PORT INFORMATION

VITÓRIA WATERWAY TERMINAL (TEVIT)

VITÓRIA - ES - BRAZIL

CHANGE CONTROL

EDITION	REVISION	CHANGES	DATE	PREPARATION	APPROVAL
3rd	2023	Phone Updates	01/06/2023	Helder Martins	Felipe José Silveira Lapa

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INTRODUCTION

The Port Information of the Vitória Waterway Terminal (TEVIT) is prepared by Petrobras Transportes S.A. (Transpetro) which operates the Liquid Bulk Terminal (TGL). It provides essential information for ships operating in the Terminal. It is distributed internally in the organization; to the port stakeholders; to all ships aiming to operate in it; as well as to the local and national authority.

TEVIT's Port Information has Portuguese and English versions.

The information contained in this publication is intended to supplement, never replace or alter any type of legislation, instructions, guidance, or official, national, or international publications. Therefore, it should not be taken into account what contravenes any item of the aforementioned documents. Thus, it is emphasized to ships that intend to operate in this Terminal, that the knowledge of the Port Information of the TEVIT does not exempt users from knowing the provisions of the applicable Legislation/Regulation, as well as those provided for in the applicable International Conventions ratified by Brazil.

It may be necessary to completely disregard the information contained in this document, when this procedure is indispensable for avoiding immediate danger or operational risk, and the commander cannot be released from his full responsibility for the maneuver he makes through claiming fulfillment or guidance from the information presented in this document.

It must consider the dangers to navigation and of collision with the port facilities or other vessels operating in the vicinity, as well as the limitations of the vessels involved.

The Terminal reserves the right to change any of its operational particulars set forth herein, without prior notice.

It should be noted that Transpetro will gladly accept suggestions, corrections or recommendations regarding the matters dealt with. Therefore, if wrong information is found that needs to be updated, please contact:

Management of the Espírito Santo Waterway Terminals
Highway ES-010, km 60, s/n
Barra do Riacho - Aracruz – ES, Zip Code 29.197-554
Phone: (27) 3194-4153
Route: 740.4153

The most recent version of this Port Information can be obtained through the following electronic address: www.transpetro.com.br.

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DEFINITIONS

- **AID TO NAVIGATION -** Set of all the visual, audio, and radio-electric resources for use of the navigator, with the purpose of enabling them to recognize their position;
- **BAVIT –** Fuel base of Vitória/ES, of VIBRA ENERGIA S.A;
- **BP (**Bollard Pull) – Longitudinal static traction;
- **BUNKER** – Maritime fuel for ships;
- **CALM** (Catenary Anchor Leg Mooring) - Anchoring system and installation of the monobouy / oversleeve set;
- **COW** (Crude Oil Washing) - cleaning of the ship's loading tanks with the product carried by the ship;
- **ERC** – Emergency Response Center;
- **DWT** – Deadweight;
- **SQUAT EFFECT -** Increased draught of a ship as a result of increased displacement speed;
- **BEAUFORT SCALE-** Scale that measures wind intensity from the state of the sea;
- **ETA** (Estimated Time of Arrival) – Estimated time of arrival;
- **GIAONT** – Ship / Terminal Operational Inspection and Monitoring Group;
- **IMO –** International Maritime Organization;
- **ISGOTT** – International Safety Guide for Oil Tankers and Terminals;
- **ISPS CODE** – International Ship and Port Facility Security Code;
- **LOA** – Length Overall
- **LVSO –** Operational Safety Checklist (ISGOTT);
- **MANIFOLD –** Set of load outlets and valves, located at midship, where the arms and oversleeves are connected for loading or unloading operation;
- **Dry tide** – Condition in which the tide reaches the minimum amplitude at certain times of the year;
- **Spring tides** – Condition in which the tide reaches its maximum amplitude at certain times of the year;
- **NE –** Northeast;
- **NT** – Tanker;
- **OCIMF (Oil Companies International Marine Forum);**
- **PEI -** Individual Emergency Plan;
- **DEADWEIGHT:** Difference between the weight of the ship with the maximum authorized loading and the weight of the light ship. This difference, which can be expressed in metric tons, corresponds to the weight of the loading, passengers and their luggage, fuel and lubricants, water and food;
- **ERP -** Emergency Response Plan;
- **PLEM (Pipe Line End Manifold) –** Set of valves and pipelines at the end of the subsea pipeline;
- **S –** South;
- **SE –** Southeast;
- **SLOP** – Waste tank;
- **SOLAS** – Safety of Life at Sea – International Convention for the Safety of Life at Sea;
- **SW** – Southwest;
- **TPB** - Gross Tonnage.
- **VHF** (Very High Frequency) – Radio frequency used in maritime operations;
- **VTS** (Vessel Traffic Service) – Traffic service for the vessel;
- **W –** West;
- **ZP –** Pilotage Zone;

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NAUTICAL CHARTS AND REFERENCE DOCUMENTS

3.1 – NAUTICAL CHARTS

Information regarding the Terminal can be obtained from the following related publications:

AREA	TYPE OF CHART NUMBER		
	Brazil (DHN)	US Hydrographic Office	British Admiralty
Anchoring and Approach to Port	1,401		521
Entrance to the Port and Channels	1,410		521
Terminal and Approach Area	1,410		521

3.2 – OTHER PUBLICATIONS

In addition to the information contained in the aforementioned Nautical Charts, other information and data about the Terminal can be obtained from the documents below:

Regulation of Tubarão and Praia Mole Port Complex	Port Authority - VALE
NPCP-ES - Standards and Procedures of the Capitania dos Portos do Espírito Santo	Maritime Authority – Capitania dos Portos do Espírito Santo CPES
NORMAM – Maritime Authority Standards	Maritime Authority – Capitania dos Portos do Espírito Santo CPES
Roadmap – East Coast	Diretoria de Hidrografia e Navegação DHN
Lista de Faróis	Diretoria de Hidrografia e Navegação DHN

Tide Table	Centro de Hidrografia da Marinha do Brasil

4 DOCUMENTS AND EXCHANGES OF INFORMATION

The table below shows who is responsible for preparing each of the documents; to whom they should be delivered; and the type of document:

INFORMATION	ELABORATED BY:			DELIVERED TO:			COMMENTS
	Terminal	Ship	Both	Terminal	Ship	Both	
Prior to Arrival							
Estimated Arrival (ETA) and Vessel Information		X		X			According to Appendix B
Basic information about the Terminal and the operation	X				X		According to Appendix C
Before transfer of loading							
Details of loading, slop and ballast on board.		X		X			According to Appendix B
Essential information for the operation	X				X		Compliant Appendix C
Ship / Land Safety Checklist			X			X	According to Appendix C
During loading transfer							
Repeat the Ship/Shore Safety Checklist			X			X	According to Appendix C
After loading transfer, before ship leaving							
Information required for unberthing the ship			X			X	Quantity of fuel and water on board
After unberthing, on leaving the port							

Information related to the port leaving data		X		X			Official time of leaving from the Port and Pilot disembarkation time

