and survey).
 If built with synthetic material, it is strongly preferred that test results for materials used for the structural elements of the hull shall be provided and it will be mandatory if the construction is new.
 These conditions shall only be mandatory the first time the boat reports for service or after having undergone a major modification.
- d. Passenger boats must have construction plans endorsed by a competent Person certified by a Recognized National Organization and these plans must be approved by the Maritime Authority
- e. Passenger boats must have a watertight bulkhead at the bow
- f. Passenger boats must have buoyant compartments with their hatches properly marked and these must be evaluated and certificated by a competent Person certified by a Recognized National Organization

3.4 Dry Docking

- a. Cargo Vessels and Push Tugboats classified by IACS must have had at least one dry dock over the last 36 months accredited by an IACS member
- b. Cargo Vessels and Push Tugboats which are not classified by IACS must have had at least one dry dock over the last 36 months accredited by a shipyard recognized by the Maritime Authority
- c. Passenger boats classified by IACS must have had at least one dry dock over the last 24 months accredited by an IACS member
- d. Passenger boats which are not classified by IACS must have had at least one dry dock over the last 24 months accredited by a shipyard recognized by the Maritime Authority

3.5 Classification

The Vessels are expected to be classified by an IACS Member having their own Inland Navigation Rules.

Those Vessels which are not classified by an IACS Member must comply with the following requirements performed by a Qualified Person certified by Maritime Authority:

- a. Intact Stability book, according to the type and service of each vessel in accordance to the Regulations of the Maritime Authority and the International Maritime Organization.
- b. Damage stability in the following cases:
 - Fore peak tank starboardside & portside
 - Void spaces N°1 portside & fore peak portside
 - Void spaces N°1 starboardside & fore peak starboardside
- c. Test of inclination of the vessel.
- d. Vessels handling hydrocarbon cargoes, must have cargo tanks calibration tables.
- e. Vessels handling hydrocarbon cargoes must have Watertight test of commercial cargo tanks and Void spaces adjacent in accordance with IACS standards. Tests must be performed every 36 months in accordance with IACS standards.

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- f. Vessels handling hydrocarbon cargoes must have structure test in accordance with IACS standards, this requirement must be performed every 36 months in accordance with IACS standards.
- g. Self-propelled vessels must have capacity table of bunker tanks.
- h. It must also reflect:
 - Certificate of approval construction plans
 - General structure plan
 - General arrangement plan
 - Frame and bulkhead plan

3.6 Crew and Level of Certificates Criteria

- a. All crew shall hold qualifications authorizing them to hold their position on board. All Crew shall hold a valid and update license issued by the Flag Administration and shall hold a certificate in basic training for survival and firefighting. If the crew certificates are not issued by the same Administration as the flag State of the vessel, then an endorsement (or a separate document) is required which attests to the recognition of that certificate by the vessel's Administration.
- b. The designated Communications Officer must have the corresponding certification to use Radio-communication equipment for vessels equipped with SSB MF/HF & VHF
- c. Crew members in charge of hydrocarbon or hazardous cargo loading/unloading operations must certify having taken a familiarization course for the type of transport involved (hydrocarbons, hazardous cargo, etc.)
- d. The Officer designated to use the radar must have the radar observer course.
- e. The following courses: Radio communication, radar observer and basic training for oil tanker cargo operation, those courses must be carried out by Training Centers recognized by the Maritime Authority and the Instructor must hold the corresponding qualification and update, this should be previously evidenced.
- f. The Drug and Alcohol policy must include:
 - Unannounced alcohol tests at intervals not exceeding 1 month
 - Unannounced alcohol and drug test by an external body at intervals not exceeding 12 months
 - Alcohol and drugs analysis to new hiring Personnel
- g. Routine medical examinations at least once per year for all crew members.
- h. Vessels whose common working language is neither English nor Spanish language should fill in the Official Logbooks in one of these languages, additionally to the flag requirements.
- i. A matrix of minimum crew training requirements shall be implemented based on the vessel to be manned.

