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PROVISIONAL SAFETY INSTRUCTIONS

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**IPS-03**

**PROVISIONAL SAFETY INSTRUCTIONS FOR THE  
ADMISSION, HANDLING AND STORAGE OF  
DANGEROUS GOODS**

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### 1. PURPOSE AND SCOPE

- 1.1. To establish basic guidelines for the admission, handling and storage of dangerous goods in the Port of Vigo, with the aim of preventing damage to persons, goods, installations and the environment.
- 1.2. To establish the operating procedures and general conditions for the admission, handling and storage of dangerous goods in the Port of Vigo, without prejudice to compliance with legislation currently in force.

### 2. GENERAL PRESCRIPTIONS

#### 2.1 ROYAL DECREE 210/2004, of 6 February, which establishes a system for monitoring and providing information on maritime traffic.

In accordance with **Section 4**, the operator, agent or master of a vessel destined for the Port of Vigo, at least 24 hours before arrival in port or at the time the vessel leaves its previous port, if the voyage is to take less than 24 hours, or when this information becomes available, if the port of call is unknown or has changed during the voyage, must inform the Vigo Port Authority of the following circumstances:

- a) The vessel's identity (name, call sign, IMO identification number or MMSI number).
- b) Ports of origin and destination.

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- c) Estimated day and time of arrival at the Cíes Islands and estimated day and time of leaving the Port.
- d) Total number of persons on board.
- e) Copy of the safety management (ISM) certificate.

In accordance with **Section 12**, no dangerous or contaminating goods can be presented for maritime transport or be loaded aboard a vessel in the Port of Vigo, regardless of its size, unless the shipping company, agent or master has previously handed in a declaration, which can not be considered a replacement for the documentation that must be presented in accordance with the ISM code, when this is appropriate, including the following information:

- a) Correct technical denomination of the dangerous or contaminating goods
- b) United Nations number, preceded by the initials UN
- c) IMO risk categories, following the nomenclature established in the ISM, ICC and IGC codes
- d) Class of the vessel needed, when appropriate, for INF codes, as defined in rule 14.2 of Chapter VIII of the SOLAS Convention.
- e) Amounts of this type of goods.
- f) Identification number when they are transported in cargo transport units other than tanks.
- g) Address from which detailed information about the cargo can be obtained.
- h) Any other detailed and relevant information, particularly with regard to decisions that may have to be taken in case of an emergency.

In accordance with **Section 13**:

1. The operator, shipping company, agent or master of a vessel, regardless of its size, that is transporting dangerous or contaminating goods and

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leaves the Port of Vigo, shall inform the Maritime Authority of the Port, at the time of departure at the latest, of all the following:

A) General information

- a) The vessel's name, call sign, and IMO identification number or MMSI number.
- b) Ports of origin and destination, specifying the identity of the exact sender and consignee of the cargo.
- c) Estimated time of leaving the mooring zone and/or anchorage point and estimated day of arrival at the port of destination.
- d) Total number of persons on board
- e) Classification society, indicating the date of entry.

B) Information about the cargo

- a) Correct technical denomination of the dangerous or contaminating goods
- b) United Nations number, preceded by the initials UN
- c) IMO risk categories, following the nomenclature established in the ISM, ICC and IGC codes
- d) When appropriate, class of the vessel as defined in the INF code, as defined in rule 14.2 of Chapter VIII of the SOLAS Convention.
- e) Amounts of this type of goods.
- f) Location of these goods on board
- g) Identification number when they are transported in cargo transport units other than tanks.
- h) Emergency procedures detailed in the safety sheet for the goods.

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- i) Address from which detailed information about the cargo can be obtained.
  - j) Confirmation that there is an appropriate cargo list, manifest or plan giving details of the dangerous or contaminating goods being transported and their position in the vessel.
  - k) Any other detailed and relevant information, particularly with regard to decisions that may have to be taken in case of an emergency.
2. The operator, shipping company, agent or master of a vessel, regardless of its size, that is transporting dangerous or contaminating goods originating from a port located outside the European Union and destined for the Port of Vigo or that has to anchor in Vigo Estuary must inform the Maritime Authority of the Port of Vigo, before leaving the port of loading of the said goods, or when the destination is known, of all the following points:
- A) General information:
    - a) The vessel's name, call sign and IMO or MMSI number
    - b) Ports of origin and destination, specifying the exact identity of the sender and consignee of the cargo.
    - c) Estimated day of arrival at the Cies Islands
    - d) Total number of persons on board
    - e) Classification society, together with the date the vessel entered the said society.
  
  - B) Information about the cargo
    - a) Correct technical denomination of the dangerous or contaminating goods.

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- b) United Nations number, preceded by the initials UN.
- c) IMO risk categories, following the nomenclature established in the ISM, ICC and IGC codes.
- d) When appropriate, class of the vessel as defined in the INF code, as defined in rule 14.2 of Chapter VIII of the SOLAS Convention.
- e) Amounts of this type of goods.
- f) Location of these goods on board.
- g) Identification number when they are transported in cargo transport units other than tanks.
- h) Emergency procedures detailed in the safety sheet for the goods.
- i) Address from which detailed information about the cargo can be obtained.
- j) Confirmation that there is an appropriate cargo list, manifest or plan giving details of the dangerous or contaminating goods being transported and their position in the vessel.
- k) Any other detailed and relevant information, particularly with regard to decisions that may have to be taken in case of an emergency.

### **2.2 ROYAL DECREE 145/1989, of 20 January, approving the National Regulations on the Admission, Handling and Storage of Dangerous Goods**

**In accordance with Royal decree 145/1989, of 20 January, approving the National Regulations on the Admission, Handling and Storage of Dangerous Goods, the obligatory request for admission of these kinds of goods must be presented at least 48 hours before their arrival in the confines of the port. This request must be addressed to the Port**

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Director and made in quadruplicate, the dangerous goods to which it applies being defined in Section 3 sub-section 3.24 of the said Regulations.