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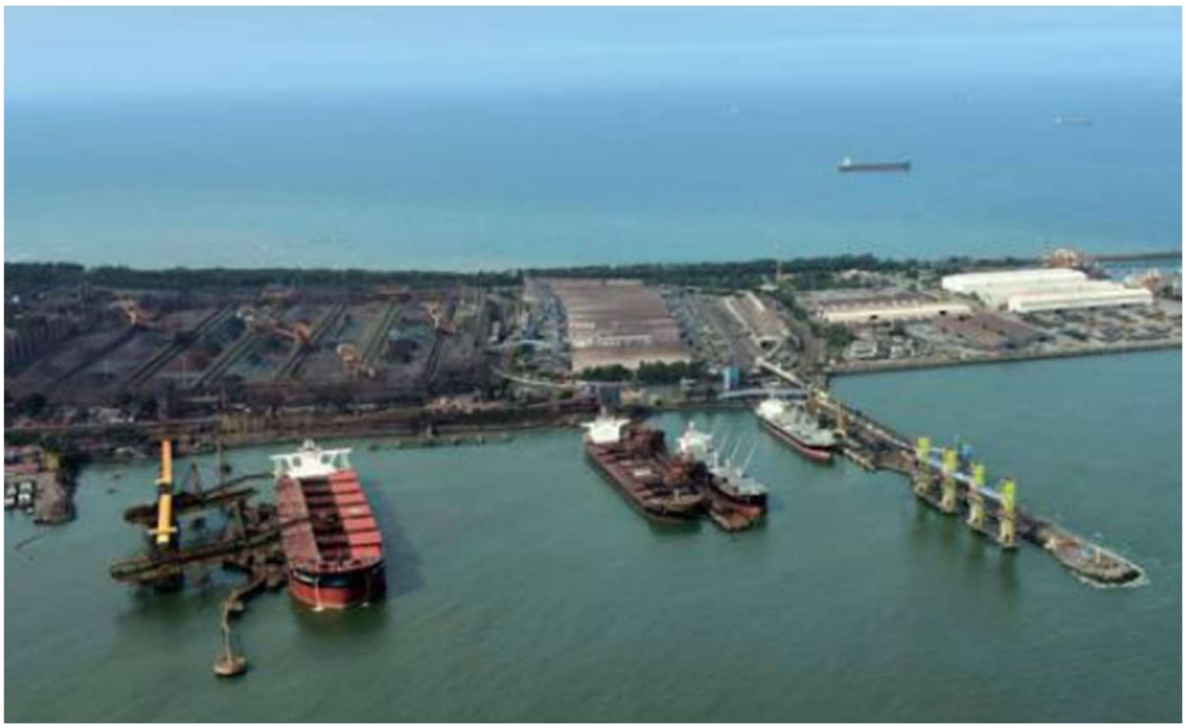
ANCHORAGE AND PORT DESCRIPTION

5.1 – OVERVIEW

The Vitória Waterway Terminal (TEVIT) operates on a pier for the cabotage of derivatives, called the Liquid Skull Terminal (TGL).

It is operated by Petrobras Transportes S.A. – Transpetro, and its main function is to operate the movement of petroleum derivatives, via cabotage (light derivatives), to the distribution companies operating at BAVIT, to supply Espírito Santo, southern Bahia, northern Rio de Janeiro and eastern Minas Gerais. In addition, it operates in the movement of dark derivatives, mainly in the flow of excess fuel oils received by VIBRA ENERGY in its tanks, from the Gabriel Passos Refinery (REGAP), located in the city of BETIM - MG.

It consists of a pier of type T-JET, with 01(one) berth.



Liquid Bulk Terminals

5 .2 - LOCATION – APPENDIX A

5.2.1 - COORDINATES

TEVIT/TGL is installed at the following coordinates:

PIER 5: LIQUID BULK TERMINAL (TGL)	LATITUDE	LONGITUDE
	20° 17’ 16’’S	040° 14’ 40’’ W

5.2.2 – GENERAL GEOGRAPHIC LOCATION

Owned by VALE S.A, it is located within the Tubarão and Praia Mole Port Complex, Pier 5: Liquid Bulk Terminal (TGL), in the northern part of Vitória Bay, Ponta de Tubarão, on the northeast bank of Espírito Santo Bay, and 12 km from the port of Vitória, by highway.

Its facilities are located at the following address:

PETROBRAS TRANSPORTE S.A. - TRANSPETRO
VITÓRIA WATERWAY TERMINAL
Avenida Dante Michelini, Parque Industrial, Terminal Portuário de Tubarão, s/n
Vitória - ES, Zip Code 29.090-900

5.3 – TERMINAL APPROACHES

5.3.1 – OVERVIEW

The navigator from the North must recognize the hills located to the north of the bay of Espírito Santo, visible at great distance, among which stands out the Mestre Alvares. Closer to the bay appear the hills of Frade Leopardo, Moreno and Penha, the latter having highlighted the convent of Our Lady of Penha, on its summit. Finally, there is the ponta do Tubarão, with the facilities of the port of Tubarão and the Praia Mole Terminal, where there is a notable water tank and chimney; the tip of Santa Luzia, with its lighthouse; and further south to the island of the Packages, with its lighthouse. When approaching the bar, you must navigate outside the 20m isobath and pay attention to the bottom of the Carapebus, the only danger existing until the pilot's boarding place.

The navigator coming from the South should see the island Escalvada, with its lighthouse, having to the northwest the city of Guarapari, with many buildings; the coves of Guarapari and Perocão; and further north, inland, numerous hills. Approaching the bay of Espírito Santo appear the same hills and remarkable points seen by those who come from the North. Between the islands of Escalvada and the Packs you should also sail outside the isobath of 20m, paying attention to the dangers around the Shallow Islands and south of the island of the Packs.

Coming from the high seas, the aeronautical radio beacon Vitória (VTR) can assist the landing, with the restrictions that this aid presents for maritime navigation.

The configuration of the coast and the elevations and islands in the vicinity of the Espírito Santo bay bar favor radar navigation.

5.3.2 – ANCHORAGES

5.3.2.1 - Prohibition Area for Anchoring or Permanence of Vessels

It is expressly forbidden for any vessel to anchor in the access channels and maneuvering areas of the ports.

It is expressly forbidden to anchor vessels at a distance of less than 1M from the submarine cables represented on the nautical charts.

