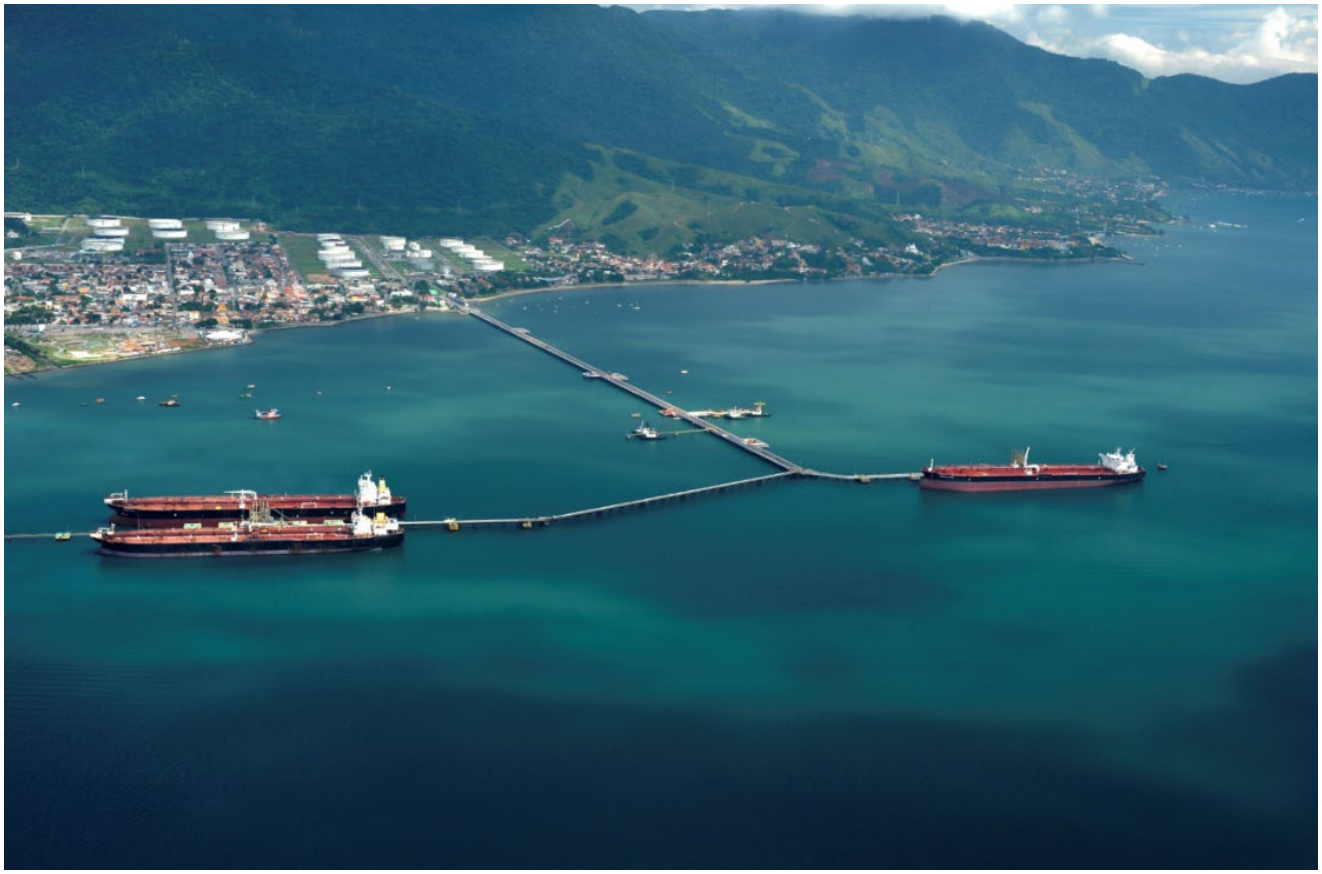
PORT INFORMATION

Almirante Barroso Terminal - TEBAR
SÃO SEBASTIÃO, SP.
5th edition / 2022



SUMÁRIO

INTRODUCTION 1

This document was prepared by Petrobras Transporte S.A. (Transpetro), which operates the Almirante Barroso Waterway Terminal - TEBAR in São Sebastião, SP. It provides essential information to ships operating at the Terminal and is available in both Portuguese and English versions.

This document is also distributed internally within the organization to port stakeholders and local and national authorities.

The information contained in this publication is intended to supplement and not to replace or alter any type of national or international legislation, instructions, guidelines or official publications. Information that contradicts any item contained in the above-mentioned documents must therefore not be taken into consideration.

The Terminal reserves the right to alter any of the operational characteristics presented herein without prior notice.

If incorrect information that requires updating is found, please enter in contact at:

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Digital versions of this publication, as well as publications related to other Transpetro Terminals, can be obtained at the following electronic address: **www.transpetro.com.br**.

DEFINITIONS 2

ASD – *Azimuthal Stern Drive* (reverse-tractor tug that uses azimuthal propulsion).
AIS – *Automatic Identification System*.
BP – *Bollard-pull* - static traction force.
CHM – The Brazilian Navy's Hydrographic Center.
COW – *Crude oil washing* (cleaning of cargo tanks using the product itself).
CRE – Emergency Response Center.
DHN – The Brazilian Navy's Directorate of Hydrography and Navigation.
GIAONT – Transpetro's Operational Vessel and Terminal Inspection and Monitoring Group.
IALA B - *International Association of Lighthouse Authorities - Lateral System B*.
IMO – *International Maritime Organization*.
Safety Inspector – Or Nautical Inspector, member of GIAONT responsible for operational safety and inspection of vessels.
ISGOTT – *International Safety Guide for Oil Tankers and Terminals*
ISPS Code – *International Ship and Port Facility Security Code*
Low tide – Conditions under which the tide reaches its lowest levels.
Spring tide – Conditions in which variations in tidal levels are at their largest, with the highest and lowest levels seen.
MARPOL – International Convention for the Prevention of Pollution from Ships.
MBL – *Minimum Breaking Load* (maximum force that a cable is able to support before breaking)
NPCP – Port Authority Standards and Procedures.
OCIMF – *Oil Companies International Marine Forum.*
PAPOSS – Organized Port Area Plan (Port Plan for Mutual Aid).
PEI – Individual Emergency Plan.
PFSO – *Port Facility Security Officer* - *ISPS Code* port security supervisor.
ERP – Emergency Response Plan.
SOLAS – *Safety of Life at Sea* - International Convention for the Safety of Life at Sea.
SQUAT – Increase in a vessel's draft resulting from an increase in the speed with which it moves through a liquid medium.
STS – *Ship-to-ship* cargo transfer operation.
SWL – Safe Working Load.
TEBAR – Almirante Barroso Waterway Terminal in São Sebastião – SP.
DWT – *Deadweight Tonnage.*
VHF – Maritime radio operating on VHF frequencies.
VLCC – *Very Large Crude Carrier.*
VTS – *Vessel Traffic Service*.

NAUTICAL CHARTS & REFERENCE DOCUMENTS

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Information on the Terminal can be found in the following publications:

Nautical Charts

Area	Brazilian Chart Number (DHN)
South Coast - Rio de Janeiro to Santos	23100 (INT 2124)
Area surrounding the Port of São Sebastião	1640
São Sebastião Channel – North	1643
São Sebastião Channel – South	1644

Other Publications

Title	Editor / Source
NPCP/SP - Standards and Procedures from the Port Authority of São Paulo	Brazilian Navy – Port Authority of São Paulo.
SOUTH COAST itinerary - CABO FRIO TO ARROIO CHUÍ, LAGOAS DOS PATOS AND MIRIM.	CHM – The Brazilian Navy's Hydrographic Center.

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The following items must be provided by the Terminal or vessel as indicated in the table.

Information	Prepared by:			Delivered to:			Comments
	Terminal	Vessel	Both	Terminal	Vessel	Both	
Prior to arrival							
Estimated arrival (ETA) and vessel information		X		X			
Prior to Cargo or Bunker Transfer							
Load details/ on board slop ballast		X		X			
Essential operation information (complete on site)	X				X		
Vessel/onshore safety Checklist			X			X	According to Appendix A of ISGOTT
During cargo or bunker transfer							
Repeat vessel/onshore safety checklist			X			X	According to Appendix A of ISGOTT
Information necessary in unmooring the vessel			X			X	Quantity of fuel and water on board
After undocking, when departing the Port							
Data regarding departure from the Port provided through maritime agency.		X		X			Upon disembarkation of maritime pilots and departure from port

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5.1 General Description

TEBAR consists of two piers each containing four berths and is located in the municipality of São Sebastião - SP. The terminal is operated by Petrobras Transporte S.A. (Transpetro). The berths PP1 (external) and PP2 (internal) are located at the Terminal's southern pier. The berths PP3 (external) and PP4 (internal) are located at the Terminal's northern pier.