This request, in quadruplicate, must be presented to the Safety and Security Division of Vigo Port Authority, which after the request has been authorised, will return three copies, these to be distributed as follows:

- One copy for the Maritime Captain, who is responsible for the admission and movements of vessels carrying Dangerous Goods in the waters under his jurisdiction, and who has the power to authorise or not the loading and unloading of Dangerous Goods
- Another for the quay operator
- The third copy, if the goods are arriving by land, for the Master of the vessel.

The Safety and Security Division will pass a copy of the request, after it has been approved, to the Control Centre and the Security Service of Vigo Port Authority. Additionally, the information on the Dangerous Materials should be entered in the computer application designed for this purpose.

All packages containing dangerous goods must clearly display in a visible place on their exterior the correct technical name of the substance in question and the regulation labels.

Transport units must display the regulation signs and plates.

The handling of dangerous goods in the service zone of the Port of Vigo shall be subject to the terms specified in Titles III and IV of **Royal Decree 145/1989**, of 20 January, which approves the National Regulation on the

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Admission, Handling and Storage of Dangerous Goods and **Royal Decree 230/1998**, of 16 February, which approves the regulations governing explosives, as well as in **Law 31/1995**, of 8 November, on the Prevention of Occupational Risks and the legislation regulating the said law.

The presence or storage of dangerous goods within the confines of the Port shall be subject to the terms specified in Titles V, VI and VII of **Royal Decree 145/1989**, of 20 January, which approves the National Regulation on the Admission, Handling and Storage of Dangerous Goods and **Royal Decree 230/1998**, of 16 February, which approves the regulations governing explosives and **Royal Decree 379/2001**, of 6 April, which approves the regulations governing the storage of chemical products and its additional technical instructions MIE APQ-1, MIE APQ-2, MIE APQ-3, MIE APQ-4, MIE APQ-5, MIE APQ-6 and MIE APQ-7, as well as in **Law 31/1995**, of 8 November, on the Prevention of Occupational Risks and the legislation regulating the said law.

For the circulation of vehicles transporting dangerous goods along the service roadways of the Port, the stipulations to be observed are those contained in Royal decree 230/1998, of 16 February, which approves the regulations on explosives, Royal Decree 2115/1998, of 2 October on the transport of dangerous goods by road, Law 16/1987, of 30 July, on the Regulation of Land Transport, Law 29/2003, of 8 October, on the improvement of the conditions of competition and safety in the road transport market, which partially modifies the traffic regulations for the port service zone issued by the Vigo Port Authority.

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### 3. ADMISSION PROCEDURES

#### 3.1 Admission of packaged dangerous goods or solid dangerous goods in bulk

##### ➤ Admission by land

The loader or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using for this purpose the form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note, issued by the shipper
- ✓ Emergency instructions
- ✓ In the case of ammonium nitrate the Detonation Resistance Test Certificate issued by an accredited laboratory, in accordance with Ministerial Order PRE/988/2004.

##### ➤ Admission by sea

The consignee or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using for this purpose the form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note, issued by the shipper
- ✓ Emergency instructions

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- ✓ In the case of ammonium nitrate the Detonation Resistance Test Certificate issued by an accredited laboratory, in accordance with Ministerial Order PRE/988/2004..

### ➤ **Transit by sea**

The consignee or shipping agent must present a request for transit in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using for this purpose the form contained in the Annex, at least forty-eight hours before the arrival of the vessel in port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note, issued by the shipper; in its absence, the cargo manifest
- ✓ Emergency instructions
- ✓ En el caso de abonos a base de Nitrato Amónico el Certificado de Detonation Resistance Test Certificate issued by an accredited laboratory, in accordance with Ministerial Order PRE/988/2004.

### **3.2 Admission of loading/unloading of hydrocarbons, liquid gases and chemical products**

#### ➤ **Admission by sea**

The consignee or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the appropriate form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

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The following documents must accompany the request:

- ✓ Emergency instructions

➤ **Admission by land**

The consignee or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the appropriate form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Emergency instructions

➤ **Transit by sea**

The consignee or shipping agent must present a request for transit in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the form contained in the Annex, forty-eight hours before the arrival of the vessel in port.

The following documents must accompany the request:

- ✓ Emergency instructions

### **3.3 Admission of containers with dangerous goods**

➤ **Admission by land**

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The loader or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note issued by the shipper
- ✓ Packing certificate
- ✓ Emergency instructions

➤ **Admission by sea**

The consignee or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the appropriate form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note issued by the shipper
- ✓ Packing certificate
- ✓ Emergency instructions

➤ **Transit by sea**

The consignee or shipping agent must present a request for transit in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the form contained in the

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Annex, **forty-eight hours before the arrival of the vessel in port.**

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note, issued by the shipper; in its absence, the cargo manifest
- ✓ Emergency instructions

### **3.4 Admission or road tanker vehicles and portable tanks containing dangerous goods**

#### ➤ **Admission by land**

The loader or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note issued by the shipper
- ✓ Packing certificate
- ✓ In the case of tankers made in Spain or belonging to Spanish owners or registered in Spain and **making short-haul international maritime voyages, a Certificate from the Ministry of Industry, Tourism and Trade** accrediting that the tanker or tank complies with the provisions of the IMDG Code; for **long-haul maritime voyages** the certificates issued by the

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**American Bureau of Shipping or Germanischer Lloyd** will also be valid.