3.6.1 Additional requirements for cargo vessels & Push Tugboat

- a. A minimum of 10 voyages of actual experience in the area to be navigated and a minimum of 5 voyages of experience with the type of cargo to be transported shall be required for the position of Captain/Skipper and Inland Pilot.
The Chief Engineer/Motorman must have at least 5 voyages of experience working with the type of cargo being carried in the vessel where they are currently engaged.
- b. The operator's policy should ensure that the Captain/Skipper River and Chief engineer/Motorman are not relieved at the same time.
For the charges listed above, there must be an adequate minimum transfer period

3.6.2 Additional requirements for passenger boats

- a. Personnel in charge of the navigation must have at least ten (10) voyages experience handling passenger boats in the area to be navigated
- b. All shall have current license issued by the Official Flag Administration and must have a Basic Training survival and firefighting course Certificate.
The training courses must be carried out by Training Centers recognized by the Maritime Authority and the Instructor must hold the corresponding qualification and updated; this should be previously evidenced.

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- c. All passenger boats must have at least one Captain/Skipper with another crew member. Both must be qualified and trained to transport passengers.

3.7 Technical Operator

- a. A safety management system which complies with ISM code requirements or an equivalent standard must be implemented on board. (See Annex I)
- b. The Safety Management Systems of the Technical Operators of the vessels under the scope of Repsol Vetting might be subjected to assessments. A negative result in such review will cause that the vessels operated by that Technical Operator will be considered as “non accepted” until the Technical Operator has implemented all the improvements and measures in its procedures indicated by Repsol Vetting and its application has been reassessed.
- c. The Operator must have an environmental policy, which includes prevention of contamination by: Hydrocarbons, noxious substances transported in bulk, noxious substances transported in packages, sewage, garbage and atmospheric contamination.
It will have a management plan for slops, oily waters, garbage and sewage disposal which contemplates the elimination of these according with the Flag Administration.

3.8 Equipment for cargo vessels self-propelled and Push Tugboats criteria:

3.8.1 Navigation procedures & equipment

- a. All self-propelled vessels must have radar installed except for vessel where the port of origin and destination are within sight, previously a risk assessment must be carried out.
- b. Two windscreen wipers (if it just one is installed, the other one must be as a spare).
- c. Self-propelled vessels must have a guide boat for rivers with restricted navigation in accordance with BU Repsol. Between these vessels there must be an efficient radio communication.
- d. Self-propelled Vessels must have a solar battery charger or other renewable energy device installed with a battery and a spare battery for the use of navigation equipment.
- e. Echo sounder and hand-held sounder must be provided
- f. Rudder angle indicator.
- g. Two suitable reflectors for the convoy dimension (it must be able to aluminate at least twice the length of the convoy length).
- h. VHF & HF radio equipment must be supplied at least"
- i. Whistle
- j. A system of navigation lights that at least comply with local navigation rules. Portable navigation lights for non-propelled vessels shall be powered by solar batteries or rechargeable batteries. In case the vessels handling hydrocarbon products portable navigation lights must be intrinsically safe type.
- k. An all-round strobe light (or rotating/flashing light) must be installed on the monkey island mast, if not provided, it will be necessary to evaluate through a risk assessment the need for this or not.
- l. The bridge must have a communication system with the Engine Control Room. Telephone or walkie talkies can be used. In case the vessels handling hydrocarbon products, those must be intrinsically safe type.
- m. Satellite tracking and panic button – GPS
- n. A search light (Fixed or portable)
- o. A lifeboat with enough capacity for the crew with an outboard motor of adequate power in the area to be navigated and also provided with two oars. This boat must have buoyant compartments with their hatches properly marked, must be evaluated and certificated by a competent Person certified by Maritime Authority.

3.8.2 Engine Room

- a. Vessels must be fitted with a high-level bilge alarm in the engine room. In case that the bilge is divided between starboard and port side, it must have an alarm on both sides.