The Terminal's operations involve tankers carrying domestic and imported petroleum and petroleum products. The petroleum is transported through the São Sebastião Terminal is used to supply the four refineries located in the State of São Paulo: REPLAN, REVAP, RECAP and RPBC.

The Terminal may also provide bunkers for ships operating at the site.

Ship-to-Ship operations with vessels moored at sea (*Double Banking*) may be performed, provided that such operations are carried out piers that are authorized by the Maritime Authority and respective environmental agencies.

TEBAR has implemented protective security measures that are applicable to vessels and port facilities in accordance with the requirements contained in the *ISPS Code*.

5.2 Location

5.2.1 Coordinates

TEBAR is located at the following coordinates: 23° 48’ 12” S / 045° 23’ 18” W.

5.2.2 General Geographic Location

TEBAR is located on the west bank of the São Sebastião channel, in the state of São Paulo on Brazil’s South Coast of Brazil, as shown in DHN Nautical Chart No.1640.

5.3 Approaches to the Terminal

5.3.1 General Description

Access points for vessels calling at TEBAR are contained in DHN nautical charts 1640, 1643 and 1644. *Sailing Directions* routes for the South Coast must be consulted, and information published by the CHM in pertinent Notices to Mariners must be adhered to. The access channel has a length of 12.3 nautical miles long, as shown in the referred to nautical charts, and Pilotage is mandatory.

The channel through the southern sandbar, which has been dredged to 24 meters, is 300 meters wide at its narrowest points, and the respective aids to navigation are marked in the DHN 1640 and 1644 nautical charts. The channel is able to accommodate ships with a draft of up to 22.3 meters.

The channel through the northern sandbar is 550 meters wide at its narrowest point and is shown in the nautical charts DHN 1640 and 1643.

5.3.2 Anchorages

Vessels, when in motion, must have their anchors raised above the waterline.

Along the northern sandbar: limits to the north marked by the straight line formed between the unmanned lighthouse at São Sebastião and Ponta das Canas and to the south by the Pontal da Cruz and the dock at Vila de Ilhabela. Anchorages are shown in the DHN 1640 and 1643 nautical charts and are intended to be used by vessels with a DWT of more than 100,000 or requiring emergency repairs. Vessels are also able to seek shelter at these anchorages during poor weather conditions. Anchorages with capacity for up to four vessel can be found at the following coordinates:

- (1) 23° 46.3’ S e 045° 22.1’ W
- (2) 23° 45.6’ S and 045° 21.8’ W
- (3) 23° 44.8’ S and 045° 21.5’ W
- (4) 23° 44.1’ S and 045° 21.3’ W

The ocean bottom at anchorages consists of gravel, sand and mud, which allows vessels to anchor safely. However, special care must be taken whenever strong winds are present, particularly SW winds, periods during which currents are stronger and anchored ships may begin to drag anchor.

It is recommended that ships be anchored using an anchor chain with at seven ‘shots’ (192.5 m), given the intensity of the current that occasionally exists in the area.

Along the southern sandbar: limits to the north marked by the straight line between Ponta do Baleeiro and the central part of Praia da Fazenda and to the south by the parallel between 23° 54.0’ S and the meridian 045° 31.0’ W. Anchorages are provided for in DHN 1640 and 1644

nautical charts and are intended for use by ships with a DWT of less than 100,000. The following anchorages each have the capacity for four vessels:

- (1) 23° 50.2' S and 045° 25.6' W
- (2) 23° 50.6' S and 045° 26.1' W
- (3) 23° 51.0' S and 045° 26.6' W
- (4) 23° 51.5' S and 045° 27.1' W

The ocean bottom at anchorages consists of mud and sand that provide ships with safe anchorage. However, special care must be taken whenever strong winds are present, particularly SW winds, periods during which currents are stronger and anchored ships may begin to drag anchor.

It is recommended that ships be anchored using an anchor chain with at seven 'shots' (192.5 m), given the intensity of the current that occasionally exists in the area.

Vessels are expressly prohibited from anchoring in the maneuvering area, which is formed by the area of the channel with limits marked to the north by the straight line between Pontal da Cruz and the dock at Vila de Ilhabela and to the south by the straight line between Ponta do Baleeiro and the central part of Praia da Fazenda.

Vessels are permitted to remain at anchor for a maximum period of 15 days. Exceptional cases will be assessed by the Port Authority Office in São Sebastião upon request.

5.3.3 Aids to Navigation

Maritime aids to navigation have been installed in accordance with the IALA B System (*International Association of Lighthouse Authorities Lateral System B*).

Along the southern sandbar: The Ponta da Sela lighthouse, which is located at the SW end of São Sebastião Island, marks the limits of the channel's southern sandbar and consists of a white tower painted with horizontal red stripes displaying a flash of white light (international No. G0480). The Laje dos Moleques stretch, which is located on the channel's NW bank, is marked by a square cement lighthouse that is painted green and displays flashes of green light (international No. G0478). The unmanned Pontinha Lighthouse, which is located on the SE shore of the canal near the berth for the ferry that crosses between the Island of São Sebastião (Ilhabela) and the mainland, displays flashes of red light and is mounted on a red quadrangular metal frame (international no. G0477). The access channel is 300 meters wide at its narrowest part and has been dredged to 24 meters deep. It is marked by four articulated beacons (radar reflectors) at the following locations: Buoys 1 and 3 – red, displaying red flashes, marking the channel's SE margin; Buoys 2 and 4 – green, displaying green flashes, marking the channel's NW margin. The marked channel is shown in DHN nautical charts 1640 and 1644.

Along the northern sandbar: The unmanned Ponta das Canas lighthouse, which is located at the north end of the Island of São Sebastião (Ilhabela), marks the channel's northern sandbar and consists of a cylindrical reinforced concrete tower painted with white and red horizontal stripes and displaying flashes of white light (international No. G0470). The unmanned São Sebastião lighthouse, which is located on the channel's west bank, consists of a red quadrangular concrete tower built on a reinforced concrete platform and supported by a metal frame (all red international no. G0472). The unmanned Ponta do Viana lighthouse, which is located on the channel's east bank (on São Sebastião Island) consists of a metal frame built on a square white reinforced concrete column displaying a flash of white light. The unmanned Ilhabela lighthouse, which is located on the channel's west bank, displays a flash of red light and consists of a red quadrangular tower built on a reinforced concrete platform and supported by a metal frame (all red). The channel along the northern sandbar, which is 550 meters wide at its narrowest part, is shown in

DHN nautical charts 1640 and 1643. Particular attention must be paid to the area in which submarine cables are presented, which is marked on the referred to nautical charts.

The Terminal displays four specific yellow fixed lights with a range of 5 nautical miles, two of which indicate the limits of the berths located along the south pier, and two indicating the limits of the berths along the northern pier.

Details of the characteristics of lighthouses, small unmanned lighthouses, buoys, etc. can be found in the DHN's LIGHT LIST.

5.3.4 Port Limits

TEBAR is a private terminal located outside the limits of the São Sebastião Organized Port Area. However, in order to access the Terminal, vessels must navigate the Organized Port Area limited by the parallel coordinates: 23°42.0' S and 23°54.0' S.

5.3.5 Recommendations

It is mandatory that vessels entering the area and intending to berth at TEBAR, regardless of the specific berth that is used, must complete maneuvers with the assistance of tugs using tow ropes passed to the ships in accordance with Pilotage orientations.

The following areas are part of the maneuvering basin: Area A – centered at latitude 23° 48.3' S and longitude 045° 22.9' W; Area B – centered at latitude 23° 48.0' S and longitude 045° 22.7' W; and Area C – centered at latitude 23° 49.1' S and longitude 045° 23.5' W.

Vessels that are transporting more than 150,000 metric tons must approach the pier slowly and a gradual rate from a distance of no less than 200 meters. At a distance of 150 meters from the pier, vessels must present an approach speed of less than 30 cm/s, and at 50 meters from the pier they must approach at a speed of less than 6 cm/s. The vessel's approach angle must not be greater than 5° in relation to the berths when approaching the fenders and it must remain parallel to the berth when coming into contact with the mooring fenders.

Vessels transporting less than 150,000 metric tons must remain parallel to the pier and approach from a minimum distance of 100 meters while maintaining the above-mentioned speeds.

TEBAR's team will assist in positioning the ship (relative position of the manifold) in relation to the loading arms/hoses in order to ensure safe operation take the products that are to be handled into consideration.