- ✓ In all other cases, a Certificate currently in force, signed and stamped by the appropriate foreign authority or organisation authorised by the latter, making reference to the technical data of the tanker, with its approval number, materials used in its construction, substances it can carry and test data for the tanker.
- ✓ Certification or declaration that the vehicle complies with ADR/RID standards.
- ✓ Emergency instructions

➤ **Admission by sea**

The consignee or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note issued by the shipper
- ✓ Packing certificate
- ✓ In the case of tankers made in Spain or belonging to Spanish owners or registered in Spain and making **short-haul international maritime voyages, a Certificate from the Ministry of Industry, Tourism and Trade** accrediting that the tanker or tank complies with the provisions of the IMDG Code; for **long-haul maritime voyages** the certificates issued by the

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**American Bureau of Shipping or Germanischer Lloyd** will also be valid.

- ✓ In all other cases, a Certificate currently in force, signed and stamped by the appropriate foreign authority or organisation authorised by the latter, making reference to the technical data of the tanker, with its approval number, materials used in its construction, substances it can carry and test data for the tanker.
- ✓ Certification or declaration that the vehicle complies with ADR/RID standards.
- ✓ Emergency instructions

### ➤ **Transit by sea**

The consignee or shipping agent must present a request for transit in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the form contained in the Annex, forty-eight hours before the arrival of the vessel in port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note, issued by the shipper; in its absence, the cargo manifest
- ✓ Emergency instructions

## **3.5 Admission of explosives**

### ➤ **Admission by land**

The loader or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the

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office hours of 09.00 to 13.00, using the form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Certified photocopy of the Bill of Lading
- ✓ Certified photocopy of the Carriage Certificate(s)
- ✓ Dangerous goods declaration or not issued by the shipper
- ✓ Packing certificate
- ✓ Emergency instructions

➤ **Admission by sea**

The consignee or shipping agent must present a request for admission in quadruplicate in the Registry of the Vigo Port Authority during the office hours of 09.00 to 13.00, using the form contained in the Annex, at least forty-eight hours before the arrival of the said goods at the port.

The following documents must accompany the request:

- ✓ Certified photocopy of the Bill of Lading
- ✓ Certified photocopy of the Carriage Certificate(s)
- ✓ Dangerous goods declaration or not issued by the shipper
- ✓ Packing certificate
- ✓ Emergency instructions

➤ **Transit by sea**

The consignee or shipping agent must present a request for transit in quadruplicate in the Registry of the Vigo Port Authority during the



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office hours of 09.00 to 13.00, using the form contained in the Annex, forty-eight hours before the arrival of the vessel in port.

The following documents must accompany the request:

- ✓ Dangerous goods declaration or note, issued by the shipper; in its absence, the cargo manifest
- ✓ Emergency instructions
- ✓ Security Plan approved by the Arms and Explosives Section of the Vigo Area Command of the Civil Guard.

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### **ANNEX: REGULATED MATERIALS (EXPLOSIVES)**

In the maritime transportation of regulated materials (explosives) the following stipulations will generally apply: those contained in the International Convention for the Safety of Life at Sea (SOLAS), in the International Maritime Dangerous Goods (IMDG) Code, in the Regulations for the Admission, Handling and Storage of Dangerous Goods in Ports, approved by **Royal Decree 145/1989**, of 20 January and in **Royal Decree 210/2004**, of 6 February, which establishes a monitoring and information system for maritime traffic.

Additionally, the following provisions shall also generally apply: those contained in the Law and Regulations on Private Security and provisions in a similar sense and the provisions of Chapter V of the Explosives Regulations, approved by Royal Decree 230/1998, of 16 February, and in the Complementary Technical Instruction number 25, which develops Chapter IV of Title VIII of the Explosives Regulations and complements the Regulations for the Admission, Handling and Storage of Dangerous Goods in Ports.

#### **1) GENERALES RULES**

- Companies transporting explosives or metal cartridges in excess of 5,000 cartridges by maritime means must obtain the services of a security company, which will be responsible for the custody of the explosives or cartridges whilst they are inside the confines of the port, whether they are loaded on board the vessel or not.

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- The security company must present a Plan approved by the Arms and Explosives Section of the Vigo Area Command of the Civil Guard.
- No vessel may tie up alongside another vessel that is loaded with regulated materials without first obtaining written authorisation from the Maritime Captain and the agreement of the Masters of the vessels concerned.
- During their stay in port, the vessels must stay in the place assigned to them. They can only move after obtaining the corresponding authorisation from the Maritime Authority and the Port Authority.
- There must be sufficient crew members on board to cover the port deck and engine room watches and to undertake any emergency manoeuvre, and even to manoeuvre at any time.
- Whilst the vessel is in port it must have two ropes, one in the bows and the other in the stern, hanging down to a distance of 1.5 metres above the water, on the opposite side to that on which the vessel is moored.
- No hot work or repairs requiring the use of elements that produce fire, flames or sparks shall be done on board the vessel or within a radius of 50 metres from where the goods are being handled, except in cases of extreme emergency, and then only after obtaining authorisation from the Maritime Captain and the Port Director.
- Extreme vigilance will be maintained to ensure that no one smokes nor brings any source of ignition or heat within a distance of 50 metres from

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where the goods are being handled. Matches and lighters must not be carried.

- Under no circumstances must the vessel refuel whilst it is carrying out operations with explosives.
- Vehicles bringing or taking regulated materials to/from the port zone must comply with the requirements of the Carriage Certificate demanded by the Explosives Regulations and shall display the corresponding plates and labels.
- The person responsible for transport must present the Carriage Certificate when the vehicle enters the confines of the port.
- No regulated materials of any kind will be allowed to access the quay or terminal by land until the vessel that is to receive them is moored and ready to start loading and all the pertinent general requirements have been fulfilled, or until the vehicles that are to receive them are ready on the quayside to begin transport.
- Both the vessels that have taken regulated materials on board and the vehicles into which they have been loaded must leave the port as soon as loading operations have finished. Both types of operation must be performed in accordance with the instructions given by the Maritime Captain and the Port Director, respectively.