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- b. Vessels must have an emergency stop for the engines (quick release) and a system for closing or stopping engine room ventilation.
If the propulsion engines are remotely controlled from the Bridge, they must have emergency stop devices from this position and must have indicators at least of rpm, pressure of lubricating oil and temperature of cooling water
- c. Vessels must be provided with two propulsion engines for areas to navigate with high current and navigation with hazardous passages and must have provided with emergency stop button local and indicators at least of rpm, pressure of lubricating oil and cooling water temperature.
- d. For dry cargo vessels, the use of external generators is restricted to areas outside the cargo area and that do not cause damage to the Crew, structure and equipment. their use will be prohibited during bunker operations and will have a warning notice.
- e. Vessels carrying hydrocarbon in case there are any electrical generator outside the engine room but not on cargo deck, they must not be used during cargo and bunker operations, warning notice must be posted during these operations.
- f. Vessels carrying hydrocarbon in case the electric generator is installed in the cargo area these must be enclosed in a Watertight house certified and approved by a recognized organization, its engine exhaust must be properly thermally insulated along its length with spark arrestors.
- g. All engine rooms shall have metal platforms grating plate type with detachable fasteners so the bilge can be inspected. Any engine room where staff **has to** walk on stiffeners shall not be accepted
- h. It must have an exclusive bilge pump, it can be electric or a diesel engine pump, it must also provide a container to store oily waters, which will be identified and with a drain valve.
Preventative measures must be taken to effectively insulate any discharges going directly into the river from the bilge

3.8.3 Cargo and Ballast Equipment

- a. Vessels carrying hydrocarbon products, the Ballast tanks and/or cofferdams/void spaces could not be used with cargo or oily water and when the vessel is loaded, the atmosphere of these spaces must be checked daily, and these records will be available at inspection.
- b. Vessels carrying hydrocarbon products must have in all cargo, slop and residual tanks an overflow alarm (Independent from main fixed ullage monitoring system) with an audible and visual signal. The installation is not yet available mitigating actions should be taken and the date of compliance with this requirement should be indicated
- c. Cargo handling operations must be performed under closed system condition. If this is not possible, a risk assessment will must be carried out.
- d. Cargo pumps emergency stop activation points (Emergency Shutdown Systems, ESD) must be provided and be located in the Cargo Control Room (if fitted), on the main deck at the manifold area (Port and Starboard), in the cargo pumphouse at its entrance and at the lower platform and in addition on the poop deck if a stern discharge line is fitted. If the installation is not yet available mitigation actions should be taken and the date of compliance with this requirement should be indicated.
- e. All the control equipment including but not limited to reference pressure gauge and thermometer, all other pressure gauges, vacuum gauges, thermometers as well as alarms, trips, etc. must be checked annually and results recorded.
- f. Vessels carrying hydrocarbon products must have portable equipment like an explosimeter and an oxygen analyzer with a valid calibration certificate, as well as a gas analyzer for H₂S, CO, O₂ y HC (LEL). The Material safety data sheet (MSDS) must be observed to verify that the gas concentration of the product can be measured with the portable gas analyzer, an all-in-one unit shall be sufficient. In any case, it must be explosion-proof and the crew must be familiar with its use.
The equipment's must have periodic calibration according to manufacturer's specifications and/or relevant standards.

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- g. Vessels carrying hydrocarbon products that have galley must be provided with electric cooker
If the installation is not yet available mitigating actions should be taken and the date of compliance with this requirement should be indicated
- h. If diesel engines are installed on cargo deck to move a cargo pump, the engine must be enclosed in a Watertight house, certified and approved by a recognized organization, and their engine exhaust must be properly insulated along its length with spark arrestors.
- i. Vessels handling liquid or dry cargo must not carry passengers.
- j. The pump room installed on-board and used as such must comply with pump room requirements, including a high bilge level sensor with indicators easily detected from the tugboat bridge assisting the barge, or from the operations point in the case of a self-propelled river barge. There must be a procedure for entering the pump room as indicated in ISGINTT 10.10.2.
- k. A minimum of 2% of the tank volume must be kept empty in all loading operations as an expansion chamber, being any product to be carried.
- l. Cargo tanks must be fitted with vents, which may be individual or combined by tanks group. The vents must have pressure and vacuum valves (P/V) comply with ISGINTT 7.1.8. Vacuum valves must be fitted with flame screen (spark arrestors).

