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I.- INTRODUCTION

It is Repsol policy to employ only vessels which have been screened for compliance with all applicable International Regulations and within the minimum standards described in these Repsol Vetting Rules & Procedures. This policy is applicable to vessels tendered for chartering by Repsol, vessels transporting Repsol’s cargoes, and also to vessels visiting terminals owned or operated by the company.

Compliance by vessels with these Rules & Procedures does not grant the Owner or Operator any right whatsoever to have the vessel chartered or employed by Repsol, nor imposes on Repsol any duty or obligation to charter or employ the vessel.

Repsol, nor any of its servants, agents or contractors, shall be under no liability whatsoever to any Owner or Operator by reason of non-acceptance of a particular vessel.

II.- DEFINITIONS

- **Cargo.**
  Any kind of material subject to a contract of transportation, mainly crude oil, oil products, chemical products, LPG, LNG, Lubricants, and dry bulk cargoes.

- **Time charter vessels.**
  Vessels contracted for 6 months or more.

- **Deficiencies.**
  Non compliance with:
  - International and local regulations as well as OCIMF and ICS recommendations.
  - Repsol Vetting Rules & Procedures and Minimum Safety Criteria

- **Non-accepted vessel.**
  A vessel that does not comply with Repsol’s Vetting Rules & Procedures or Minimum Safety Criteria, or which acceptance period has elapsed, or which is unknown to Repsol.

- **Observations.**
  Non compliance with other safety guidelines.

- **Owner.**
  Vessel owner or technical operator of the vessel

- **Repsol Vetting Department.**
  The Department within Repsol responsible for the enforcement of the Vetting Rules & Procedures.
VETTING

- **SIRE.**-
  Ship Inspection Report Programme. This system is a very large database of up-to-date confidential information about tankers, developed by OCIMF as a unique tanker risk assessment tool of value to companies, ship operators, terminal operators and government bodies concerned with ship safety.

- **CAP** (Condition Assessment Programme).-
  It is applicable as established in the present Rules and procedures and as defined in the Rules of the Classification Societies members of IACS.

- **ESP** (Enhanced Survey Programme).-
  It is applicable as established in SOLAS XI-1/2 and as defined in Resolution A.744 (18).

- **TMSA** (Tanker Management Self Assessment).-
  It is applicable as established in these Rules and Procedures as defined in OCIMF publication “Tanker Management Self Assessment a best-practice guide for ship operators”

### III.- THE VETTING PROCESS

The vetting process consists of two steps:

1. - Initial screening called “**Preliminary Evaluation**”.

2. - Vessels approved in preliminary evaluation, will be subject to a “**Physical inspection**”.

Both steps are deeply dealt with later on in these procedures.

1. - PRELIMINARY EVALUATION (Prevetting)

Should a non-accepted vessel be considered for employment by Repsol, or contemplating to visit a Repsol operated terminal, *Owner* would need to complete online the Questionnaire shown in our website [www.ryttsavetting.com](http://www.ryttsavetting.com), enclosing appropriate supporting documents (these documents could be provided by separated fax or e-mail too). All communications will need to be direct either with Owner or Technical Operator, and not through any intermediaries.

The Preliminary Evaluation will be based on information provided in the Questionnaire together with other relevant information, under the following parameters and criteria:
1.1- Age

- A table points based on the vessels age will apply.

- Vessels 23 years old, or more, over 5,000 SDWT with no double hull, will be rejected. Those exclusively dedicated to coastal and/or inland waters navigation are excluded of this limit and subject to their national regulations, however from 1st January 2010 they will not be employed to carry heavy products.

- Any vessel 50 years old or older will be rejected.

1.2. - Flag

A table based on lists issued by Paris MOU/Tokyo MOU/USCG will apply.

1.3. - Owner/Operator

Disclosure of identity of final Owner will be rated favourably.

Should 30% of the entire fleet of a particular Owner/Operator be rejected, the entire fleet will be rejected.

1.4. - Crew

Table points based on the number of nationalities on board will apply.

1.5. - Classification Society

Vessels classified by Societies which are not full members of IACS will be rejected.

1.6. - Protection and Indemnity clubs (P&I)

Ships not insured with a member of the International Group of P&I Clubs will be considered on a case by case basis.