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- Pallets or containers containing explosives shall be transferred directly from the vessel to the vehicle or vice-versa, without depositing or stacking them on the quayside.
- During the loading and unloading of explosives, all waiting vehicles must keep a prudential distance from the vessel in which these operations are being performed, and in no case less than one hundred metres from the same.
- The vehicles must approach the side of the vessel one by one, and no two vehicles loaded with explosives must be together outside the reserved parking area.
- All port personnel involved in any kind of operation with explosive materials must have received instructions regarding the basic precautions to be taken when handling this type of products.
- Operations with explosives must only take place during the hours of daylight.

### **2) DESIGNATED BERTHS**

The berths to be used by vessels carrying explosive material, according to the type of operations to be performed and the amount of explosive material being transported, shall be the following :

- Vessels with operations involving the loading/unloading/ movement of explosive materials.

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Berth No. 3 at Guixar (Bollards Nos. 26 - 32). The vessel must moor with its starboard side alongside the quay.

- Vessels carrying explosive materials in transit with unloading/loading operations not involving any movement of the explosive materials.

Depending on the amounts being carried, the berths will be:

Guixar Quay (Bollards Nos. 15-32). The vessel must moor with its starboard side alongside the quay.

Arenal Quay line 1 (Bollards Nos. 5-11). The vessel must moor with its starboard side alongside the quay.

East Transversal Quay (Bollards Nos. 27-32). The vessel must moor with its port side alongside the quay.

- Parked waiting vehicles carrying explosives  
Guixar quay, at a distance of 100 metres from the vessel, measured perpendicular to its midship section.

### **3) NET ADMISIBLE CONCENTRATED QUANTITY IN THE PORT**

By concentrated amount we mean the sum of all those groups of vehicles or packages of explosives located on the quay, with a separation between them less than the distance, in metres, given by the following expression:

$$D = 3 \times \text{the cube root of } Q_0$$

with  $Q_0$ , in kilograms, being the net quantity of explosive substance per unit or transportation element

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This will be calculated using the formula:

$$Q_P = (d / K_1)^3$$

where:

$d$  = distance, in metres, from the group of explosives to inhabited buildings and roads outside the confines of the port.

$K_1$  = coefficient according to the quantity of explosives.

We must distinguish between  $Q_P$ , as the total quantity of explosives in the port and  $Q_1, Q_2 \dots Q_N$ , as the groupings of transportation elements of explosives with a separation between them of not exceeding 3 x the cube root of  $Q_0$ .

Thus:

$$Q_P = Q_1 + Q_2 + \dots + Q_N.$$

Each  $Q_1, Q_2, \dots Q_N$ , is formed by the sum of the transportation elements of which it is composed:  $Q_1 = n \cdot Q_0$ .

Limitation by distance from roads:

$$D_{\text{ROAD}} = 310 \text{ m.}$$

$$K_1 = 9,3$$

$$Q_P = (310 / 9,3)^3 = 37.037 \text{ kg}$$

Limitation by distance from buildings:

$$D_{\text{BUILDINGS}} = 340 \text{ m.}$$

$$K_1 = 15.6$$

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$$Q_p = (340 / 15,6)^3 = 10.353 \text{ kg.}$$

The distance from buildings is the greatest limitation, therefore:

$$Q_p = \mathbf{10.353 \text{ kg.}}$$

### **3) PARKING ZONE FOR LOADED VEHICLES:**

In accordance with the Explosives Regulations, regulated materials must be loaded or unloaded directly from vessel to vehicle or vice versa. They must never be stored on the quayside, or in sheds or warehouses. Similarly, during loading and unloading operations involving explosives, waiting loaded vehicles must keep a prudential distance from the vessel in which these operations are being performed, and in no case less than one hundred metres from the same.

The Port of Vigo is not a specialised port for the traffic of explosives, and therefore in principle there is only one parking zone for vehicles carrying these goods.

**PARKING ZONE FOR LOADED VEHICLES:** North Zone of Guixar Quay. Berth No. 3 (Bollards Nos. 26 to 32)

The load must be parked according to the indications provided above (drawn on the attached map), and the following ITC-25 table applied:

Limitation by distance from roads:

$$D_{\text{ROAD}} = 310 \text{ m.}$$

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$$Q_1 = (D/15)^3$$

$$Q_1 = (310 / 15)^3 = 8.827 \text{ kg}$$

Limitation by distance from buildings:

$$D_{\text{BUILDINGS}} = 340 \text{ m.}$$

$$Q_1 = (D/20)^3$$

$$Q_1 = (340 / 20)^3 = 4.913 \text{ kg.}$$

The distance from buildings is the greater limitation, and therefore the maximum load of explosives that can be parked on the quayside is:

$$Q_1 = 4.913 \text{ kg.}$$

#### 4) MAXIMUM ADMISSIBLE AMOUNT ON BOARD:

This will depend on the position of the cargo and the packaging method, but will always be a function of the  $Q_P$ :

GUIXAR QUAY (BOLLARDS Nos. 26-32)

$$D_{\text{buildings}} = 440 \text{ m.}$$

$$K_1 = 15.6$$

$$Q_P = (440 / 15,6)^3 = 22.438 \text{ kg.}$$

#### **Cargo on deck:**

- Cargo in boxes and loose packages .....	$Q_B = 22.438 \text{ kg.}$
- Cargo in pallet-type units .....	$Q_B = 44.876 \text{ kg.}$
- Cargo in container .....	$Q_B = 89.752 \text{ kg.}$