3.8.4 Firefighting Equipment

- a. Self-propelled vessels must have general emergency alarm buttons with horns located at least in the Bridge, Engine room, galley and on each deck of the accommodation, the audible alarm should be heard throughout the vessel.
- b. Fixed fire detection and alarm system must be provided in the Bridge. Engine Room, Cargo Pump Room, Forecastle and Accommodation area.
If the installation is not yet available mitigation actions should be taken and the date of compliance with this requirement should be indicated according to an approved risk study and it's derived action plan
- c. There must be a fixed main fire pump, duly identified and compatible with the firefighting system, which must always be ready to be used under any conditions. It shall have at least a pressure gauge on the pump delivery. This pump shall be exclusively for firefighting use; The fire pump must not be used for fuel transfers, stripping operations, etc. The system shall have at least two hydrants with their respective fire hoses and nozzle (Quick release coupling).
The fire main pump must be powered by diesel engine or electrical motor.
Spare hose and nozzle must be provided.
Fire hoses must be approved by a Competent Authority
- d. An emergency fire pump must be provided, it can be fixed or portable, the motor must be powered by a diesel engine or electrical motor
- e. All vessels carrying hydrocarbon products must be equipped with a firefighting foam system according to the type of cargo transported as indicated in ISGINTT 8.1.3.2
- f. Fire extinguishers must be marked with the name of the vessel and port or Register Number, It must be inspected annually and a periodic hydrostatic test by a workshop certified by a recognized National organization. Fire Extinguishers must be checked monthly by a crew member.

According to the type of vessel, it must comply at least with the following requirements:

- Cargo vessel Self-propelled and Push Tugboat less than 100 GT:
 - A CO2 extinguisher (4 Kg) in the wheelhouse
 - A CO2 extinguisher (4 Kg) in the galley compartment
 - A powder fire extinguisher (6 Kg) in the engine room.
 - A CO2 extinguisher (6 Kg) in the engine room
- Cargo vessel Self-propelled and push tugboat of or equal or greater than 100 GT:
 - A CO2 extinguisher (4 Kg) in the wheelhouse
 - A powder fire extinguisher (6 Kg) in the Crew cabins

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- A CO2 extinguisher (4 Kg) in the galley compartment
- A powder fire extinguisher (6 Kg) in the engine room
- A CO2 extinguisher (6 Kg) in the engine room
- Cargo Vessels non-propelled
 - A powder fire extinguisher (6 Kg) in the bow
 - A Powder fire extinguisher (6 Kg) in the stern
- All vessels carrying hydrocarbon products:
 - Two powder fire extinguishers (50 Kg) on the cargo deck, one in the bow and the other in the stern

3.8.5 Pollution Prevention Equipment

- a. Storage and service bunker (fuel oil and gas oil) tanks must have high-level alarms, if the installation is not yet available mitigation actions should be taken and the date of compliance with this requirement should be indicated
- b. All self-propelled Vessels shall have an appropriate conventional bunker manifold, in case the bunker is received directly by the hatches of the bunker tanks, the area must be protected with an around spills rail, with a minimum height of 100 to 150 mm, spill rail must have scupper plugs ensuring proper watertightness
- c. The bunker, diesel, and lubricating oil tanks vents must be provided with spill savealls
- d. All vessels carrying hydrocarbon products must be equipped with adequate means for containing spills on deck, including drainage and/or strip. A round fishplate (spill rail) covering all the openings on the main deck, with a minimum height of 100 to 150 mm should be fitted (OCIMF Barge Safety 6.2). Fishplate must have scupper plugs ensuring proper watertightness.
- e. Vessels carrying hydrocarbons must have suitable spill containment under the cargo manifold lines with a purge to drain that empties into a cargo tank. One or the other must have an effective locking device. Portable containments shall be permitted.

3.9 Incident reports

Records of casualties, incidents and investigation reports will be evaluated.