5.3.6 Pilotage

Pilotage is mandatory for all vessels intending to call at TEBAR and whenever it is necessary to change berths or anchorages in the Organized Port area. Locations for the embarkation and disembarkation of Maritime Pilots are indicated in DHN nautical charts 1640, 1643 and 1644.

The Pilotage Zone is considered to include the following area:

- Along the northern sandbar: the straight line formed by the coordinates 23° 43' 03 S / 045° 20.2' W and 23° 43.0' S / 045° 29.0' W up to the mooring area.
- Along the southern sandbar: the straight line formed by the coordinates 23° 53.6' S / 045° 28.0' W and 23° 52.7' S / 045° 29.0' W up to the mooring area.

Requests for maneuvering operations from Maritime Pilots must be made through the shipping company's agent or TEBAR itself, in the case of Transpetro's ships or vessels that are chartered

by Transpetro, 24 hours in advance. In such cases the vessel's ETA must be specified. The São Sebastião Pilotage maintains a listening watch on channels 16 and 11 VHF.

It is recommended that Maritime Pilots strictly adhere to Pilotage Service Standards with regards to the information on irregularities in maneuvers provided by the Port Authority office in São Sebastião. Irregularities include damaged navigation marks or marks that are not properly positioned, ships that present engine room deficiencies or a lack of maneuverability, movement of other vessels that may present a risk to merchant vessels navigating the channel, deficiencies in tugboats and other factors.

Once moored, ships must remain in safe conditions that are considered to be satisfactory by the Master and Terminal staff.

5.3.7 Tugs and Port Services

Shipowners or their representatives or maritime agents are responsible for requesting the tugboats required for the maneuvers that to be performed. Whenever a tugboat presents operational restrictions that compromise its static traction force, the Master, together with the Maritime Pilot, must immediately inform TEBAR's Safety Inspector of such a fact via VHF radio, as well as the Port Authority Office in São Sebastião.

In cases in which the ship's Master and the Maritime Pilot are not able to reach a decision with regards to the number of tugboats and the towing device that are to be used, the decision of the Master shall prevail. The Master must provide the Port Authority Office in São Sebastião with a written justification of their decision shortly after completing the maneuver.

One of the tugboats designated to assist in the maneuvering of vessels at TEBAR must be fitted with a fire fighting system that is capable of offering assistance in emergencies involving vessels.

It is mandatory that ships be accompanied by tugboats in the maritime area marked by the straight lines between Ponta do Baleeiro – Praia da Fazenda and the São Sebastião lighthouse – Ponta das Canas. Vessels equipped with a bow and stern thruster and that are carrying out regular operations may be authorized to request to use the anchorage within the São Sebastião channel without assistance from tugboats, provided that weather and sea conditions permit such a maneuver.

The terminal normally has four contracted Azimuth Stern Drive (ASD) azimuth that are available, each with a static traction force greater than 50 tons.

Communication between tugs and ships during mooring and unmooring maneuvers is carried out using VHF radio on a channel that is determined by the Maritime Pilot.

Whenever maneuvers cannot be performed safely due to ocean conditions, the intensity of winds or visibility, the Pilotage crew must officially inform the Port Authority Office of such a fact in writing.

TEBAR does not provide speedboats for the purposes of personnel transport. This service can be requested through the vessel's protective agent. The Terminal may provide a speedboat for TEBAR ships operating in the area, transport of Terminal employees or vessels carrying out Ship-to-Ship operations.

Speedboat for the delivery of provisions: this service is provided by the ship's protective agent. The supply of provisions to vessels, when moored, must preferably be carried out from onshore during daylight hours. Contracted speedboats must also request authorization from the Terminal's Safety Inspector prior to approaching the ship. Only speedboats authorized by GIAONT are able provide such services.

The Terminal makes use of a contracted mooring service that includes a speedboat used to assist in the maneuvering of cables. This service is engaged one hour in advance by the onshore team upon the Maritime Pilot making such a request through means of agents representing the shipowner.

5.3.8 Navigational Risks

Ships with a draft that is greater than 15 meters must pay particular attention when navigating the São Sebastião Channel. Nautical charts DHN 1643 and 1644 indicate several hazards at depths of 20 meters or less located near the limits of the navigation channel or anchorages. It is recommended that specific case be taken with regards to the submarine communication cables that are marked on the referred to nautical charts.

Particular attention must also be paid throughout the southern sandbar to ferries crossing TEBAR's access channel carrying passengers and motor vehicles from the mainland to the Island of São Sebastião (Ilhabela).

5.3.9 General Restrictions

Rules and restrictions imposed by the Maritime Authority with regards to the São Sebastião Terminal and the Organized Port area must be obeyed at all times in accordance with the Standards and Procedures from the Port Authority of São Paulo – NPCP/SP.

The following items are highlighted from among the special restrictions contained in NPCP/SP for the São Sebastião Channel: the maximum vessel speed allowed in the São Sebastião Channel is 9 knots; ships will not be allowed to dock at TEBAR when the current is greater than or equal to 3 knots or weather conditions are poor; ships moving in the Channel are prohibited from crossing the bow of ships anchored at a distance of less than 500 yards.

Ship-to-Ship – STS transhipment operations are carried out at TEBAR's PP1 berth. Whenever such operations are performed at PP1, vessels must navigate São Sebastião Channel at a maximum speed of 6 knots and a minimum of 330 yards away from the vessel carrying out STS operations.

5.4 Maneuvering Areas

TEBAR maneuvering areas consist of the maritime area limited by the straight line between Ponta do Araçá – Ilha das Cabras and Pontal da Cruz – dock at Vila de Ilhabela. The stretch of the channel intended for use in maneuvering ships (mooring and unmooring) is approximately 750 meters wide at its narrowest point along the piers, and the anchoring of any vessel in this area without prior authorization from the Port Authority Office is expressly prohibited. Additional information on maneuvering areas can be found in item 5.3.5 – Pilotage.

5.4.1 Aids to Navigation and Mooring

The Terminal is fitted with *docking radar* equipment that measures the distance, speed and approach angle of vessels entering the berth.

A current meter, equipment indicating the direction and speed of the current in real time, and an anemometer and anemoscope, which indicate wind speed and direction, are installed at TEBAR in addition to the weather station. Information is made available through a system providing online access.

Information regarding movements in vessel approaches (speed and angle of approach), as well as wind and current conditions, can be consulted using a specifically designated application. This information can also be requested from the Safety Inspector on radio channel 16 VHF.

5.4.2 Depth Control

The following maximum allowing draft is allowed in the berthing and unberthing vessels at TEBAR:

- Requests to use access channel along Southern Sandbar:

Maximum draft of 22.3 meters without restrictions in relation to tide level or day/night access.

- Requests to use access channel along Northern Sandbar:

At the Master's discretion based on information contained in Nautical Charts.

Draft at berths:

- South Pier:

PP-1 berth – 22.3 meters
PP-2 berth – 16.9 meters and up to 17.5 meters if carried out during daylight hours and at high tide.

- North Pier:

PP-3 berth – 19.0 meters
PP-4 berth – 12.5 meters

The following Load Line is highlighted for ships operating at TEBAR: Tropical Saltwater.

The Brazilian Navy is responsible for providing information with regards to bathymetric surveying, and such information must be duly recorded in the above-mentioned DHN Nautical Charts.

5.4.3 Maximum dimensions (Maximum Vessel Size)

The maximum size of vessels mooring at TEBAR is 300,000 DWT at PP1, 155,000 TPB at PP2, 150,000 TPB at PP3 and 65,000 TPB at PP4,.These maximum sizes were determined through means of engineering studies during the project's development stage. In the case of vessels of sizes that exceed those described above, the Terminal and the Port Authority Office in São Sebastião may be consulted with regards to the possibility of such a vessel being authorized to moor at TEBAR.

5.5 Environmental Factors

The Brazilian Navy, through its Hydrographic Center, is responsible for operating a Marine Meteorological Service (SMM) in adherence to the provisions contained in the Convention for the Safety of Life at Sea (SOLAS), of which Brazil is a signatory.
Analyses and weather forecasts for the Terminal's maritime area, as well as any Weather Warnings that may be in force, can be found at the following *websites*:

https://www.marinha.mil.br/chm/
https://www.marinha.mil.br/chm/dados-do-smm-avisos-de-mau-tempo/avisos-de-mau-tempo
https://www.marinha.mil.br/chm/dados-do-smm/warnings-and-forecasts

TEBAR is located in METAREA V, subarea CHARLIE, according to the Worldwide Met-Ocean Information and Warning Service, which is an integral part of the Global Maritime Distress and Safety System - GMDSS.