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### Cargo in hold above the water line:

- Cargo in boxes and loose packages .....  $Q_B = 44.876 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 89.752 \text{ kg.}$
- Cargo in container .....  $Q_B = 179.504 \text{ kg.}$

### Cargo in hold below the water line:

- Cargo in boxes and loose packages .....  $Q_B = 112.190 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 224.380 \text{ kg.}$
- Cargo in container .....  $Q_B = 448.760 \text{ kg.}$

### GUIXAR QUAY (BOLLARDS Nos. 15-26)

$$D_{\text{buildings}} = 380 \text{ m.}$$

$$Q_P = (380 / 15,6)^3 = 14.454 \text{ kg.}$$

### **Cargo on deck:**

- Cargo in boxes and loose packages .....  $Q_B = 14.454 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 28.908 \text{ kg.}$
- Cargo in container .....  $Q_B = 57.816 \text{ kg.}$

### Cargo in hold above the water line:

- Cargo in boxes and loose packages .....  $Q_B = 28.908 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 57.816 \text{ kg.}$
- Cargo in container .....  $Q_B = 115.632 \text{ kg.}$

### Cargo in hold below the water line:

- Cargo in boxes and loose packages .....  $Q_B = 72.270 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 144.540 \text{ kg.}$
- Cargo in container .....  $Q_B = 289.080 \text{ kg.}$

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## PROVISIONAL SAFETY INSTRUCTIONS

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### ARENAL QUAY LINE 1 (BOLLARDS Nos. 5-11)

$$D_{\text{buildings}} = 260 \text{ m.}$$

$$Q_P = (260 / 15,6)^3 = 4.639 \text{ kg.}$$

#### **Cargo on deck:**

- Cargo in boxes and loose packages .....  $Q_B = 4.639 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 9.278 \text{ kg.}$
- Cargo in container .....  $Q_B = 18.556 \text{ kg.}$

#### **Cargo in hold above the water line:**

- Cargo in boxes and loose packages .....  $Q_B = 9.278 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 18.556 \text{ kg.}$
- Cargo in container .....  $Q_B = 37.112 \text{ kg.}$

#### **Cargo in hold below the water line:**

- Cargo in boxes and loose packages .....  $Q_B = 23.195 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 46.390 \text{ kg.}$
- Cargo in container .....  $Q_B = 92.780 \text{ kg.}$

### EAST TRANSVERSE QUAY (BOLLARDS Nos. 27-32)

$$D_{\text{buildings}} = 350 \text{ m.}$$

$$Q_P = (350 / 15,6)^3 = 11.294 \text{ kg.}$$

#### **Cargo on deck:**

- Cargo in boxes and loose packages .....  $Q_B = 11.294 \text{ kg.}$
- Cargo in pallet-type units .....  $Q_B = 22.588 \text{ kg.}$
- Cargo in container .....  $Q_B = 45.176 \text{ kg.}$

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## PROVISIONAL SAFETY INSTRUCTIONS

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### Cargo in hold above the water line:

- Cargo in boxes and loose packages .....  $Q_B = 22.588$  kg.
- Cargo in pallet-type units .....  $Q_B = 45.176$  kg.
- Cargo in container .....  $Q_B = 90.352$  kg.

### Cargo in hold below the water line:

- Cargo in boxes and loose packages .....  $Q_B = 56.470$  kg.
- Cargo in pallet-type units .....  $Q_B = 110.294$  kg.
- Cargo in container .....  $Q_B = 220.588$  kg.

These quantities are to be applied directly to Class 1.1 and 1.5 Explosive Goods. For Class 1.2 goods, multiply the net quantity  $Q$  by 10. For Class 1.3 goods, multiply the net quantity  $Q$  by 50. This ITC.25 table does not apply to Class 1.4 and 1.6 goods.

## **ANNEX: FORMS**

<b>ADMISSION OF PACKAGED OR BULK SOLID DANGEROUS GOODS</b> <b>REQUEST FOR ADMISSION BY <u>LAND</u></b>	N°
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**VESSEL INFORMATION**

Applicant		Address/Phone	
Vessel	Flag	Reg. Port	Berth N°
Call Sign	Length	Beam	Max. Draught
Principal Cargo		Total Tons	
Stevedore		D.G. Operator	
Estimated date / time of loading		Duration loading	

**DANGEROUS GOODS INFORMATION**

Date/Time of arrival	Vehicle Type	N° Vehicles
D.G. Description		
UN N°	Class	Marine Pollutant YES <input type="checkbox"/> NO <input type="checkbox"/> Net Weight (Kg)
Container(s)	CSC Container(s): YES <input type="checkbox"/> NO <input type="checkbox"/>	
Packages: Type & No.	Inner Container: type	
Shipper	Address	Phone
		Fax
Consignee	Address	Phone
		Fax
Emergency contact	24h. Phone	Fax
IMDG container YES <input type="checkbox"/> NO <input type="checkbox"/>	IMDG tanker or portable tank YES <input type="checkbox"/> NO <input type="checkbox"/>	
Land vehicles used for transport are ADR / RID approved: YES <input type="checkbox"/> NO <input type="checkbox"/>	I hereby agree to give one copy to the Maritime Captain, another to the Quay Operator and another to the Master of the vessel  The applicant <i>Signature &amp; Stamp</i>	
The D.G. notified are included in Section 15, Royal Dec. 145/89: YES <input type="checkbox"/> NO <input type="checkbox"/>		
The vessel has a certificate of compliance as described in rule 54, Chapter II-2 of SOLAS YES <input type="checkbox"/> NO <input type="checkbox"/>		
The following documentation is attached: <input type="checkbox"/> D.G. Declaration <input type="checkbox"/> Packing Certificate <input type="checkbox"/> Emergency Instructions, Safety Sheet <input type="checkbox"/> IMDG Certificates		