1.7. - Dry Docking

Vessels 15 years old, or more, must have been inspected by Class, out of water, within the last 36 months, and twice in the last 60 months.

1.8. - SIRE

SIRE reports may be used for vessels evaluation.

Vessels less than 15 years old could be considered for two consecutive voyages provided they have got a good SIRE report in the last 6 months.

Vessels 15 years old, or more, will only be considered for a single voyage approval when there is a good SIRE available and performed within the previous 6 months.
1.9. - Class recommendations

Class recommendations and memoranda may generate vessel rejection.

1.10. - Hull design

Table points based on hull design (DH, DS, DB, SH, etc.) will apply.

1.11. – Ballast tanks and void spaces’ coating condition and substantial corrosion.

Ballast tanks and void spaces’ coating must not be in poor condition and no areas of substantial corrosion must exist.

In case of a vessel did not fulfil with this requirement at the entry in force of this regulation could however be considered provided that the owner present a written commitment for obtaining it not later than next dry-dock.

1.12. - Hull Condition Assessment Programme (CAP)

Vessels 20 years old, or more, and over 5.000 DWT, will need a CAP 2 (GOOD) rating for hull with a validity of 3 years from the last date of CAP survey. Owners should allow sufficient time for renewing the CAPs certificates.

1.13. - CAP for machinery and cargo handling systems

Vessels older than 20 years and over 5.000 DWT, will need a CAP 2 rating for machinery and cargo handling systems with a validity of 3 years from the last date of CAP survey. Owners should allow sufficient time for renewing the CAPs certificates.

In case of a vessel did not fulfil with this requirement at the entry in force of this regulation could however be considered provided that the owner present a written commitment for obtaining it not later than next dry-dock.

1.14. - Hull Structural Fatigue Analysis

Vessels bigger than 150 m in length and older than 20 years will need a comprehensive fatigue analysis.

In case of a vessel did not fulfil with this requirement at the entry in force of this regulation could however be considered provided that the owner present a written commitment for obtaining it not later than next dry-dock.

1.15. – Inert gas systems.

As per Terminal regulations.

1.16. - Name change
Table points based on the number of name changes will apply.

1.17. - Port State Control and USCG Inspections

History of deficiencies and detentions detected, and corresponding corrections, will be evaluated.

1.18. - Acceptance by other oil companies

Relevant information will be evaluated.

1.19. - Safety Management

All vessel technical operators are requested to submit their OCIMF TMSA evaluation as one of the compulsory documents required for the vessel Preliminary Evaluation.

Only vessels from technical operators complying with at least the stage 1 of the 12 elements will be considered for Preliminary Evaluation.

In order to evaluate the technical operator performance, the TMSA must be updated at intervals not exceeding twelve months.

1.20. - Vessel’s status monitoring

Any vessel chartered by Repsol could be subject to unscheduled inspections during operations. These inspections will be carried out as Safety Terminal Inspection by one Repsol vetting inspector.

Terminal feedback reports are also considered in the ship’s assessment.

If some deficiencies are reported they will be handled as whatever other deficiency and may cause rejection of the vessel.

1.21. - Other important criteria:

a) Vessels to be time chartered must comply with Repsol Rules & Procedures for time chartered vessels.

b) Vessels rejected by Repsol on 2 consecutive occasions will not be considered before 3 months from the last rejection, and provided physical inspection with positive result has been carried-out.

c) Vessels detained 3 times or more over the last 2 years, or black-listed by the European Union in accordance with regulation 2001/106/EC (19.12.2001), will be rejected.

d) Vessels newly built in their maiden voyage will be considered only in a case by case basis. Management and Officers experience; SIRE report, sister vessels, TMSA, etc.
VETTING

will be considered in the evaluation. In case vessel results accepted only a single voyage will be granted.

e) Vessels in shipyard without definitive class documentation could be accepted provided owners grant that the vessel will sail from shipyard without conditions of class.

f) Significant changes during previous 30 days in vessel safety management as technical operator/owner and/or crew may cause vessel rejection and must be reported at least 30 days before.

g) Any change of the SDWT, involving an extension in her scheduled phase out, will be considered in case by case basis.

h) Vessels unable to maintain 30% of their SDWT at all times will be rejected.

i) Deck seal of the dry type shall not be accepted for oil tankers

j) Oil/Bulk/Ore (OBO) vessels 15 years old, or more, in excess of 70,000 DWT will be rejected.

k) Oil/Bulk/Ore (OBO) vessels 10 years old, or more, which in her last port operated with dry cargo will be rejected.

l) Age of vessel will be calculated from the first delivery. Rebuilding dates will not be accepted.