5.3.2.2 – External Anchorage

According to the Regulations of the Tubarão and Praia Mole Port Complex and East Coast Roadmap (DHN), we have the following:

Anchorage No. 4 - For ships or vessels to be submitted to Naval Inspection, Federal Police Inspection (NEPOM), Health Inspection (ANVISA), Customs Inspection (Customs) and/or other authorized bodies. It is bounded by the positions of geographical coordinates:

- Lat. 20° 18’ 48” S // Long. 040° 13’ 42” W;
- Lat. 20° 18’ 12” S // Long. 040° 13’ 42” W;
- Lat. 20° 17’ 54” S // Long. 040° 13’ 12” W;
- Lat. 20° 19’ 18” S // Long. 040° 13’ 12” W;

Anchorage No. 5 - Preferably intended for ships or vessels with normal waiting time, scheduled for the Liquid Bulk Terminal (TGL), of the Port of Tubarão. It is bounded by the positions of geographical coordinates:

- Lat. 20° 23’ 30” S // Long. 040° 09’ 36” W;
- Lat. 20° 21’ 42” S // Long. 040° 09’ 36” W;
- Lat. 20° 21’ 42” S // Long. 040° 08’ 30” W;
- Lat. 20° 23’ 24” S // Long. 040° 08’ 54” W;

5.3.2.3 – Internal Anchorage

The Turning Basin may be used as an internal anchorage in emergency situations or for the safeguarding of human life at sea with the authorization of the Port Complex Administration and the Maritime Authority.

5.3.3 - NAVIGATION AIDS

The access to the port of Tubarão and the Praia Mole Terminal is made by a channel 300m wide, dredged at 25.3m (2012), and buoyed by 10 light buoys starboard and port, numbered, 1 light buoy of preferred channel on port side and 1 special buoy. The axis of this channel is defined by a luminous alignment at 344.5°.

For the navigator who is destined to the port of Tubarão or Praia Mole Terminal, the following points assist the landing and demand:

- **Posterior Shark Alignment**
  - Order No.: 1940;
  - Position: Lat.: 20° 15.88´S // Long.: 040° 15.58´W;

- **Previous Shark Alignment**
  - Order No.: 1942;
  - Position: Lat.: 20° 16.51´S // Long.: 040° 15.40´W;

- **Southern Shark**
  - Order No.: 1952;
  - Position: Lat.: 20° 17.59´S // Long.: 040° 14.84´W;

- **Siderurgical Quay**
  - Order No.: 1956;
  - Position: Lat.: 20° 17.70´S // Long.: 040° 14.25´W;

- **Praia Mole Pier**
  - Order No.: 1960;
  - Position: Lat.: 20° 17.87´S // Long.: 040° 14.20´W;

- **Ponta do Molhe**
  - Order No.: 1964;
  - Position: Lat.: 20° 18.07´S // Long.: 040° 14.45´W;

NOTE: More detailed particulars of the lighthouse and other brands should be consulted in the publication in force of the Lista de Faróis - Diretoria de Hidrografia e Navegação (DHN) – Brazilian Navy.

5.3.4 – PORT LIMITS

The Tubarão and Praia Mole Port Complex is located north of the Espírito Santo Bay, in the Municipality of Vitória-ES, capital of the State of Espírito Santo, to which it is connected by highways and railways.

It is located at the geographical coordinates:

- **Port of Tubarão**
  Pier 2: Latitude: 20° 17’35” S and Longitude: 040° 14’ 51” 'W;
  Pier 1 North/South : Latitude: 20° 17' 23” S and Longitude: 040° 14’ 42” W;

- **Miscellaneous Products Terminal – Grain**
  Terminal Pier 3: GrainTerminal Latitude: 20° 17’ 32” S and Longitude; 040° 14’ 46” W;
  Pier 4: Container Terminal and Miscellaneous Products: Latitude: 20° 17’ 27” S and Longitude: 040° 14’ 37” W;

- **Liquid Bulk Terminal (TGL)**
  Pier 5: Latitude: 20° 17’ 16” S and Longitude: 040° 14’ 40” W

- **Port of Praia Mole (Coal Terminal)**
  Latitude: 20° 17´52” S and Longitude: 040° 14´12” W

5.3.5 – PORT CONTROL OR VTS

According to the guidelines contained in the Maritime Authority Standards for the Traffic and permanence of Vessels in Brazilian Jurisdictional Waters, NORMAM-08/DPC, the entry and exit control of the Ports of Espírito Santo is exercised through the Center for Coordination and Control of Maritime Activities (CCCAM), whose radio

code is PWG77 and operates in the Department of Waterway Traffic Safety of CPES, permanently garrisoning channel 16 in the VHF range, as well as the telephone (27) 2124-6526/6523 and the email cpes.merep@marinha.mil.br.

All vessels, foreign and national, during their movement and stay in the port areas of jurisdiction of this Authority, must maintain contact with CCCAM, through maritime agencies or their legal representatives, through the Paperless Port System (PSP), at cpes.merep@marinha.mil.br, on contact phones, on channel 16 in VHF, or in person.

All Merchant Ships in the anchorage area, or in movement of entry and exit in the ports of Espírito Santo must remain with their AIS on.

5.3.6 – PILOTAGE

The Pilotage service is mandatory in the Port of Barra do Riacho, and executed through the Union of Pilots of the State of Espírito Santo, in accordance with the concepts and instructions defined in the Standards of the Maritime Authority (NORMAN) and Standards and Procedures of the Capitania dos Portos do Espírito Santo (NPCP-ES). This obligation occurs from the entrance of the access channel, except those provided for in Norman-12, item 0404.

Mandatory pilotage areas have as limits the places of embarkation and disembarkation, marked on the chart, and those of berthing or unberthing.

The pilot request must be made to the "Pilotage of Espírito Santo", through the ship 's maritime agency or its representatives, in Vitória. The Pilotage maintains permanent listening in VHF radio telephony, channels 16 and 74, in English and Portuguese.

The minimum time for requesting a pilot is four (04) hours in advance.

It should be noted that each Commander is solely responsible for the maneuvers, being responsible for all information to be provided to the Pilot about any peculiarities, specific conditions or existing difficulties, such as deficiency of machinery, boilers, problems or malfunctions of navigational aids, mooring lines or any element that may entail danger with regard to berthing/unberthing, operation, safety of the ship as well as the Terminal facilities.

If the Commander does not abide by the pilot's instructions, in order to preserve the safety of the maneuvering of the ship, the Captain of the Port, by means of the agency of the ship, must be informed in writing. This fact must be reported to the terminal supervisor by the ship's agency or its representatives.

5.3.6.1 IMPRACTABILITY

According to the Standards and Procedures of the Capitania dos Portos do Espírito Santo (NPCP/ES), it is the responsibility of the Port Captain to declare the impracticability of the bar. Impracticability is the situation that is configured when weather conditions, sea state, accidents or facts of navigation or technical deficiencies imply an unacceptable risk to the safety of navigation, discouraging the performance of pilotage tasks, vessel traffic and/or the embarkation/disembarkation of the Pilot. The declaration of impracticability in this ZP, in whole or in part, is the legal competence of the Port Captain.

The declaration of impracticability will follow basic parameters, such as the wind intensity condition above Force 7 on the Beaufort Scale and/or the presence of vacancies in the evolution basin corresponding to sea state 4 on the Douglas Scale.