Bulletins regarding weather and ocean conditions are transmitted by the National Network of Coastal Stations (RENEC). The frequencies and times of transmission are published in Notices to Mariners every two weeks and are available at the *website*:

https://www.marinha.mil.br/chm/dados-do-segnav-aviso-aos-navegantes-tela/avisos-aos-navegantes

Synoptic charts are prepared daily using an analysis performed at 00h00 and 12h00 GMT and made available at the *website*:

https://www.marinha.mil.br/chm/dados-do-smm-cartas-sinoticas/cartas-sinoticas

Synoptic charts, together with forecasts for Wind and Significant Wave Height in the South Atlantic, are transmitted by radiofacsimile using the frequencies 12.665kHz and 16.978kHz. This information is transmitted at 7: 45 am and 4:30 pm GMT.

Detailed information on radio and meteorological services, including the times and frequencies at which metocean information is transmitted, can be found in the Brazilian Navy's List of DHN Radio Aids.

Other meteorological information is described in the following items.

5.5.1 Predominant Winds

SW winds that are brought in by cold fronts mainly during autumn and winter month are the most intense and considerably raise sea levels. The intensity of these winds often reaches a wind force of 7/8 and may occasionally exceed this value due to the effect of the mountains located on the mainland and São Sebastião Island (Ilhabela).

5.5.2 Wave conditions

There are no wave conditions or agitation of the sea observed in the São Sebastião channel that may affect the maneuvers performed by ships or their ability to remain moored at berths.

5.5.3 Rainfall

The highest rainfall seen in the region occurs during the spring and summer months. The average annual rainfall in the region is approximately 2,000 mm.

5.5.4 Thunderstorms

Thunderstorms occur more frequent during the spring and summer months, particularly in the afternoon and early evening. During storms, the Terminal designates a 5-mile radius around berths as a Hot Zone in which it is mandatory that operations be suspended. The area between 5 and 16 nautical miles from berths is considered a Warm Zone in which vessels must remain alert to the possibility of operations being suspended at any moment.

5.5.5 Visibility

Visibility is reduced due to the presence of fog in the early morning hours, particularly during spring and summer.

5.5.6 Currents

The region's ocean currents flow to either the north or south and can be of considerable intensity, potentially exceeding 1.5 knots depending on meteorological and oceanographic conditions. Depending on the direction, intensity and duration of winds, currents may reach even higher levels, which may negatively affect the maneuvers performed by ships in the channel. This is particularly true during periods in which cold fronts arrive from the SW, when predominantly SW and NW winds reach significant levels and the current may occasionally reach speeds of up to 3 to 4 knots. Masters must ensure that their crews remain informed of such characteristics in order for the positioning of the ship on the pier to be strictly controlled.

5.5.7 Tides

The tide in the Port of São Sebastião is semidiurnal and presents a tidal range of approximately 1.2 meters during spring tides. The region has a mean low water spring of 0.64 meters.

5.5.8 Operational Monitoring of Winds and Currents

TEBAR provides information on the intensity and direction of winds and currents that is updated in real time. This information is made available via VHF radio upon a request being made to the Safety Inspector by an on-board representative.

TERMINAL DESCRIPTION 6

6.1 General Description

The start of TEBAR's pier is located at the extreme southern end of Porto Grande Beach and is accessed through means of a platform with a length of approximately 1,300 meters stretching towards the southeast, at which point it assumes a T-shape that runs parallel to the central part of the Island of São Sebastião (Ilhabela).

6.2 Physical Description of Berths

The following table describes the characteristics of the Terminal's berths.

Berth No.	Berth Length (meters)	Maximum Vessel Draft (meters)	Minimum Parallel Body Length (meters)	Vessel Length (meters)		Products Transported	DWT*
				Max.	Min.		
PP1	508	22.3	60	350	120	Petroleum, Oily Wastewater and Bunker	300,000
PP2	508	16.9 (17.5**)	60	280	120	Petroleum, Oily Wastewater and Bunker	155,000
PP3	395	19	60	280	120	Petroleum, Petroleum Products, Oily Wastewater and Bunker	150,000
PP4	395	12.5	60	260	120	Petroleum, Petroleum Products, Oily Wastewater and Bunker	65.000
*Note 1: In the case of vessels of sizes that exceed those described above, the Terminal and the Port Authority Office in São Sebastião may be consulted with regards to the possibility of such a vessel being authorized to moor at TEBAR.							
**Note 2: Up to 17.5 meters if maneuvers are carried out during daylight and at high tide.							
***Note 3: There is no maximum vessel beam.							

6.3 Mooring Systems

Detailed information on mooring and mooring procedures are provided in item 7.3 below.

6.4 Characteristics of Berths used for Loading, Unloading and Supply

Berth no.	Products	Loading Arm No. and Diameter	Ship and receive	Temperature Minimum	Temperature Maximum	Maximum Flow Rate (m3/h)	Maximum Pressure (kgf/cm²)	Observations
PP-1	Petroleum and Ballast	4 x 16"	Ship and receive	Ambient	55ºC	9000 (1 line) 18000 (2 lines)	10	Line 07 - 34" / Line 11 - 34"
	Ballast	2 X 16"	Ship and receive	Ambient	80ºC	1600	10	Line 43 - 16"
	Marine Fuel	1 x 8"	Ship and receive	Ambient	80ºC	500	10	Line 22 - 12"
	Marine Gasoil	1 x 8" ou	Ship and receive	Ambient	Ambient	500	10	Line 31 - 8"
		1 x 4" (mangote)	Ship and receive	Ambient	Ambient	200	10	Line 31 - 8"
PP-2	Petroleum and Ballast	3 x 16"	Ship and receive	Ambient	55ºC	9000 (1 line) 13500 (2 lines)	10	Line 08 - 34" / Line 10 - 34"
	Ballast	2 X 16"	Ship and receive	Ambient	80ºC	1600	10	Line 43 - 16"
	Marine Fuel	1 x 8"	Ship and receive	Ambient	80ºC	500	10	Line 22 - 12"
	Marine Gasoil	1 x 8" ou	Ship and receive	Ambient	Ambient	500	10	Line 31 - 8"
		1 x 4" (mangote)	Ship and receive	Ambient	Ambient	200	10	Line 31 - 8"
PP-3	Petroleum	1 x 12"	Ship and receive	Ambient	55ºC	2000	10	Line 10 - 34"
	and Ballast	1 x 10" (mangote)	Ship and receive	Ambient	55ºC	2000	10	Line 10 - 34"
	Ballast	1 X 6"	Ship and receive	Ambient	80ºC	450	10	Line 43 - 16"
	Diesel S10	2 x 12"	Ship and receive	Ambient	Ambient	4000	10	Line 02 - 24"
	Diesel ATE	1 x 12"	Ship and receive	Ambient	Ambient	2000	10	Line 42 - 24"
	QAV-1	2 x 12"	Ship and receive	Ambient	Ambient	4000	10	Line 41 - 24"
	Gasoline and Naphta	1 x 12"	Ship and receive	Ambient	Ambient	2000	10	Line 44 - 24"
	Marine Fuel	1 x 8" ou	Ship and receive	Ambient	80ºC	500	10	Line 21 - 12"
		1 X 6" (mangote)	Ship and receive	Ambient	80ºC	450	10	Line 21 - 12"
	Marine Gasoil	1 x 4" (mangote)	Ship and receive	Ambient	Ambient	200	10	Line 31 - 08"
PP-4	Ballast	1 x 10" (mangote)	Ship and receive	Ambient	55ºC	1200	10	Line 10 - 34"
	Ballast	1 X 6" (mangote)	Ship and receive	Ambient	55ºC	450	10	Line 43 - 16"
	Diesel S10	1 x 10" (mangote)	Ship and receive	Ambient	55ºC	1200	10	Line 02 - 24"
	Diesel ATE	1 x 10" (mangote)	Ship and receive	Ambient	Ambient	1200	10	Line 42 - 24"
	QAV-1	1 x 12"	Ship and receive	Ambient	Ambient	2000	10	Line 41 de 24"
		1 x 10" (mangote)	Ship and receive	Ambient	Ambient	1200	10	Line 41 - 24"
	Gasoline and Naphta	1 x 12" ou	Ship and receive	Ambient	Ambient	2000	10	Line 44 - 24"
		1 x 10" (mangote)	Ship and receive	Ambient	Ambient	1200	10	Line 44 - 24"
	Marine Fuel	1 x 8" (mangote) ou	Ship and receive	Ambient	80ºC	500	10	Line 21 - 12"
		1 X 6" (mangote)	Ship and receive	Ambient	80ºC	450	10	Line 21 - 12"
	Marine Gasoil	1 x 4" (mangote)	Ship and receive	Ambient	Ambient	200	10	Line 31 - 08"

6.5 Operational Management and Controls

The TEBAR control center is located in the tankage rea approximately 7 km from the main pier. This command center allows Terminal operations to be controlled through means of the *Supervisory Control and Data Acquisition* (SCADA) system.