Based on all the above parameters and criteria a point score of between 0 and 10 will be established for each vessel.

With a point score of 5 points or higher the vessel will be considered ACCEPTABLE FOR ONLY AND EXCLUSIVELY ONE VOYAGE at this Preliminary Evaluation, which means that the vessel could be employed by Repsol and physically inspected during this first voyage.

A vessel obtaining in this Preliminary Evaluation a point score lower than 5 points will be considered NOT ACCEPTABLE, which means that the vessel must undergo a physical inspection at discharge port, prior to visiting a Repsol Terminal or prior to taking any Repsol cargo.

2.- PHYSICAL INSPECTION

An owner interested in getting a particular vessel being inspected at his own expense, must submit, well in advance a written formal request by e-mail or fax to:  

REPSOL VETTING DEPARTMENT  
Paseo de la Castellana, 278 – 2º floor  
28046 Madrid, Spain  
Tel. +34 - 913483007  
Fax +34 - 913489732  
E-mail: repsolvetting@repsolypf.com  
and then fill in the questionnaire on line in our website:  http://www.ryttsavetting.com
The physical inspection will follow OCIMF guidelines. Concurrent physical inspections will not be authorised at Repsol Terminals.

Except for dry cargo vessels, the inspection covers 16 sections listed below:

<table>
<thead>
<tr>
<th>REPSONL</th>
<th>SECTIONS</th>
<th>SIRE 2007</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Certification, Documentation and Information</td>
<td>1 &amp; 2</td>
</tr>
<tr>
<td>2</td>
<td>Crew Management and Qualification</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>Safety Management</td>
<td>5</td>
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<tr>
<td>4</td>
<td>Pollution prevention</td>
<td>6</td>
</tr>
<tr>
<td>5</td>
<td>Life-saving Equipment</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>Fire fighting Equipment</td>
<td>5</td>
</tr>
<tr>
<td>7</td>
<td>Cargo &amp; Ballast Systems</td>
<td>8</td>
</tr>
<tr>
<td>8</td>
<td>Inert Gas System</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>Cow/Gas/Chemical</td>
<td>8</td>
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<tr>
<td>10</td>
<td>Mooring Equipment and procedures</td>
<td>9</td>
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<td>Engine &amp; Steering Compartments &amp; Procedures</td>
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<tr>
<td>14</td>
<td>Load Lines &amp; Structural condition</td>
<td>7</td>
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<tr>
<td>15</td>
<td>General Appearance and condition</td>
<td>12</td>
</tr>
<tr>
<td>16</td>
<td>Operating Level</td>
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</tr>
</tbody>
</table>

Once the inspection has been completed, the Vetting Inspector will provide a copy of resulting report to vessel’s Master.

**IV.- POST-PHYSICAL INSPECTION**

The vessel will be **ACCEPTED** if there are no observations during the inspection, or they are not considered relevant.

A score of 0 in any of the 16 sections of the physical inspection would mean rejection of the vessel.

Based on the Inspector’s report, Repsol vetting department will produce Official Inspection Report with a list of deficiencies and observations, if any, which will be transmitted to owner. The owner will have to reply with comments and/or corrective actions taken, following the pattern recommended by OCIMF. This answer and the inspection report will be used then to perform final evaluation of the vessel suitability for services to the Company. Document with result of this evaluation will be then sent to Owner.

As a result of this evaluation the vessel will be rated as **ACCEPTED** or **NOT ACCEPTED**.

In the case of a **NOT ACCEPTED** vessel, the procedure used for vessels that are not accepted in the preliminary inspection will be followed.
The validity period, once the vessel has been accepted, is 6 months for tankers aged more than 15 years, 12 months for vessels aged between 5 and 15 years, and 18 months for vessels aged less than 5 years. However, that does not constitute an unconditional approval of the vessel. If at any time during the validity period there is evidence of relevant modifications concerning safety and operational systems, changes of name, owner, crew, flag etc, as well as any incident, casualty or terminal negative feedback report, PSC detention or condition of class, the status of mentioned vessel could be reconsidered. Owners are kindly requested to report to Repsol Vetting any of the mentioned events when they occur.