Once it is found that the sea, wind and visibility conditions are unfavorable, the Pilotage, through its legal representative, must request impracticability to the Port Authority, specifying the conditions prevailing in the region that were preliminarily considered as a risk to the safety of waterway traffic, the safeguarding of human life, the preservation of the environment or pilotage tasks in the ZP, such as:

The Capitania dos Portos do Espírito Santo (CPES) will inform, by e-mail, the total or partial impracticability of ZP to Pilotage, Port and Terminal Administrations, which must be relayed to vessels, shipowners and other members of the Maritime Community and interested parties.

5.3.7 - TUGBOATS AND PORT SERVICES

It is mandatory to use a tugboat in the maneuvers of ships and vessels in the Waterway Port of Barra do Riacho, in accordance with the concepts and instructions defined in the Maritime Authority Standards (NORMAM) and Standards and Procedures of the Capitania dos Portos do Espírito Santo (NPCP-ES).

All vessels operating in the TEVIT, which are classified as to service and activity as tugboats, must comply with the provisions of the Standards of the Directorate of Ports and Coasts (DPC) pertinent to the subject.

It will be up to the Shipowner/Navigation Company or its Navigation Agency (legal representative, agent and/or agent at the port) to request the tugboats necessary for the maneuvers to be carried out. At the time of the maneuver, the vessel's Commander will decide the device for the towing, that is, the number of tugboats and their positions to form the necessary force torque, and it is recommended to listen to the suggestion of the Pilot. The towing lines and other materials to be used in maneuvers with the tugboats must be adequate to the safety requirements for the maneuver. Its supply must be the product of an agreement between the contractor, shipowner or agent, and the contractor, the tugboat company.

The Commander of the ship will be liable for the final decision on the use of materials suitable for maneuver and devices.

In tugboat maneuvers, close to the bow of the ships, the passage of the towing line is prohibited by lowering it through the bow to be picked up with croque by the trim of the tugboat. The cable must be passed through a straight line, launched from the bow castle towards the tugboat deck, in order to avoid excessive tugboat/ship approach, reducing the effects of hydrodynamic interaction between the vessels.

The service of speedboats for loading ranch and material, garbage collection and supply of lubricants, when moored, will be allowed upon authorization from the Terminal. This service must be contracted via agency, and the Terminal, through GIAONT, together with the Ship's Service Officer, must evaluate the safety conditions of the operation.

5.3.8 – NAVIGATION RISKS

The following hazards should be avoided:

In the vicinity of the access channel to the port of Tubarão, navigators who demand the Port of Tubarão should be careful about the existence of depths less than 25.3m in the dredged channel at 25.3m (2012) and depths less than 13.9m in the dredged channel at 13.9m (2012) with special attention to the lowest depths represented in the nautical charts.

Provided that the lateral limits of the beaconed channel are respected, no navigations risks have been found for the anchoring area at the facilities of the Waterway Terminal of Barra do Riacho.

Special attention should be paid to the possibility of sudden change in wind direction, which usually blows strongly from the South direction when passing cold fronts, and the presence of waves from S-SW with an average amplitude greater than 60 cm, when approaching the pier.

5.3.8.1 – ACCESS CHANNEL

The maneuvering area, Port of Tubarão, is limited by a circle with 300m radius and center at position 20° 17.5' S and 040° 15.0' W.

Access to the Port of Tubarão is through a marked channel, with five pairs of buoys and a maneuvering area consisting of two evolution basins, totaling a length of 5,522 meters.

Operational Particulars

- Length 4,422.00 meters;
- Project width 285 meters (350 meters between buoys TU and No. 10);
- Project Depth 25.30 meters

Restrictions relating to ships

- Maximum deadweight 405,000 metric tons;
- Maximum total length 365 meters;
- Maximum Breadth 66 meters;
- Maximum draft 22.30 plus tide limited to 23 meters.
  22.30 meters + tide significant wave height up to 1.00 meters;
  22.20 meters + tide significant wave height up to 1.10 meters;
  22.10 meters + tide significant wave height up to 1.20 meters;
  22.20 meters + tide significant wave height up to 1.10 meters;
  21.90 meters + tide significant wave height up to 1.40 meters;
  21.80 meters + tide significant wave height up to 1.50 meters;

5.3.9 - GENERAL RESTRICTIONS

In maneuver berthing, at night, the restriction regarding the need for Pier No. 1 North Side or Pier No. 2 to be unoccupied must be observed, for ships with a total length greater than 170.00 meters.

For entry/berthing maneuvers, the restriction regarding the need to not have a ship berthed at Pier No. 2 that has a Length Overall (LOA) equal to or greater than 360m and a maximum breadth (Extreme Breadth - beam) greater than 60.00 meters (VALEMÁX – VALE type ships) must be observed.

Operational Particulars:

- Operating length 226.25 meters;
- Coasting Quay 124.50 meters;
- Project depth 12.50 meters;

Ship Restrictions:

- Maximum deadweight 40,000 metric tons;
- Maximum total length 181.00 meters;
- Maximum Breadth 30.00 meters;
- Maximum draft 11.35 meters;
- Maximum Manifold Height 10.00 meters;

The maximum manifold height was calculated considering the oversleeve extension limits and operating environmental conditions.

Small vessels, or vessels with reduced freeboard, must be aware of the possibility of entering below the fenders of the TGL, and may damage them. In this sense, for berthing in the TGL, the Minimum Freeboard of 2.10 meters was foreseen, calculated according to the height of the lower margin of the fender from the waterline in low seas of spring, adding a safety margin to accommodate ripples of average amplitudes of 60 cm.

When the conditions for approach or stay at the pier require precautions, the GIAONT must be engaged, so that he can evaluate the safety conditions and advise the Commander with regard to his decision to carry out the maneuver for berthing or stay at the pier.

This decision to maintain the approach, abort the maneuver or remain berthed, even in apparently adverse conditions, is the sole responsibility of the ship's Commander, and GIAONT is responsible for assessing the risks of damage to the structure of the Terminal and the ship. In this case, the GIAONT must communicate its recommendation to the Terminal supervisor and the ship's Commander, who will decide on the permanence or departure of the ship from the pier.

Caution is recommended when the meteorological conditions reach the following measurements:

> South wind with average speed above 25 knots;
> Background swell with average amplitude greater than 60cm;
> South surface waves with height greater than 1m.

5.4 -MANEUVERING AREA

The evolution basin of the Port of Tubarão has the following particulars and restrictions:

- **South Turning Basin**

Operational Particulars:

- Center 20° 17’ 40” S and 040° 15’ 07” W;
- Diameter 730 meters;
- Radius 365 meters;
- Project depth 13.0 meters;

Ship Restrictions:

- Maximum deadweight 405,000 metric tons;
- Maximum total length 365 meters;
- Maximum Breadth 66 meters;
- Maximum draft 11.20 meters;

- **Northern Turning basin**

Operational Particulars:

- Center 20° 17’ 34” S and 040° 15’ 08” W;
- Diameter 730 meters;
- Radius 365 meters;
- Project depth 18.0 meters;

Ship Restrictions:

- Maximum deadweight 405,000 metric tons;
- Maximum total length 365 meters;
- Maximum Breadth 66 meters;
- Maximum draft 15.50 meters plus tide;

5.4.1 – AIDS TO NAVIGATION AND BERTHING

There is no equipment to assist/monitor on the piers (speed/distance) to assist in approach/berthing maneuvers.