**AUTHORISATION OF ADMISSION OF DANGEROUS GOODS IN THE LAND ZONE OF THE PORT BY LAND**

The above mentioned goods are admitted:

YES  To be placed on:

NO  Reasons:

In addition to general and overall compliance with the Regulations for the admission, handling and storage of Dangerous Goods in ports (RD 145/1989), the following conditions shall also be fulfilled:

- 1.- The goods shall enter the confines of the port:
  - After the vessel has moored
  - On the day of arrival of the vessel in port
  - No more than ..... days before the vessel arrives in port
  - Between 07:00 hours and 20:00 hours.
- 2.-  A mechanical system for removing the container will be available in case of accident  
 The load will be transferred directly from the lorry/wagon to the vessel  
 The driver must stay with the Lorry until the goods are on board.
- 3.- The emergency instructions or safety sheet must contain an address and telephone number in the Vigo area in case of emergency.
- 4.- This authorisation does not exempt the applicant from obtaining other authorisations from the appropriate authorities
- 5.- If loading cannot be done, whether in part or in full, the D.G. Operator shall oblige the shipping agent or loader to comply with Sections 116 and 117 of the Dangerous Goods Regulations.

Vigo, on      of      de 20  
**The Director of the Port**  
**P.P.**

**ADMISSION OF PACKAGED OR BULK SOLID DANGEROUS GOODS  
REQUEST FOR ADMISSION BY SEA**

N.º

**VESSEL INFORMATION**

Day/Time of arrival	Berth N.º	Depot Zone	
Applicant	Add./Phone		
Vessel	Flag	Reg. Port	
Call Sign	Lenght	Beam	Max. Draught
Principal Cargo	Total Tons		
Stevedore	D.G. Operator		
Estimated day/time of unloading	Duration of unloading		

**DANGEROUS GOODS INFORMATION**

D.G. Description			
UN N.º	Class	Marine Pollutant YES <input type="checkbox"/> NO <input type="checkbox"/>	Net weight (Kg)
Container(s)	CSC Container(s): YES <input type="checkbox"/> NO <input type="checkbox"/>		
Packages: Type & N.º	Inner container: type		
Shipper	Address	Phone	Fax
Consignee	Address	Phone	Fax
Emergency contact	24 h Phone	Fax	
IMDG container YES <input type="checkbox"/> NO <input type="checkbox"/>	IMDG tanker or portable tank YES <input type="checkbox"/> NO <input type="checkbox"/>		
The land vehicles used for transport are ADR/RID approved: YES <input type="checkbox"/> NO <input type="checkbox"/>	I hereby agree to give one copy to the Maritime Captain, another to the Quay Operator and another to the Master of the vessel  <b>The applicant Signature and Stamp</b>		
The D.G. notified are included in Section 15, Royal Decree 145/89: YES <input type="checkbox"/> NO <input type="checkbox"/>			
The following documentation is attached: <input type="checkbox"/> D.G. Declaration <input type="checkbox"/> Packing Certificate <input type="checkbox"/> Emergency Instructions, Safety Sheet <input type="checkbox"/> IMDG Certificate			

**AUTHORISATION OF ADMISSION OF DANGEROUS GOODS IN THE LAND ZONE OF  
THE PORT BY SEA**

**The above-mentioned goods are admitted**  
 YES  To be placed in:  
 NO  Reasons:

In addition to general and overall compliance with the Regulations for the admission, handling and storage of Dangerous Goods in ports (RD 145/1989), the following conditions shall also be fulfilled:

- 1.- The goods shall leave the port :
  - By the Guixar gate
  - At any time permitted by the Laws of the Municipalities through which the goods must travel
  - Between 07:00 hours and 20:00 hours.
- 2.-  A mechanical system for removing the container will be available in case of accident  
 The load will be transferred directly from the vessel to the lorry/wagon  
 The emergency instructions or safety sheet must contain an address and telephone number in the Vigo area in case of emergency.
- 3.- This authorisation does not exempt the applicant from obtaining other authorisations from the appropriate authorities.
- 4- When the vessel docks a stowage plan or one showing the position of the Dangerous Goods on board will be handed over. Indicating their quantity or when appropriate the number of the packages that will remain on board
- 5.- If the goods cannot be removed within ..... days of unloading, the D.G. Operator shall oblige the shipping agent or loader to comply with Sections 116 and 117 of the Dangerous Goods Regulations.

Vigo, on      of                      de 20  
**The Director of the Port  
 P.P.**

**DANGEROUS GOODS COMMUNICATION  
TRANSIT BY SEA**

N°

**VESSEL INFORMATION**

Date/time of arrival		Berth N.º	
Applicant		Add./Phone	
Vessel	Flag	Reg. Port	
Call Sign	Length	Beam	Ma. Draught
Principal Cargo	Total Tons		
Stevedore			
Estimated day/time of leaving		Duration od unloading	

**DANGEROUS GOODS INFORMATION**

D.G. Description			
UN N.º	Class	Marine Pollutant YES <input type="checkbox"/> NO <input type="checkbox"/>	Net weight (Kg)
Containers	CSC Container: YES <input type="checkbox"/> NO <input type="checkbox"/>		
Package type& n.º	Inner container: type		
Shipper	Address	Phone	Fax
Consignee	Address	Phone	Fax
Emergency contact	24h Phone	Fax	
IMDG container	YES <input type="checkbox"/> NO <input type="checkbox"/>	IMDG Tanker or Portable Tank	YES <input type="checkbox"/> NO <input type="checkbox"/>
The Dangerous Goods notified are included in Section 15 R.D. 145/89: YES <input type="checkbox"/> NO <input type="checkbox"/>		I hereby agree to give one copy to the Maritime Captain, another to the Quay Operator and another to the Master of the vessel  The applicant <i>Signature and Stamp</i>	
The following documentation is attached: <input type="checkbox"/> D.G. Declaration <input type="checkbox"/> Cargo Manifest <input type="checkbox"/> Packing Certificate <input type="checkbox"/> Emergency Instructions, Safety Sheet <input type="checkbox"/> Security Plan approved by the Arms and Explosives Section of the Vigo Area Command of the Civil Guard			