Communication with ships is provided through means of VHF or UHF radio at a maritime frequency that has been previously agreed upon and registered. A secondary means of communication provided through VHF radio or land mobile radio UHF is available in cases in which there is a failure in the main system.

6.6 Key Risks

There are no records of terrorist activities or piracy in the region at which the Terminal is located.

The main risks that are present in the area are associated with the movement of cargo and passenger ships, recreational vessels, fishing vessels and ferries that cross between the mainland and the Island of São Sebastião (Ilhabela).

With regards to environmental conditions, the Terminal is located in an area that is considered to be partially sheltered and free from a significant influence of waves or agitation of the sea. The region is also considered to present a relatively small tidal range.

Considering the fact that the main risks associated with the Terminal involve certain specific operational conditions and the occurrence of winds, currents, and lightning strikes, safety precautions are presented in item 7.9 – Poor Weather Conditions, below.

PROCEDURES 7

During the period at which vessels are at port, several actions must be taken to ensure safe operations and minimize risk. During the phases described in the items below, measures are implemented for the purposes of facilitating operations and ensuring that they are properly planned.

7.1 Prior to arrival

The ship's Master must adhere to the provisions established under the *ISPS Code*.

Vessels destined for TEBAR's facilities must provide notice of their estimated time of arrival (ETA) directly to the respective shipping agent appointed by the shipowner/charterer 72 and 48 hours in advance. Alterations or confirmation of the vessel's arrival must be provided a minimum of 24 hours in advance. Information on the vessel's ETA must specifically state whether local time or GMT is used.

Requests for bunker supply must be forwarded to the shipowner and confirmed through the vessel's protective agency.

Initial vessel clearance documentation should be exchanged (signed and stamped) electronically with TEBAR as a matter of preference.

7.2 Arrival

Contact Pilotage (VHF channel 16 / channel 11) and Maritime Agency (via telephone) informing official time of arrival. Contact the Terminal's Safety Inspector if there are any maneuver restrictions in place. The Master must verify whether their crew is capable to initiate the activities that are inherent to planned maneuvers and operations (hours of rest). Authorities from the Port of São Sebastião will only visit vessels upon their being docked at the Terminal.

7.3 Mooring and Docking

Vessel masters must pay particular attention to the information contained in items **5.3**, **5.4**, **5.5** and **6.2** above when landing, anchoring and mooring vessels.

With regard to mooring, particular care must be taken when maneuvering mooring lines in order to ensure that the vessel remains in the indicated position. All lines must be kept under the proper tension at all times. Constant tension must be applied to mooring winches and must be maintained through means of manual braking systems. The use of automatic tension winches is not permitted. Mooring ropes that are used to perform similar functions must be made from the same type of material, have the same length, and provide the same SWL.

The use of the following items is recommended during the mooring of oil tankers at TEBAR:

Vessels with a DWT of more than 130,000

- 4 steelwire mooring lines, bow and stern; 2 steelwire breast lines, bow and stern; 2 steelwire springs, bow and stern.

Vessels with a DWT between 80,000 and 130,000

- 4 fiber or steelwire mooring lines, bow and stern; 2 steelwire breast lines, bow and stern; 2 steelwire springs, bow and stern.

Ships with a DWT of less than 80,000

- 4 fiber mooring lines, bow and stern; 3 fiber breast lines, bow and stern and 2 fiber springs, bow and stern.
- The use of steel cables for breast and spring lines is welcome at the Terminal.
- The Terminal reserves the right to request that Masters change their vessel's mooring arrangement, provided that the current arrangement used is deemed to be inadequate in guaranteeing the safety of the pier and the vessel, and may even request that the vessel be unmoored.

Mooring arrangements for vessels with a DWT of up to 160,000 that are equipped with stranded steel cables must have a minimum of 4 mooring lines, 2 breast lines and 2 spring lines at the bow and stern.

HMFR (*high modulus fibre rope*) mooring ropes may be used, provided that they have been approved by the respective classification society and included in mooring plan documents.

Mooring lines must be arranged as symmetrically as possible in relation to the vessel's midship. Breast lines must be positioned as perpendicular as possible to the vessel's longitudinal and as far as possible towards the fore and aft. Spring lines must be positioned as parallel as possible to the vessel's longitudinal axis.

If synthetic tails are used in wire ropes they must be of the same type and have an MBL that is 25% greater than the MBL of the wire rope. Synthetic tails must be made from the same material have the same length as the wire ropes used to moor the vessel.

The horizontal angle of the bow and stern lines in relation to the direction of a breast line that is positioned perpendicular to the vessel's longitudinal axis should not exceed 45°, as a matter of preference.

The steel cables used in mooring must be spliced using pressed steel sleeves (pressed steel cable). Seamed splices are not permitted.

TEBAR's piers are not equipped with ladders providing access to ships. Access is provided through the combined use of the vessel's gangway together with the Terminal's access platform. If this arrangement is not possible, the Terminal will provide a support speedboat for the purposes of safely accessing the vessel. Crew members when authorized to circulate within the Terminal, must only do so up to the point at which the transport vehicle departs and passengers disembark. When moving between the Vessel and vehicle and vice versa, the crew members must remain within the ground safety markings (loading platform and dolphins). The use of PPEs by crew members or visitors circulating within these safety markings is not mandatory.

7.4 Prior to Cargo Transfer

If there are pending issues that have not been resolved by the ship's crew once the vessel is moored and the safety checklist (Appendix A of ISGOTT) has been exchanged, the Terminal will not authorize the start of operations.

The ship's electrical insulation must be carried out through the loading arms, which are also electrically insulated and connected to the Terminal's structure. When hoses are used, the Terminal will adjust the formation of transfer lines (continuous or discontinuous hoses) in accordance with ISGOTT.

The resources required in connecting the ship to the terminal will be agreed upon the vessel first entering in contact with the Terminal. The ship must provide a loading coupler with a diameter that allows the terminal's loading arms to be connected. Prior to the start of operations, an on-board representative must accompany the entire operation involving the connecting of marine loading arms and their watertightness during the start of operations. These representatives must be positioned near the ship's loading coupler.

Operations will only begin once the initial letter has been completed by Terminal and on-board representatives.

The discharging of dense smoke through the funnel of vessels moored at the piers (MARPOL) is prohibited. Care must be taken to ensure that sparks do not escape through the chimney. It is forbidden to discharge water containing soot or other substances directly into the sea (MARPOL). A failure to comply with such rules shall result in one or more of the following penalties being applied:

- Immediate interruption of operations;
- A fine imposed by the competent authorities;
- Forced undocking of the ship from the pier;
- Reporting of the infringement to shipowners;
- The vessel will be charged for any fines, lost time and other expenses related to such penalties.

The strict prohibition against small vessels remaining on the side or in the vicinity of vessels that are moored and carrying out operation must be carefully observed at all times. Only service vessels from the Terminal itself or those authorized by port authorities or the Terminal may navigate in the vicinity or alongside vessels, provided that they fulfill all safety requirements. Violations of this standard shall be reported to the competent authorities.

Movement of the vessel's propeller(s) is prohibited while the vessel is berthed at the Terminal, unless express authorization has been provided by the Terminal's administration Management upon a formal request being made to Transpetro by the Shipowner.

7.5 Cargo Transfer

The pressure in the ship's manifold is monitored on an hourly basis during cargo transfer and recorded by onboard and onshore representatives.

The Terminal controls internal pressure using the centralized supervisory control system. Flows and accumulated volumes are measured on an hourly basis and compared by the parties. The limits for such measurements are defined in the Operational Monitoring letter, which is delivered and discussed with the ship's representative upon the vessel's initial clearance. Notice of any changes in operating conditions must be provided and documented by the parties involved in operations. The closing of valves that cause back pressure in the system during operations is expressly prohibited.

The vessel's ballast and de-ballasting networks and tanks must be used exclusively for these purpose and isolated from remaining on-board networks. The water ballast that is to be discharged to the sea must be completely free of oil, any oily residue or other substance capable of causing

pollution in seawater. All ballast water control standards must be strictly complied with by Masters and proof of compliance with such standards may be requested at any time by the Terminal's onshore team.

The Terminal provides tanks for receiving wastewater (slop) from ships. Whenever the unloading of slop is necessary, the ship must inform of the quantity of slop that is to be unloaded and its composition and origin in advance through means of its agent in accordance with the Slop Unloading Certificate.