5.4.2 – DEPTH CONTROL

Local depth control is the responsibility of the port authority, which will work together with port operators and piloting in order to keep the maximum allowed draft updated.

5.4.3 - MAXIMUM DIMENSIONS

Operational Particulars:

- Operating Length 226.25 metric tons;
- Coasting Quay 110.00 meters;
- Project depth 12.50 meters;

Ship Restrictions:

- Maximum deadweight 40,000 metric tons;
- Maximum total length 181.00 meters;
- Maximum Breadth 30.00 meters;
- Maximum draft 11.35 meters;
- Maximum Manifold Height 10.00 meters;

The maximum manifold height was calculated considering the oversleeve extension limits and operating environmental conditions.

5.5 - ENVIRONMENTAL FACTORS

5.5.1 – PREVAILING WINDS

The predominant direction of the winds is NE with the average annual speed of 08 knots.

In the winter months, it is common for cold fronts to arrive, which sometimes prevent or interrupt operations in the TGL. On these occasions the wind rounds from NE to N/NW, when approaching the front, and S/SW when passing it, inspiring additional care when exceeding 25 knots of average speed.

Table 1 shows the wind records, measured in knots, at Vitória Airport, presented in the mooring plan of the TGL.

QUADRANT	TOTALS	OCCURRENCES				
		1 – 8 knots	8 – 12 knots	12 – 16 knots	> 16 knots	TOTALS
N(NE-NW)	36	32	18	7	2	59
E (NE-SE)	9	9	5	2	1	17
S (SE-SW)	20	11	6	3	1	21
W(SW-NW)	10	2	1	0	0	3
CALMNESS	25	-	-	-	-	0
TOTALS	100%	54%	30%	12%	4%	100

Note: Knot is a unit of speed measurement equivalent to one nautical mile per hour, i.e. 1,852 m/h or 1,852 km/h or 0.514 m/s.

As previously described, in the winter months, on the occasion of cold fronts, there is a wave formation from S-SW that can make the operation of vessels in the TGL unfeasible. Special attention should be paid when the waves reach a height above 0.5 meters.

Fog is a relatively rare phenomenon in the region. When it occurs on land (on the coastline) it can hide nautical signals used as a reference for landing.

5.5.2 - WAVES AND SAVES

As previously described, in the winter months, on the occasion of cold fronts, there is a wave formation from S-SW that can make the operation of vessels in the TGL unfeasible. Special attention should be paid when the waves reach a height above 0.5 meters.

Rough seas are usually caused by the south wind. When there are no strong winds coming from the South the sea is calm with waves of at most 0.5 meters high.

In the winter months, swell-type waves from the S/SE may occur, which can cause rocking of the ship, requiring special care during mooring, even though the pier is sheltered.

5.5.3 - RAINFALL

The climate of the region falls into the humid and saline tropical type, with uniform relative air humidity throughout the year ranging between 80 and 90%.

Rainy seasons from October to April, with an index above 100 mm per day.

Dry seasons from May to September, with an index of 30 to 100 mm per day.

Average annual rainfall index: 1,238.5 mm. Maximum daily rainfall index: 147.7 mm.

The predominant particular is sparse and short rains, with severe and long rains being rare. Such storms are not common, but may occur when cold front pass through.

5.5.4 – LIGHTNING STORM

Lightning storms are not common, but they can occur with the passage of cold fronts.

5.5.5 - VISIBILITY

Visibility limitation is rare and may occur during heavy rains or on unusual occasions of fog.

5.5.6 – TIDAL CURRENTS AND OTHER CURRENTS

The currents inside the area sheltered by the shark mole are caused by the recirculation of waters during tides. Current values vary by 0.5 m/s in the longitudinal and transverse regions to ships on piers 1 and 2. In the access channel, the current velocity transverse to the channel axis is up to 0.5 node.

The waves in the region are produced by local winds. In the evolution and extension basin, waves of 1.20 (Hs) meters and peak periods (Tp) of 10 seconds may occur. However, due to the position of the TGL, current is not a relevant factor when the ship is berthed

5.5.7 – VARIATION OF TIDE LEVELS

The approximate normal average amplitude of the tide in the Terminal is 0.70 m.

At the time of the spring tide there are larger variations with up to 1.80 m (high tide) and -0.10 m (low tide). The maximum draft and the minimum freeboard for berthing in the TGL were calculated according to the worst tidal condition.

Exact values of amplitude and intensity of the tidal current can be obtains from publications by DHN (Table of Tides and Tidal Current Chart for the Port of Barra do Riacho).

5.5.8 – MEASUREMENTS

The Terminal does not have a meteoceanographic station. The meteorological information is acquired in meteorological bulletins, published on the website of the Hydrography Center of the Brazilian Navy – Delta Area.

6

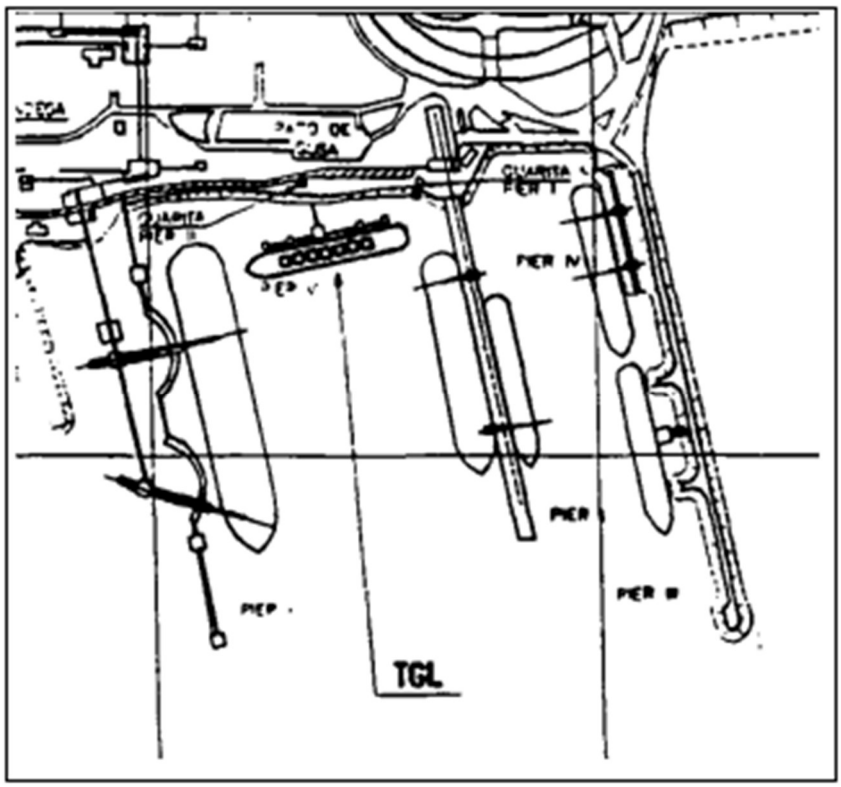
DESCRIPTION OF THE TERMINAL

6.1 - OVERVIEW

Inaugurated in August 1996, the Liquid Bulk Terminal (TGL) went into operation replacing the old BAVIT Terminal. It is operated by Petrobras Transporte S.A. - Transpetro.