**AUTHORISATION OF TRANSIT BY SEA**

The above-mentioned goods are admitted

YES

NO  **Reasons:**

In addition to general and overall compliance with the Regulations for the admission, handling and storage of Dangerous Goods in ports (RD 145/1989) and the Explosives Regulations (RD 230/1998 modified by RD 277/2005), the following conditions must also be fulfilled:

- 1.-  A mechanical system shall be available to remove the container in case of accident  
 The emergency instructions or safety sheet must contain an address and telephone number in the Vigo area in case of emergency.
- 2.- This authorisation does not exempt the applicant from obtaining other authorisations from the appropriate authorities
- 3- When the vessel docks a stowage plan or one showing the position of the Dangerous Goods on board will be handed over, indicating their quantity, or, when appropriate, the number of packages that will remain on board (Section 14.2.9 R.D.145/89)

Vigo on    of    20  
The Director of the Port  
P.P.

**ADMISSION OF DANGEROUS GOODS**  
**LOADING/UNLOADING OF BULK HYDROCARBONS, LIQUID GASES AND**  
**CHEMICAL PRODUCTS**

N.º

**VESSEL INFORMATION**

Date/Time arrival	Berth N.º	Shore Installations	
Applicant		Add./Phone	
Vessel	Flag	Reg. Port	
Call Sign	Lenght	Beam	Max. Draught
Principal Cargo		Total Tons	
Expected date/time of operation		Duration of operation	

**DANGEROUS GOODS INFORMATION**

Dangerous Goods Description			Loading <input type="checkbox"/> Unloading <input type="checkbox"/>	
UN N.º	Class	Marine Pollutant YES <input type="checkbox"/> NO <input type="checkbox"/>	Amount transferred (t)	
Consignee / Shipper				
Address			Phone	Fax
D.G. Operator				
Address			Phone	Fax
Emergency contact		24h phone		Fax
The vessel has the relevant IMO code certificates of fitness: YES <input type="checkbox"/> NO <input type="checkbox"/>			I hereby agree to give one copy to the Maritime Captain, another to the Quay Operator and another to the Master of the vessel  The applicant <i>Signature and Stamp</i>	
The vessel has damage to its hull, engines, etc. that may affect its manoeuvrability: YES <input type="checkbox"/> NO <input type="checkbox"/>				
The notified D.G. are included in Section 15 of RD 145/89: YES <input type="checkbox"/> NO <input type="checkbox"/>				
The following documentation is attached: <input type="checkbox"/> Emergency Instructions. Safety Sheet				

**AUTHORISATION OF ADMISSION FOR LOADING/UNLOADING BULK HYDROCARBONS, LIQUID GASES AND CHEMICAL PRODUCTS**

The above-mentioned goods are admitted

YES  To be located in:

NO  Reasons:

In addition to general and overall compliance with Regulations for the admission, handling and storage of Dangerous Goods in ports (RD 145/1989), the following conditions must be also fulfilled:

- 1.- The loading/unloading operation will take place:
  - On the same day as the vessel arrives in port.
  - No more than ..... business days after the vessel's arrival in port.
  - Between 07:00 hours and 20:00 hours.
- 2.-  The check list must be completed, in accordance with sections 3.22 and 10 of the RD.
  - Smoking is strictly prohibited during operations.
  - The vessel must be flying the red flag, or showing a red light in hours of darkness.
- 3.- The emergency instructions or safety sheet must contain an address and telephone number in the Vigo area on case of emergency.
- 4- This authorisation does not exempt the applicant from obtaining other authorisations from the appropriate authorities.

Vigo on      of      20  
The Director of the Port  
P.P.

**ADMISSION OF EXPLOSIVES**  
**REQUEST FOR ADMISSION BY SEA**

N.º

**VESSEL INFORMATION**

Day/Time of arrival	Berth N.º	Depot Zone
Applicant	Address/Phone	
Vessel	Flag	Reg. Port
Call Sign	Lenght	Beam
Principal Cargo	Max. Draught	
Stevedore	Total Tons	
D.G. Operator		
Expected date/time of unloading	Duration of unloading	

**DANGEROUS GOODS INFORMATION**

D.G. Description			
UN N.º	Class	Marine Pollutant YES <input type="checkbox"/> NO <input type="checkbox"/>	Net weight (Kg)
Container(s)	CSC container: YES <input type="checkbox"/> NO <input type="checkbox"/>		
Container Type/N.º of packs	Inner container type		
Type of vehicles used for unloading	N.º of vehicles		
Shipper	Address	Phone	Fax
Consignee	Address	Phone	Fax
Emergency contact	24 h Phone	Fax	
IMDG Container: YES <input type="checkbox"/> NO <input type="checkbox"/>		I hereby agree to give one copy to the Maritime Captain, another to the quay Operator and another to the Master of the vessel	
The shore vehicles used for transport are ADR/RID approved: YES <input type="checkbox"/> NO <input type="checkbox"/>			
The vessel has the certificate of compliance as prescribed in Rule 54, Chap.II-2 of SOLAS YES <input type="checkbox"/> NO <input type="checkbox"/>			
OBSERVATIONS:		The applicant <i>Signature and Stamp</i>	
The following documentation is attached: <input type="checkbox"/> D.G. Declaration <input type="checkbox"/> Packing Certificate <input type="checkbox"/> Emergency Instructions. Safety Sheet <input type="checkbox"/> Bill of Lading <input type="checkbox"/> Certificate of Carriage			

<input type="checkbox"/> <b>To be located at:</b> <input type="checkbox"/> <b>Reasons:</b>
<input type="checkbox"/> When the shore transport is ready to receive the goods. <input type="checkbox"/> Between 07:00 hours and 20:00 hours. <input type="checkbox"/> A mechanical system must be available to remove the container in case of accident. <input type="checkbox"/> The load will be transferred directly from the vessel to the lorry/wagon, which must then leave the port. <input type="checkbox"/> The driver must stay with his lorry whilst the goods are being loaded.