Conventional tank cleaning operations are generally not accepted. However, COW operations may be accepted upon prior authorization of the respective scheduling being provided by the Terminal.

Repairs or maintenance work of any nature that involve or that may come to involve the risk of sparks or other means of ignition must not be carried out while the ship is moored at the Terminal piers. Cold repairs involving the Terminal's facilities or a particular vessel restriction during its call at the terminal must be authorized by the onshore team in advance and the request for such repairs must be made at least 24 hours in advance. Repairs must be carried out in accordance with the recommendations contained in the most recent version of ISGOTT.

During STS operations in which vessels are moored at TEBAR, the receiving of slop or the provision of fuel to the vessel may be authorized in a manner that is simultaneous to the transfer of STS cargo through means of TEBAR's procedures.

Diving activities may be authorized in the case of emergencies involving a risk to vessels and must be cleared by the Port Authority Office and Terminal administration in advance.

Cargo transfer must be interrupted whenever a situation exists that may pose a danger to either the ship or the Terminal. The Terminal's onshore team is authorized to interrupt or suspend cargo transfer operations whenever a failure to comply with any of the universally accepted safety rules and standards adopted in maritime petroleum transport is discovered. The ship's master has the right to cease cargo transfer operations if they have reason to believe that onshore operations are not safe, provided that notice of the suspension of operations is provided to the onshore team in advance.

In emergency situations, the Terminal will interrupt operations in order to allow the entirety of the facility's resources to be allocated towards mitigating the respective incident. Actions and contacts for each type of emergency are described in TEBAR's Emergency Response Plan (ERP) and the Individual Emergency Plan (PEI), and the main telephone contact numbers are provided in item 9.

7.6 Measurement of Loads and Documentation

Onboard measurements will be carried out by the ship's personnel and accompanied by the Terminal's onshore team. Final vessel clearance will only be provided once documentation inherent to the operation has been exchanged.

7.7 Undocking and Departure from Port

The information provided in items 5.3, 5.4 and 5.5 must be observed during undocking maneuvers and departure of the vessel from the port.

7.8 Compliance with ISPS Code

The terminal has implemented corporate security protection measures that are applicable to ships and port facilities under the terms of IMO requirements through the adoption of the *ISPS Code*. If required, vessels may implement security measures through the Terminal's port facility security officer - PFSO – or via VHF radio. Normal terminal operations are carried out at safety level 1.

7.9 Poor Weather Conditions

The following safety precautions are recommended for the management of weather and oceanographic conditions while the ship is moored at the pier:

MAIN PRECAUTIONS			
Situation	**Determining Factors**	**Preventive and Corrective Measures**	**Objectives**
Normal	Mooring in accordance with minimum requirements; Winds up to Force 4 (0 to 16 knots); Currents up to 2 knots; Vessel mooring equipment in good condition.	Routine Checks.	Maintain normal mooring and operating conditions.
Attention	Mooring carried out in violation of certain minimum requirements; Winches or mooring lines in poor condition; Incidence of lightning strikes in the warm zone (5 to 16 miles away from the pier); High Trim; Low potential abnormalities in operations; Weather warning; Force 5 winds (17 to 21 knots); Currents greater than 2 knots.	Frequent inspections of the mooring system; Increase in the frequency at which meteorological information is monitored; Dissemination of information on operational abnormalities among onshore crew.	Immediately identify the occurrence of any deviations from safe mooring conditions and implement corrections; Act preemptively in cases involving poor weather conditions; Ensure onshore team remains informed in order to take act if incidents occur.
Alert	Warning of impending poor weather conditions reported by the Safety Inspector; Force 6 winds (22 to 27 knots) forecasted to intensify to Force 7 (27 to 33 knots); Force 7 winds (27 to 33 knots); Current exceeding 3 knots; Failure in the integrity of mooring ropes; Incidence of lightning strikes in the hot zone (within 5 nautical miles of the Pier);	Permanent inspection in the mooring system; Place Maritime Pilots, tugs and mooring teams on standby; Maintain two tugboats alongside each vessel berthed at PP-1 and PP-3, with cable passed; Prepare engine room; Equip maneuvering stations; Interrupt cargo transfer; Drain loading arms and hoses; Disconnect loading arms and hoses if force 7/8 winds are forecast.	Ensure the vessel remains securely positioned; Prepare assistance resources in case unmooring is required; Implement measures to avoid ocean pollution.

Emergency	Force 8 winds (34 to 40 knots) or higher; Current exceeding 3.5 knots; Excessive tension in mooring ropes; Vessel presenting excessive longitudinal or transverse drift.	Request immediate boarding of the Maritime Pilot; Do not engine mooring winch brakes; Only release mooring winch brakes if unmooring is required; Loading arms are fitted with an emergency disconnect valve in case in which they are still connected to the ship.	Do not adjust the mooring winch brake regulators in a manner that allows mooring ropes to be released automatically; Ensure that the Master is provided with the best possible assistance in maneuvering the vessel if they choose to unmoor the ship; Allow the vessel to be unmoored in a rapid and safe manner in cases in which such a decision is made.

Notes with Regards to the Preceding Table:
Note 1: In cases in which the Safety Inspector provides notice of a weather warning involving force 7 winds (between 27 and 33 knots) or higher, the Master in command of vessels moored to PP-1 or PP-3 may request assistance from tugboats, which will remain alongside the ship with a cable passed.
Note 2: In emergency situations, whether due to incidents occurring on vessels, at Terminal facilities or as a result of poor weather conditions, the Master is responsible for deciding upon whether to unmoor the ship.
Note 3: In the case of STS cargo transfer activities carried out between ships moored alongside one another, the Terminal has an operational meteorological protocol in place for disconnecting load lines and the eventual unmooring and anchoring of the ship moored alongside the vessel prior to the arrival of poor weather. The Safety Inspector and the Terminal's STS Superintendent are responsible for implementing this protocol together with the vessels' Masters and will be informed of such a situation directly on board or via VHF radio if necessary.

ORGANIZATION OF PORT AND ANCHORAGE 8

8.1 Port Control or VTS

This item is not applicable to the São Sebastião Waterway Terminal.

8.2 Maritime Authority

The Maritime Authority governing the Terminal Port Authority Office for the State of São Paulo in São Sebastião.

An officer from the Port Authority in São Sebastião is responsible for determining whether a visit from the authorities is necessary whenever the vessel is anchored within the limits of the port area or upon the ship berthing at TEBAR's pier.

8.3 Pilotage Services

The following pilotage organizations provide services at the port of São Sebastião:
SP Pilots - Telephone: (12) 3892-1332 / 3892-1107
SP Marine Pilots – Telephone: (13) 4040-4712 / (13) 3040-2166

8.4 Other Services

Drinking water: Water must be supplied at a maximum flow rate of 50 tons/h.
Electricity: The Terminal does not possess the installations needed to supply electrical power to vessels**.**
Nautical charts and publications: Not available in São Sebastião, but may be obtained from Rio de Janeiro through vessel agents if requested in advance.
Magnetic Compass Compensation: There are technical facilities providing this service in the region.
Petroleum product inspectors: There are companies available that provide certified technical personnel for the purposes of quantifying and/or assessing characteristics of petroleum products.
Classification Societies: There are no representatives from classification societies located in São Sebastião.
Consulates: There are no consular services available in São Sebastião.
Vermin control: Representatives from the National Health Regulatory Agency in São Sebastião are available for the purposes of renewing certificates.
Federal Police/Federal Revenue Service: There are Federal Police stations and offices of the Brazilian Federal Revenue Service located in São Sebastião.
Garbage, refuse and wastewater: Garbage is collected by companies specialized in the management of garbage, refuse and debris from moored and anchored ships. Such services must be requested through maritime agents.
Painting: Painting of the sides of vessels side or their main deck while moored at the Terminal is prohibited.

Barges: There are no barges available in São Sebastião.
Supplies: There are specialized suppliers of costing materials, paint, replacement parts, etc. available. Vessels must contact their agents in advance.
Food provisions: There are companies available that are specialized in these services. Materials and foods provisions are supplied using vessels. Supplementary rations and small items can be provided using Terminal facilities. Such request must be directed to the vessel's agent.

8.6 Other Oil and Gas Terminals

Not applicable to the São Sebastião Waterway Terminal.

8.7 Other Key Users

Not applicable to the São Sebastião Waterway Terminal.

8.5 Prohibited Activities

In addition to the standards and prohibitions provided for under the *ISPS Code* and other standards that are applicable to vessel, it is important to note that crew members are prohibited from committing the following acts in different areas of the Terminal:

a) Fishing for or capturing organisms that are part of terrestrial or aquatic fauna;
b) Bathe in the sea or circulate the facilities wearing swimsuits;
c) Allow access from unauthorized persons;
d) Commercialize, carry or consume alcoholic beverages or illicit drugs;
e) Circulate the terminal under the influence of alcohol or other psychoactive substances.