Owned by VALE, it is located within the Tubarão and Praia Mole Port Complex, Pier 5: Liquid Bulk Terminal. It was built on piling, in an off-shore model, being located between piers numbers 1 and 2 of the Tubarão and Praia Mole Port Complex. It consists of a pier of type T-JET, with 01(one) berth.

Its main function is to operate the movement of oil derivatives, via cabotage (clear derivatives), for the distribution companies that operate, to supply Espírito Santo, southern Bahia, northern Rio de Janeiro, and eastern Minas Gerais. In addition, it operates in the movement of dark derivatives, mainly in the flow of excess fuel oils received by VIBRA ENERGY in its tanks, from the Gabriel Passos Refinery (REGAP), located in the city of BETIM - MG.



6.2 – PHYSICAL DETAILS OF THE BERTH

BERTH	BERTH TYPE	Coasting wharf (m)	MAX DRAUGHT (m):	TIDE (m)

				Spring	Dry
TGL	T- Jetty	124,50	11.35	1.8	-0.10

BERTH	MOVED PRODUCTS	MAXIMUM LENGTH OF SHIP (m)	MAXIMUM BREADTH (m)	MAXIMUM DEADWEIGHT (TPB)	FREEBOARD		MINIMUM PARALLEL SIDE DISTANCE (m)
					MAXIMUM (m)	MINIMUM (m)	
TGL	LIGHT AND DARK PETROLEUM DERIVATIVES	181,0	30,0	40,000	9.10	2.10	30

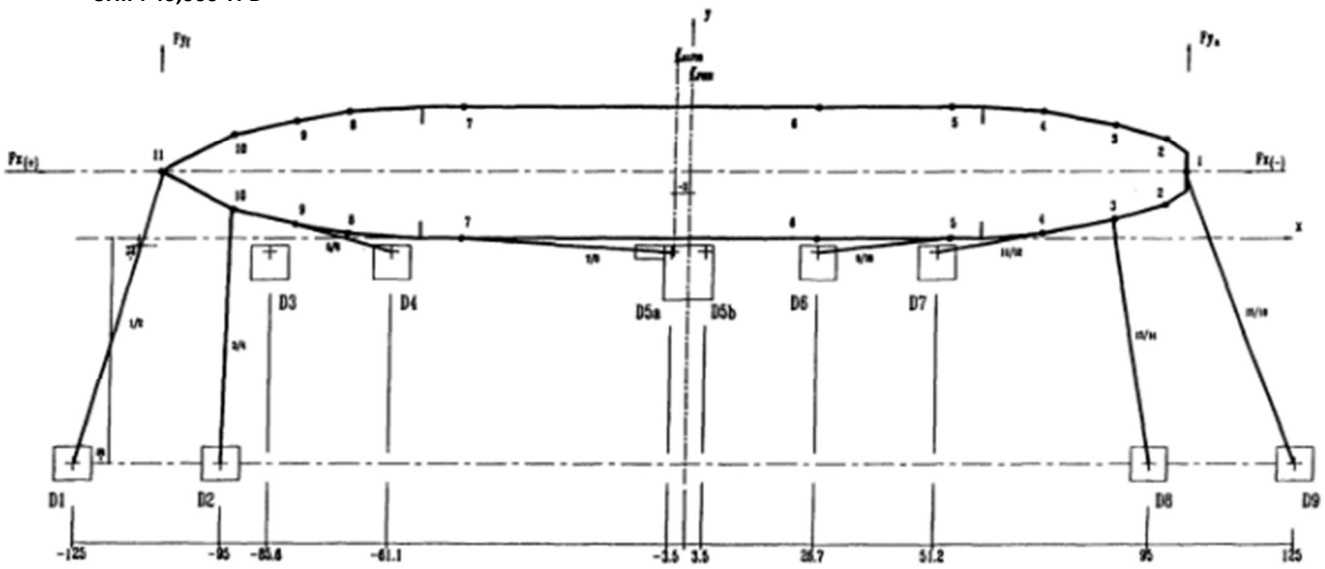
6.3 - BERTHING AND MOORING ARRANGEMENTS

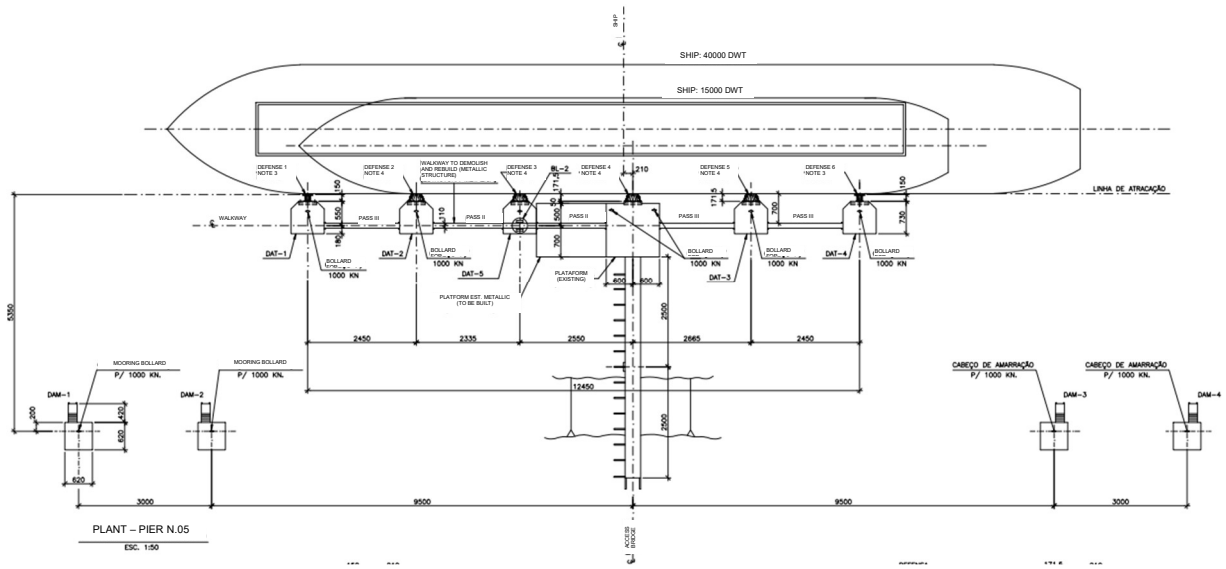
The TGL pier has 6 fenders.

MOORING ARRANGEMENT

SHIP: 40,000 TPB

PORT BERTHING





The TGL has 10 mooring points composed of bollards. The capacity of each mooring bollard is 1000KN (SWL – Safety Work Load).