The Operator must send thereport of all type of incidents of the Vessels that are under a Repsol contract to BU Repsol and to the vetting department as soon as possible. See Repsol HSE incident management norm 00-00343NOSubsequently, the Operator must send an incident investigation report, indicating cause / root, corrective, preventive and improvement actions according to the case.

Casualty/Incidents notification: vettingfluvial@repsol.com.

3.10 Vessel equipment criteria for Passenger boats

3.10.1 .Navigation equipment

There must be:

- a. A radar, except for Vessel where the port of origin and destination are within sight, previously risk assessment must be carried out.
- b. Marine VHF including at least a channel used in the area (Channel 16 if covered by traffic control).
- c. HF equipment (SSB)
- d. Satellite tracking and panic button - GPS
- e. Navigation lights (Sidelights, mast lights and stern light)
- f. External strobe light (Beacon), if not provided, it will be necessary to evaluate through a risk assessment the need or not of this
- g. Whistle.
- h. Two windscreen wipers, if it just one is installed, the other one must be as a spare
- i. A search light (Fixed o portable)
- j. Handheld sounder and echo sounder must be provided

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- k. A speed indicator
- l. Two fixed fog reflectors
- m. Must have a solar battery charger or other renewable energy device installed with a battery and a spare battery for the navigation equipment

3.10.2 Engine Room

- a. It's Strongly recommended two engine propulsion Of 4-stroke type, if the installation is not yet available, mitigating actions should be taken and the date of compliance with this requirement should be indicated
- b. The boat's electrical circuit must be insulated, preferably with a switchboard if the voltage is 110 V or higher. This switchboard must be in the wheelhouse or in a suitable location where it can only be operated by the Master/Skipper
The circuit(s) must have thermal switches for the proper power.
- c. The propulsion system must be mechanical and controlled remotely from the wheelhouse. There must be a control switch to turn the engine on and off as well as an emergency stop. Emergency stop tests must be logged.
- d. Rudder`s boat must be operated from the Wheelhouse using a rudder activated mechanically or remotely.

3.10.3 Firefighting Equipment

- a. Smoke sensors should be installed in the wheelhouse and in the area of the propulsion engines. There should be a Non-Smoking notice posted.
- b. Fire extinguishers must be marked with the name of the vessel and port or Register Number, It must be inspected annually and a periodic hydrostatic test by a workshop certified by a recognized National organization. Fire Extinguishers must be checked monthly by a crew member.
It must comply at least with the following requirements:
A CO2 extinguisher (4 Kg) in the wheelhouse
A Powder fire extinguisher (4 Kg) in the engine compartment.

3.10.4 Other requirements

- a. The Operator must evidence an Intact Stability book, in accordance with the Regulations of the Maritime Authority and the International Maritime Organization and a Test of inclination of the boat carried out by a qualified Person certified by The Maritime Authority, these requirements shall be mandatory prior the first time the boat is used or after undertaking a major repair or major change on the structure of the boat.
- b. Toilets must be provided on boats engaged on voyages of more than four hours.
- c. Passenger Boats with a bilge where pollutant-free rainwater or river water can accumulate must be equipped with a stripping pump, preferably mechanical. This pump shall have usage and care instructions before carrying out any outboard drain operations. It must provide a container with a capacity of at least 20 Lt.
- d. Boats must have at least two bollards at the bow and two at the stern for proper mooring, these must be marked with the SWL
- e. Here must be an eyebolt or fairlead at the bow. There must be eyebolts or a chock at the stern.
All elements used for operations shall have strength commensurate with the size of the boat, These elements must be marked with the SWL.