EMERGENCY RESPONSE PLANNING 9

The means used to provide emergency communications between the ship and the Terminal, as well as established actions that must be taken by both parties in case of emergency, will be presented in a flowchart (available in Portuguese and English) during vessel clearance procedures. The ship and the Terminal must adhere to this flowchart in case of emergency. Other relevant information regarding emergency planning and response is presented below.

9.1 Onboard emergencies

Any emergency situations occurring on board vessels must be immediately reported to the Safety Inspector and the Terminal's Operational Control using VHF. Ships must have the emergency plans (SOPEP) required by MARPOL and SOLAS in place, as well as comply with the recommendations established in their safety management system.

At the discretion of their respective Masters, moored vessels may leave emergency towing lines passed through the ship's bollards through the tack and the fin located on the side of the vessel opposite the mooring, hanging up to 2 m above sea level during operations. Vessels must ensure that the equipment provided in the SOPEP kit remains ready for use as prescribed by MARPOL.

9.2 Emergencies at the Terminal

TEBAR has an Emergency Response Plan (ERP) and an Individual Emergency Plan (PEI) in place to combat emergencies at its facilities. The Organized Port of São Sebastião has a mutual emergency assistance plan called the Area Plan - PAPOSS, which consists of TEBAR resources and other port or nautical facilities located in the region of the São Sebastião Channel. Such plans have been implemented in accordance with national and international legislation with regards to preparedness, response and cooperation in situations involving emergencies and oil pollution.

TEBAR has an Emergency Response Center (ERC) that is equipped with equipment and facilities for use in case of accidental pollution.

9.3 Environmentally Sensitive Areas

TEBAR's PEI includes Environmental Sensitivity Charts indicating environmentally sensitive areas, presenting, in accordance with the selected area, the stretches of the São Sebastião channel subject to the greatest impact in the case of oil leaks and which are consequently a priority in terms of protection.

9.4 Local Emergency Services

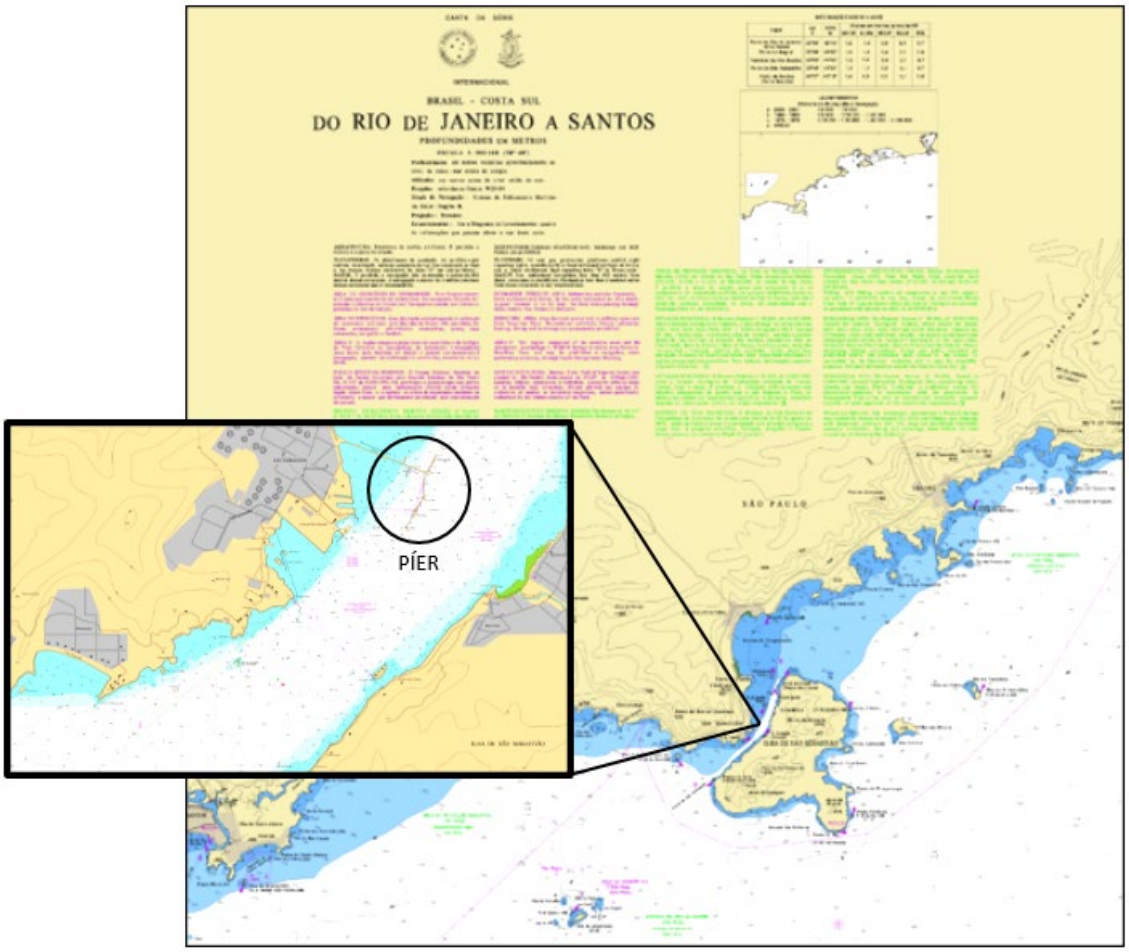
The Military Firefighters Corps, Brazilian Civil Defense, Military Police, Mobile Emergency Services (SAMU) and the Municipal Hospital of São Sebastião possess the necessary resources and are able to offer a response through means of the following contact numbers.

- Military Firefighters Corps: telephone 193;

- Civil Defense: telephone 199;
- Military Police: telephone 190;
- SAMU: telephone 192;
- Hospital de São Sebastião: telephone 12 3893-3200

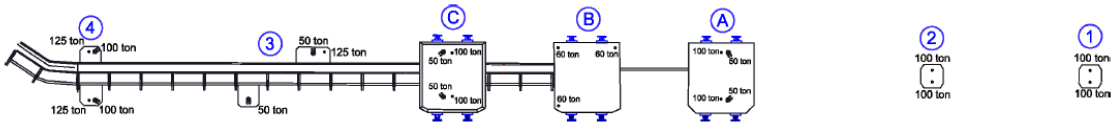
APPENDICES 10

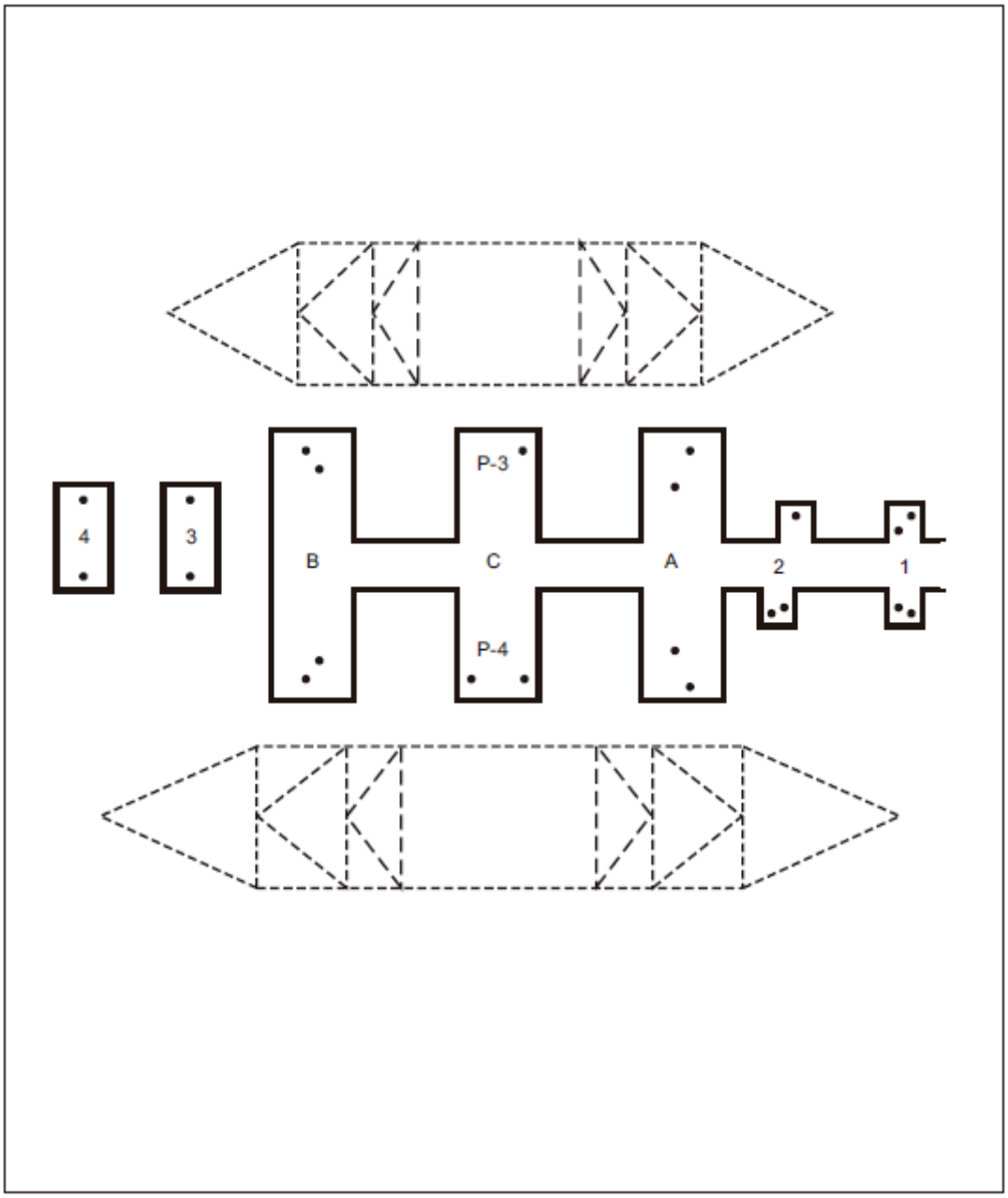
A – Location of TEBAR's pier.