Vigo, on      of      20  
The Director of the Port  
P.P.

**ADMISSION OF EXPLOSIVES**  
**REQUEST FOR ADMISSION BY LAND**

N.º

**VESSEL INFORMATION**

<b>Applicant</b>		<b>Address/Phone</b>	
<b>Vessel</b>	<b>Flag</b>	<b>Reg. Port</b>	<b>Berth N.º</b>
<b>Call Sign</b>	<b>Length</b>	<b>Beam</b>	<b>Max. Draught</b>
<b>Principal Cargo</b>		<b>Total Tons</b>	
<b>Stevedore</b>		<b>D.G. Operator</b>	
<b>Expected date/time of loading</b>		<b>Duration loading</b>	

**DANGEROUS GOODS INFORMATION**

<b>D.G. Description</b>		<b>Type of vehicles</b>		<b>N.º of Vehicles</b>	
<b>Date/time of arrival</b>		<b>Marine Pollutant</b> YES <input type="checkbox"/> NO <input type="checkbox"/>		<b>Net weight (Kg)</b>	
<b>UN N.º</b>	<b>Class</b>			<b>CSC Container:</b> YES <input type="checkbox"/> NO <input type="checkbox"/>	
<b>Container(s)</b>		<b>Inner container type</b>			
<b>Package type/N.º</b>					
<b>Shipper</b>		<b>Address</b>		<b>Phone</b>	<b>Fax</b>
<b>Consignee</b>		<b>Address</b>		<b>Phone</b>	<b>Fax</b>
<b>Emergency contact</b>		<b>24 h Phone</b>		<b>Fax</b>	
<b>IMDG container:</b> YES <input type="checkbox"/> NO <input type="checkbox"/>		I hereby agree to give a copy to the Maritime Captain, another to the Quay Operator and another to the Master of the vessel  The applicant <i>Signature and stamp</i>			
<b>The shore vehicles used to transport the goods are ADR/RID approved:</b> YES <input type="checkbox"/> NO <input type="checkbox"/>					
<b>The vessel has the certificate of compliance as prescribed in Rule 54, Chap.II-2 of SOLAS</b> YES <input type="checkbox"/> NO <input type="checkbox"/>					
<b>OBSERVATIONS</b>					

The following documentation is attached:  
 D.G. Declaration  Packing Certificate  Emergency Instructions. Safety Sheet  Bill of Lading  Certificate of Carriage

**AUTHORISATION OF ADMISSION OF DANGEROUS GOODS IN THE SHORE AREAS OF THE PORT BY LAND**

**The above-mentioned goods are admitted**  
**YES**  **To be located at:**  
**NO**  **Reasons:**

In addition to general and overall compliance with the Regulations for the admission, handling and storage of Dangerous Goods in ports (RD 145/1989), and the Explosives Regulations (RD 230/1998 modified by RD 277/2005), the following conditions must also be fulfilled:

- The goods will reach the confines of the port:
  - When the shore transport is ready to receive the goods.
  - Between 07:00 hours and 20:00 hours.
- A mechanical system must be available to remove the container in case of accident.
  - The load will be transferred directly from the vessel to the lorry/wagon, which must then leave the port.
  - The driver must stay with his lorry whilst the goods are being loaded.
- The emergency instructions or safety sheet must contain an address and telephone number in the Vigo area in case of emergency.
- Armed watch must be kept whilst the materials are in port, even on board the vessel.
- This authorisation does not exempt the applicant from obtaining other authorisations from the appropriate authorities.
- If loading cannot be done, whether in part or in full, the D.G. Operator shall oblige the shipping agent or loader to comply with Sections 116 and 117 of the Dangerous Goods Regulations.

Vigo on      of      20  
 The Director of the Port  
 P.P.

**NOTIFICATION OF AN INCIDENT WITH REGARD TO THE  
AUTHORISATION OF ADMISSION OF DANGEROUS GOODS**

- Change / Delay to vessel notified **less than 3 days** in advance
- Change / Delay to vessel notified **more than 3 days** in advance
- Authorisation rescinded by

Authorisation	CONTAINER	UN N°	Class	Deposited at

For the reason given above, I request that the above-mentioned authorisation for Loading/Unloading the vessel \_\_\_\_\_ with berth n.º \_\_\_\_\_

BE:

- Rescinded
- Transferred to the Vessel \_\_\_\_\_ With berth n.º \_\_\_\_\_  
And expected to arrive on \_\_\_\_\_ of \_\_\_\_\_ 20

THE GOODS ARE DEPOSITED ON THE QUAY YES  NO

DATE DEPOSITED

Vigo, on \_\_\_\_\_ of \_\_\_\_\_ 20

\_\_\_\_\_  
THE SHIPPING AGENT

The above-mentioned modifications are accepted:

YES

NO  Reasons :

Vigo, on \_\_\_\_\_ of \_\_\_\_\_ 20  
\_\_\_\_\_  
THE DIRECTOR OF THE PORT  
P.P.