4. International Regulations References

- BIQ (Barge Inspection Questionnaire from OCIMF's SIRE program)5- Sam-Cam-V2.0 - 2020
- BARGE SAFETY (Liquefied Cargoes in Bulk) Guidelines for barges, associated tugs and non-regulated/restricted trading tankers - First Edition1999 OCIMF.
- COLREG Consolidated edition 2018
- IMDG (The International Maritime Dangerous Goods Code of the IMO) Code, 2018 edition

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- ISGINTT (International Safety Guide for Inland Tanker Barge and Terminal) – First Edition 2010 ISGOTT (International Safety Guide for Oil Tankers and Terminals), edition 6th - 2020
- ISM Code, 2018 edition
- MARPOL (International Convention for the Prevention of Pollution from Ships) Consolidated edition 2017
- SOLAS, consolidated edition 2020

5. Appendices

Appendix I. Safety Management Manual

Appendix II. Domestic appliances that use liquefied petroleum gas (LPG)

Appendix III. Graphics Synthesis of the vetting process

Appendix IV: International Associations of Classification Societies – IACS Members

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Appendix I. Safety Management Manual

The Safety Management Manual to be followed in river boats must at least:

- Clearly establish who is the Technical Operator, with updated contact information on-board and on all documents concerning the vessel.
- Have a crew training policy and ensure that those crew members who are going to perform new functions or move to a new unit are properly familiarized. Include an emergency preparation plans and drills and ensure an effective response to any emergency at all times.
- Have procedures for risk analysis, reporting incidents and quasi-accident reports.
- Designate a person ashore responsible for shipping operations and safety on-board (DPA)
- Have a Maintenance Plan that includes reviews, tests and inspections as least as often as recommended by the manufacturer of each equipment on board.
- Develop a Contingency/Emergency Plan procedures containing lists of contacts and assigned duties of the crew must take in different scenarios
- Establish Polices of Safety, health, environment, Quality and energy saving Policies and a smoking, alcohol and drugs Policy.
- Vessel Operations Procedures (Navigation, maneuvering, cargo, maintenance, etc.).
- A description of the Captain's and crew's responsibilities.
- Procedures for reporting non-conformities and for corrective action.
- Procedures for auditing and reviews.

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Appendix II. Domestic appliances that use liquefied petroleum gas (LPG)

All installations on-board that use LPG must comply at least with the following:

Gas appliances, containers, taps, piping, valves, safety devices and accessories used in on-board installations shall be of a type approved by a recognized certification body.

Containers, appliances and piping must be properly secured such that the movement of the boat does not cause them to shift and put the integrity of the installation at risk.

As a safety measure, when changing gas containers or cylinders the following must be respected within a distance of 10 meters from the supply station:

- No flames must be lit or kept lit,
- Electrical switches that are not explosion-proof must not be activated,
- Electrical engines that are not explosion-proof must not be operated.

Gas containers must be located on an open deck, away from passenger compartments, in deck houses that are properly identified and that only open from the outside of the boat. These deck houses shall be made of steel and vented at the bottom, no more than 30 cm from the deck, and at the top. They shall be large enough to store one container in addition to the one inside it.

In boats without full decks, the containers may be located with the device as long as they are in a space that is not under the main deck or in a confined space, and must be:

1.30 meters from ovens and heating elements (except when there is a metal separation),

0.50 meters from all electrical switches, conductors or sockets.

Containers shall always be stowed vertically with the valve facing up, even when they are empty.

All cylinders that are in service shall have a safety valve.

If there are devices with gas operation on board in open spaces, the use of flames is prohibited during loading and unloading or bunkering operations, which is to say these kinds of devices should not be used