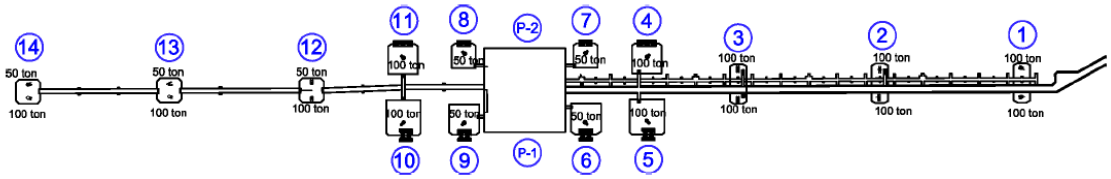
B – Diagram of each berth presenting fenders, dolphins and the location of mooring points.

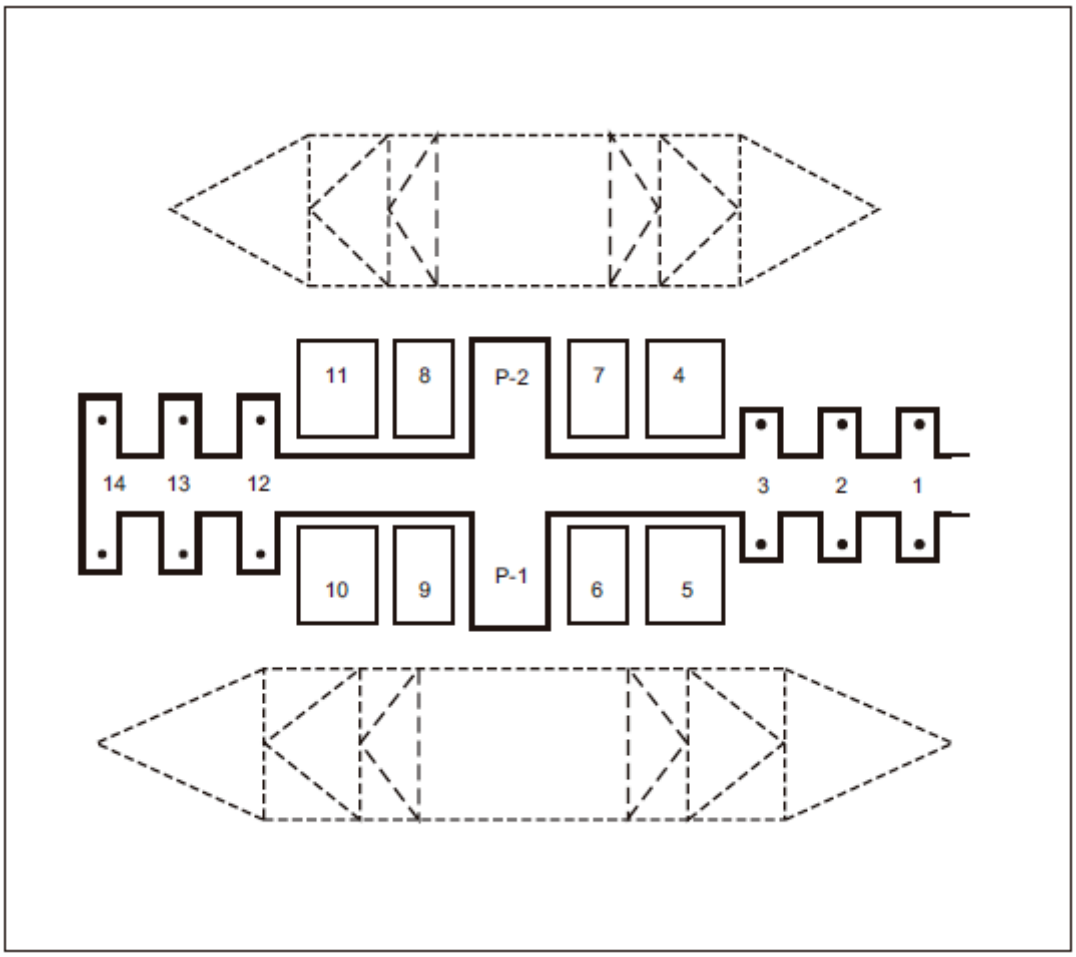
B1 – North Pier





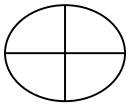
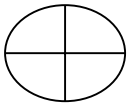
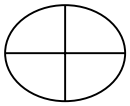
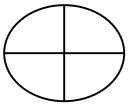
B2 – South Pier



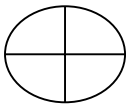
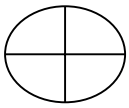
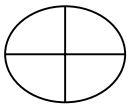


C – Diagram with loading connections and flange dimensions.

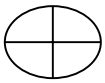
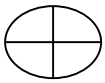
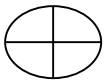
P1

Loading Arm 1	Loading Arm 2	Loading Arm 3	Loading Arm 4	Loading Arm 5	Loading Arm 6
					
8” Bunker	16” Petroleum	16” Petroleum	16” Petroleum	16” Petroleum	8” Bunker

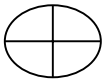
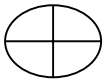
P2

Loading Arm 1	Loading Arm 2	Loading Arm 3	Loading Arm 4	Loading Arm 5
				
8” Bunker	16” Petroleum	16” Petroleum	16” Petroleum	8” Bunker

P3

Loading Arm 1	Loading Arm 2	Loading Arm 3	Loading Arm 4
			
10” Petroleum Hose	12” Petroleum Products	12 Petroleum Products	8” Bunker

P4

Loading Arm 1	Loading Arm 2	Loading Arm 3	Loading Arm 4
			
10” Petroleum Product Hose	8” Petroleum Products	6” Petroleum Products and Ballast	12” Petroleum Products

D – Emergency Contact List.

Organization	Service Hours	Identifying Acronym	Telephone	Mobile Number	Marine VHF	
					Call	Talk
Safety Inspector	24 hours	GIAONT	12-3891-4475	-	16	14
Terminal – Operational Control	24 hours	COTUR	12-3891-4713	12-99627-0902	16	14
Port Facility Security Officer	24 hours	PFSO	12-3891-4119 / 12-3891-4241	12-99715-8033		
São Sebastião Waterway Terminal Administration	8:00 a.m. to 4:30 p.m.	-	12-3891-4702	-	-	-
Port Authority	24 hours	DELEMAR	12-3892-3133	-	16	-
			12-3892-1555			-
Tugboats	24 hours	-	-	-	16	13
Pilotage	24 hours	-	-	-	16	11
Military Police	24 hours	-	190	-	-	-
Fire	24 hours	-	193	-	-	-
Civil Defense	24 hours	-	199 / 153	-	-	-
Urgent Medical Care	24 hours	SAMU	192	-	-	-
CETESB	24 hours	-	11-3133-4000	-	-	-
Federal Police	24 hours	-	12-2122-2947	-	-	-