Inspection report will only be uploaded to SIRE database when it has been agreed by Repsol Vetting head office with vessel owner or technical operator before physical inspection.

V.- SPECIAL VESSELS

v.1 Repsol time charter vessels must keep full vetting approval during time charter period, therefore, “acceptable for a single voyage approval/Preliminary evaluation process” is not applicable for such vessels.

v.2 Oil/Bulk/Ore (OBO) and Oil/Ore (OO) vessels will need to have tunnels monitorized for the presence of hydrocarbon gases. A fixed monitoring system is strongly recommended, and records would need to be available on board for inspection.

v.3 Tugs, and barges without propulsion, are subject to specific vetting rules and procedures, which are found in a separate booklet. This booklet is available at www.ryttsavetting.com

v.4 Vessels self-propelled exclusively dedicated to operate in inland waters, must comply with these procedures except following items of the Preliminary Evaluation chapter: 1.7, 1.8, 1.15, 1.19, and 1.20(h).
Such vessels must always comply with the local safety regulations.

v.5 Dry cargo vessels will be screened before every voyage. However, if owner wants a vetting acceptance for a period of 6, 12 or 18 months, must request a physical inspection. In case of vessels regularly operating in our terminals such acceptance is compulsory. These procedures are applicable for such vessels except following items of the Preliminary Evaluation chapter: 1.8, 1.14, 1.18, 1.19, and 1.20(g, h).

v.6 Vessels calling in our terminals only for: fuel oil bunkering, nitrogen blanketing and slops discharge could be accepted, exclusively for such operation, once we receive an updated Listing of Survey Conditions of Class and Memoranda in repsolvetting@repsolypf.com or in Fax n. 34 913489732

VI.- EFFECTIVE DATE
ANNEX I

REPORT - QUESTIONNAIRE OF VESSEL VETTING

General Information about the Vessel

1. Name of vessel
2. Previous Name
3. IMO Number
4. Flag
5. Owners
6. Date operator assumed responsibility for the vessel (YYYY)
7. Technical operator
8. S.D.W.
9. Displacement
10. G.R.T.
11. N.R.T.
12. Summer draft
13. L.O.A.
14. Beam
15. Depth
16. Cargo capacity m3 98% excluding slops
17. Slops capacity m3 98%
18. Delivery date
19. Type of vessel as per class notations

Operational Information

20. Is all equipment working properly? Mooring - fire fighting - steering gear
   - lifesaving - navigation - cargo
   Description
21. Inert gas system fitted
22. Inert gas system operational
23. Is manifold derrick or crane fitted and operational?
24. S.W.L.
25. SBT Capacity %
26. SH / DB / DH / PL / HBL / DSS
27. Does the vessel comply with Marpol 73/78 annex I reg. 13F regarding double hull requirements?
28. Height of manifold above sea level
   A) Max (normal ballast or SBT condition)
   B) Min (S.D.W. condition)
   C) Distance Manifold to ship’s rail
   D) Height of Manifold above deck
   E) Number x size use of cargo connections at manifold
      1) Cargo manifolds number x size (mm.)
      2) Fuel manifolds number x size (mm.)
      3) Diesel manifolds number x size (mm.)
      4) Vapour Manifolds number x size (mm.)
29. Distance from bow to center manifold (B.C.M.)
30. Parallel body length in S.B.T. or normal ballast condition
31. Is a vapour return system fitted?
32. Is the vessel equipped and operated in accordance with
   recommendations contained in the ICS/OCIMF International Safety Guide
   for Oil Tankers & Terminals (ISGOTT/SIGTTO)?
33. Is the propeller submerged during all its stay at the terminal?
34. Can the vessel maintain at least 30% S.D.W. all the time?
   A) Cargo / deballasting / resumed cargo
   B) Ballast segregated with double valve

Surveys

35. Classification society
36. If the classification society changed, date of change
37. List of major oil vetting approvals, if any
38. P & I club name
39. Amount of pollution liability coverage (US$)
40. Type of corrosion control policy for ballast tanks and empty spaces
   A) ANODES
   B) COATED
41. Does the vessel have a planned prevention maintenance programme (PPM)?
42. Date of last special survey
43. Date of last dry docking
44. Date of last annual survey
45. Enhanced Survey Programme (ESP)

Expiry dates of certificates

46. Safety equipment
47. Safety radio
48. Safety construction
49. Loadline
50. International Oil Pollution Prevention Certificate (IOPP)
51. C.L.C. (Civil Liability Certificate)
52. Fitness (if applicable)
53. International Management Safety Certificate
   A) DOC
   B) SMC
54. Do officers and crew fulfil the STCW code 1.995 part a w/amendment 2 2001?