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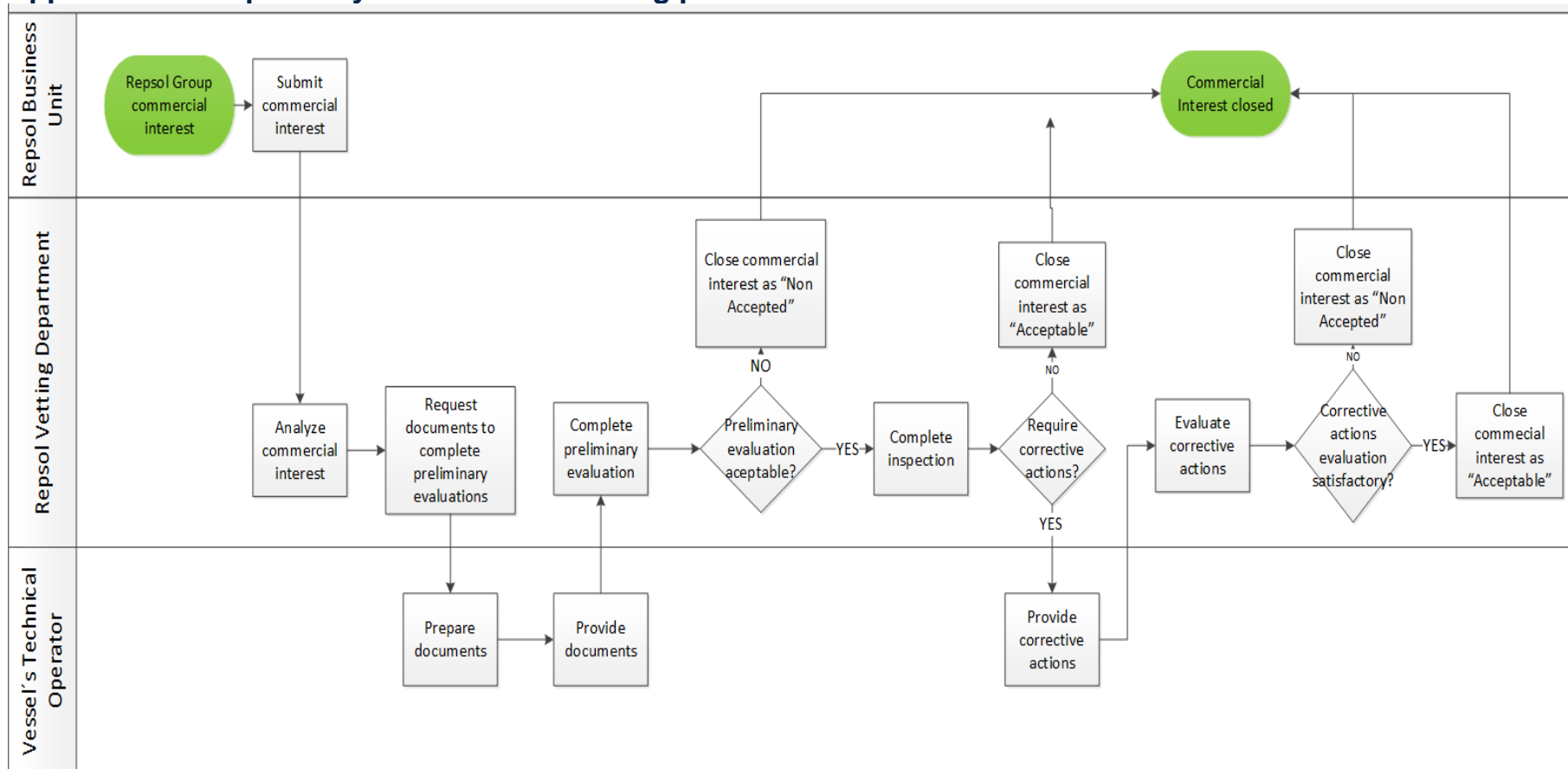
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Appendix III. Graphics Synthesis of the vetting process



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Appendix IV: International Associations of Classification Societies – IACS Members

- ABS. American Bureau of Shipping
- BV. Bureau Veritas
- CCS. China Classification Society
- CRS. Croatian Register of Shipping
- DNV. Det Norske Veritas
- IRS. Indian Register of Shipping
- KR. Korean Register of Shipping
- LRS. Lloyd's Register of Shipping
- NK. Nippon Kaiji Kyokai
- PRS. Polish Register of Shipping
- RINA. Registro Italiano Navale
- RS. Russian Maritime Register of Shipping

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Approval

Validity

This guide shall become valid on the tenth (10th) working day after the date of its approval.

Revoked regulations

- Supplementary documentation on “Vetting safety criteria for inland waterway vessels” (code 90-00022DC, revision 0.0)

General and temporary provisions

From this document the inspection booklets for the different types of vessels used in E&P will be prepared.

Revision 1.0 approved by:

Approval:

Juan M. Martín

22/03/2022

D. Planning, Control and Resources