In addition to the ship's cables, the use of shore cables (10-inch nylon) is mandatory. These are short cables (one per dolphin), which provide greater safety to the operation, as they are resistant cables and work by preventing the ship from moving away from the pier. Traditionally these cables are nicknamed "anaconda", due to the way they were fertilized (resembling the way the animal of the same name is positioned) and its dimensions and difficulty in handling. For ships of 40,000 TPB, or close, 4 other long spring cables (10 inch nylon) are passed from land, two forward and two aft, which reinforce the mooring and reduce the probability of breakage of the on board spring.

Approach			Mooring Points		Mooring Lines (Bow x aft)		
Berth	Maximum Speed (Knots)	Maximum angle (°)	Bollards	Hooks	Springs	Beam	Springues
TGL	0.5	5	10	0	4 x 4	2 x 2	2 x 2

Regarding the use of tugboats, a minimum of 2 tugboats must be used to form the tugboat, with at least 40T of static traction.

6.4 – PARTICULARS OF THE BERTH FOR LOADING AND UNLOADING

MOVED PRODUCTS	OVERSLEEVES	RECEIPT OR SHIPMENT	TEMPERATURE (°C)		MAXIMUM FLOW (m^3/h)	MAXIMUM FLOW (Bar)
			MINIMUM	MAXIMUM		
CLEAR	1 X 08"	both	15	40	1.200	8
DARKS	1X 08"	both	30	70	1,400	9

Note: Pressure in the NT manifold when unloading.

6.5 - OPERATIONS MANAGEMENT AND CONTROL

The Operations Control Center (CCO) is located in the administrative building. In this location, the control of operations and the exchange of information with the ship is centralized, which follows the guidelines of local, corporate procedures and internal and external standards to the Petrobras system.

The Operations Control Center is located near the tank area, about 3 km from the TGL. At this center is the shift supervisor along with the operators responsible for the control of all the operations of the Terminal, by means of the supervisory system.

Communications are carried out through VHF radios at a previously agreed maritime frequency and recorded on VHF channels 10 and 16. A secondary means, through mobile telephony, is set in case of failure of the main system.

CCO: TEVIT/TGL: +55 27 3194.4268

6.6 – MAIN RISKS

Excessive speed when approaching the pier must be avoided since there is a risk of structural damage to the pier. The approach speed of the ship perpendicular to the line of defenses (Vp) must be, according to the Calculation of the energy of berthing, equal to or less than 0.15 m /sec.

The Terminal does not have a weather forecast service at its facilities. During the entire period in which they are in the coverage area of the Terminal, ships must monitor the weather forecasts for the DELTA area region of the Brazilian Navy Hydrography and Navigation Center.

Oscillations of stresses and mooring caused by wave conditions, when waves or waves from the South/Southeast are present.

The operation must be halted whenever the sea and weather conditions exceed the safe limits of operation (swell with average amplitude exceeding 70 cm and wind with average speed exceeding 25 knots). In these conditions, at the discretion of the Terminal and with the consent of the Commander of the ship, the need must be evaluated for unberthing the ship, to avoid damage to it and to the Terminal, due to excess impacts resulting from the waves.

When lightning storms occur, which are rare, the operation should be stopped.

Regarding the impracticality for maneuvering, see item 5.6.3.1 of this manual.

7
PROCEDURES

During the stay of the vessels in the TEVIT/TGL, several actions are carried out to enable safe operation and manage risks in order to minimize them.

In all phases, as described below, measures are taken with the objective of facilitating operations and planning them properly.

Planned actions include the exchange of appropriate information and the agreement, between the parties involved, of the safety standards to be performed.

Some of the items to be treated, although not exhaustive, are mentioned below, and others, which are considered relevant to ensure safe operating conditions, may be agreed between the parties that carry out the operations.

7.1 - BEFORE ARRIVAL

7.1.1 The ship that intends to operate in the TEVIT/TGL must send, in advance, and filled in, the information contained in Appendix B, considering that this information is essential for the preparation of the operation.

The Terminal will send before the arrival of the ship a list of information based on ISGOTT (Pre-Arrival Exchange of Informations) – Appendix C. It will also send the Port Information Booklet of the Terminal (Port Information) through the Agency after confirmation of the operation at the terminal. As well as the list of documents required for release with local authorities.

The start of operations will only be authorized when all possible pending issues of the Safety Checklist – LVSO (ISGOTT) are resolved by the ship.

7.1.2 Repairs on board and washing in the ship's loading tanks cannot be carried out with the ship berthed. They should preferably be carried out in the anchorage area. In order to perform these services with the ship berthed, prior authorization from the Terminal will be required.

7.1.3 Ships that are destined to the TEVIT/TGL facilities must indicate the estimated arrival (ETA), 48 and 24 hours in advance, The change or confirmation of the ship's arrival must be communicated at least 24 hours in advance. In the ETA information, it must be specified by the ship whether the time mentioned is local or GMT.

The arrival time is considered the moment the ship reaches the anchorage area or in bad weather conditions that make anchoring impossible, the time of the end of the ship's voyage plan (End of Sea Passage - EOSP).

Ready-to-operate notification will only be accepted if the ship is actually, in all respects, ready to commence operation.

The order of berthing of ships in the TNC is defined by Transpetro's schedule.

7.2 - ARRIVAL

7.2.1 Port Authorities

The port authorities are engaged by the agents of the ships due to the arrival and plan for berthing. As a general rule, the visit and dispatch are carried out by the maritime agency, after berthing.

7.2.2 Bunker Supply

There is no provision of a bunker at the Vitória Waterway Terminal (TEVIT).

7.2.3 Relevant Information

The information to be exchanged between the Terminal and the Ship, prior to arrival, is described in Appendices "B" and "C", according to ISGOTT recommendations.

7.2.4 Emergency contacts, see chapter 9. Useful contacts see chapter 10.

7.3 - BERTHING

7.3.1 Mooring System of the Ship

The mooring lines require constant precautions in order to keep the berthed ship within the safe limits of distance from the pier. All cables need to be kept under adequate tension during operation, paying attention to the fact that the beams present with reduced lengths and, consequently, have less elasticity, resulting in a greater probability of rupture when suffering too much effort.

All mooring cables must be of the same type, gauge and material (fiber or steel), and the use of mixed mooring is not allowed. The mooring lines must be arranged as symmetrically as possible in relation to the ship's half-ship. The beams shall be oriented as perpendicular as possible to the longitudinal axis of the ship. Spring lines should be oriented as parallel as possible to the longitudinal axis of the ship.

7.3.2 Shore/Vessel Access

The TGL does not have telescopic ladders for access to the berthed vessels nor a parallel area close enough to use the gangway ladder of the vessels, therefore these must fix their access planks for the Dolphin and they must be correctly supported on the ship's veranda and with a safety net installed.

Crew members who, when disembarking, use the facilities of the Terminal, should not circulate through the industrial area, limiting themselves to using the lanes intended for pedestrian circulation, which will take them to the Main Gate.