Last Cargoes

55. Last three cargoes, charterers and terminals
   Cargo
      Charterers
      Load Port
      Discharge Port

56. Nationality of
   Master
   Officers 1.
      2.
      3.
      4.
      5.
   Crew 1.
      2.
      3.
      4.
      5.
Other information

57. Does the vessel’s owner abide by the OCIMF Guidelines for the Control of Drugs and Alcohol on board the ship?
58. Last port state control
   Place
   Date
59. 
   A) Deficiencies noted
   B) Detention during previous 12 months
60. Last SIRE Inspection Date
   Date
61. Performed by

Inspection Request

62. Discharge port
63. Estimated arrival time
64. Estimated number of days the vessel will stay at port
65. Agent
   Name
   Address
   Postcode
   City
   Country
   Telephone
   Fax
   E-mail
   Contact Name
67. Date of questionnaire
   Place
   Address
   Name of person responsible for vetting
   Company name
   Telephone no.
   Fax no.
   E-mail
68. Invoice to be addressed to
   Company Name
   Address
   Postcode
   City
   Country
   VAT No.
   Telephone no.
   Fax no.
   E-mail
   Name of person responsible for vetting
69. Invoice to be sent to
   Company Name
   Address
   Postcode
   City
   Country
   Telephone no.
   Fax no.
   E-Mail
   Contact Name
List of attached files

C.E.R./T.M.R.
Issued date of CAP:
Hull Structure:
Machinery:
Cargo System:
Fatigue Analysis report issue date:

Updated listing of Surveys/Conditions of class/Memoranda
MSDS (Material Safety Data Sheet)
CAP Certificate
ESP last Condition Evaluation Report or Summary of last Thickness
Measurement Report
Report of Deficiencies and corrective actions
Report of Corrective Actions after detention
Copy of Paragraph 5.8 Complete form I.O.P.P. Cert. Supplement
Form B or Class Certificate
ANNEX II

I.A.C.S. MEMBERS

- DNV. Det Norske Veritas
- LRS. Lloyd’s Register of Shipping
- BV. Bureau Veritas
- ABS. American Bureau of Shipping
- GL. Germanischer Lloyd
- NK. Nippon Kaiji Kyokai
- RS. Russian Maritime Register of Shipping
- CCS. China Classification Society.
- KR. Korean Register of Shipping
- RINA. Registro Italiano Navale
ANNEX III

PARTIES TO THE POOLING AGREEMENT

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<th>SEPARATE MANAGEMENT COMPANIES</th>
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<td>American Club (America)</td>
<td>Shipowners Claims Bureau Inc</td>
</tr>
<tr>
<td>Britannia (England)</td>
<td>Tindall Riley (Britannia) Ltd</td>
</tr>
<tr>
<td>Gard (Norway)</td>
<td>Gard Services AS</td>
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<tr>
<td>Japan Club (Japan)</td>
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<tr>
<td>North of England (England)</td>
<td>North Insurance Management Ltd</td>
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<tr>
<td>Shipowners P&amp;I (Luxembourg)</td>
<td>The Shipowners’ Protection Ltd</td>
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<td>Skuld (Norway)</td>
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<tr>
<td>Standard (Bermuda)</td>
<td>Charles Taylor &amp; Co. Ltd.</td>
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<tr>
<td>Steamship Mutual (Bermuda)</td>
<td>Steamship Insurance Management Services Ltd</td>
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<tr>
<td>Swedish Club (Sweden)</td>
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<tr>
<td>United Kingdom (Bermuda)</td>
<td>Thomas Miller P&amp;I Ltd.</td>
</tr>
<tr>
<td>West of England (Luxembourg)</td>
<td>West of England Ship Owners Insurance Services Ltd.</td>
</tr>
</tbody>
</table>

* This is the list of P&I Companies which form part of the pool on 1st of January of 2007