7.4 – BEFORE LOADING TRANSFER

7.4.1 - Electrical Insulation

Electrical insulation between the ship and the Terminal is done through an insulation flange installed on the loading arms, in order to ensure the safety of the connection in compliance with the recommendations of ISGOTT.

7.4.2 - Connection of loading oversleeve

During berthing, the Terminal operator will remain in the position of the loading arm that will be used, in order to guide the pilot in the correct positioning of the ship.

The ship must connect reduction pieces with the aim of providing the diameter of the cargo outlets that allows for the connection fo the loading arms.

The Terminal Operator will direct the connection and disconnection tasks of the loading arms. The connection is made by the land personnel, but for this purpose. the on board personnel will give the necessary support. The oversleeve must be supported by the on board crane throughout the operation.

After connecting the charging oversleeve, they must be tested for tightness. In this way, the pumping should start with the minimum flow/pressure possible.

A board representative will monitor the entire operation, and must be near the loading outlet of the ship.

7.4.3 Tank Measurements

They must be carried out at the time of initial release and all safety precautions must be followed correctly. Attention should be paid to precautions to prevent the risks of spark ignition of static electricity during measurements, sampling, connections and loading/unloading operations.

Equipment used for this purpose must be, in addition to being certified, explosion-proof and properly grounded before use (ISGOTT).

The measurements/inspections of the on-board tanks are carried out by the ship's personnel, under the supervision of the Terminal Operator, observing all safety measures applicable to the case.

7.4.4 Ready to Operate

The start of the operation is subject to the holding of a preliminary conference (Safety Key Meeting) in which the LVSO (ISGOTT - Ship/Land Safety Checklist) and the Initial Chart will be agreed and signed.

For the start of the transfer, the Ready to Operate must be signed by all parties (Ship/Terminal).

7.4.5 Other Considerations

- In case there are ship pending issues related to LVSO (ISGOTT - Ship/Land Security Checklist) and the Initial Chart, and that are not resolved by the crew in time, the ship will not be authorized by the Terminal to start the operation.

- During the entire period in which the ship is berthed next to the TGL, it is forbidden to discharge dense smoke through the chimney and carry out ramonage or cleaning of boiler piping, of any kind. Care must be taken to prevent sparks from escaping the chimney. Failure to comply with these regulations will result in one or more of the following sanctions:
    - Immediate interruption of operations;
    - A fine by the competent authorities;
    - Compulsory unberthing of the ship;
    - Communication of the infringement to shipowners;
    - The fines, loss of time and all other related expenses will be fully debited to the ship;
    - Miscellaneous expenses that may cause damage to Transpetro's interests.
- The prohibition regarding the permanence of small vessels on the side or in the vicinity of the ships, while berthed, must be carefully observed. Only service vessels, or those authorized by the Maritime/Port Authorities, or authorized by the Terminal, may be in the vicinity or alongside the ship, and provided that they meet the safety conditions. The violation of this standard will be immediately communicated to the competent Maritime/Port Authorities.

- All ships in operation must keep their engines ready for departure at all times.

- It is prohibited to engage the gear of the propeller with the ship berthed, unless previously arranged and the operation is monitored, also, by a representative of the Terminal.

7.5 – LOADING TRANSFER

7.5.1 Pressure and Flow Monitoring

The Terminal will maintain control of the internal pressure variables of its pipelines through a supervisory control system. The monitoring of manifold pressures, flow rate, as well as total loading volume, must be recorded and measured by the on board and land representatives, in the hourly interval. Any significant difference should be investigated and the transfer operation stopped if necessary.

Any change in operating conditions must be communicated in advance and documented.

During operation, it is expressly forbidden to close valves that may cause back pressure in the system (Ship x Terminal).

7.5.2 Special LPG requirements

Not applicable

7.5.3 Ballast Water

The loading/unloading of ballas water is allowed within the port. The ballast and deballasting nets and tanks of the Ships must be destined only for this purpose, and the other on board networks are isolated.

The act of deflating the ship during the operation assumes that the Commander is fully aware of the satisfactory and compatible quality of the water discharged into the sea. This water should be free of oils and/or oily residues, as well as pathogenic organisms that may alter the microbiological balance of the region, causing damage to marine fauna and flora, causing a negative impact on the local community and marine area of influence of the port, and should do so in accordance with the International Convention for the Control and Management of Ship Ballast Water and Sediments - BWM.

The Terminal may at any time, when the apparent conditions of the disaster suggest possible contamination of the waters, request a copy of the Ballast Water Report, in accordance with Normam-20, protecting its interests against possible questions.

7.5.4 SLOP Unloading

In TGL there is no ease of receiving oily waste (SLOP).

7.5.5 Washing of Tanks

It is not considered a common operation to wash the loading tank of the ship while berthed at TGL, and it is not permitted under routine conditions. However, the COW operation may be permitted provided that it is authorized

by the schedule, approved by the GIAONT, and authorized by the Supervision of the Terminal, after consulting with the Manager.

7.5.6 Port Repairs

While the ship is at berth, repairs or maintenance work involving or likely to involve the risk of sparks or other means of ignition may not be carried out. In extreme cases – where maintenance is imperative - all safety standards must be observed and met. Any type of repair that implies any restriction of the ship during the stay must be previously authorized by the Terminal.

It should be noted that, in all cases, it is expressly forbidden to carry out any type of maintenance that results in restriction of the machine, which prevents or hinders the movement of the ship by its own means (see item 7.4.5).

7.5.7 Operational Safety Checklist – LVSO (ISGOTT)

During the entire period that the ship is berthed, the Terminal shall carry out intermediate inspections of the ship as directed by ISGOTT.

7.5.8 Stoppage of Operations

Operations may be suspended in the following situations:

- The interruption of operation must occur in any situation that may pose a danger, whether to people, to the ship, to the environment or to the facilities of the Terminal and/or to third parties.

- During storms, thunderstorms and/or high winds. Pay attention to electrical discharges from clouds of intense convective formation, cumulus type (dark clouds "charged").

- The operation will be stopped immediately, in the event of non-compliance with any of the standards and standards concerning safety universally accepted and adopted in the maritime transport of oil, with the costs arising for the cause of non-compliance, with the issuance of the due protest.

7.5.9 Actions that must be taken in the event of an emergency

In any emergency situation, the Terminal may interrupt operations, so that all resources can be focused on mitigating any claim.

7.6 LOADING MEASUREMENT AND DOCUMENTATION

7.6.1 Drainage of Oversleeves

After the end of the operation, the Terminal must make sure about the authorization for the closing of the loading outlets - Ship x Terminal – (Manifold**).**

The Terminal will authorize the start of drainage of the loading arms used. The ship's representative will be responsible for arranging the drainage of the on board section and ready for disconnection.

7.6.2 Final Measurements

The final measurements of the on board tanks are carried out by the ship's personnel and monitored by the Terminal's representatives. They must be carried out at the time of initial release and all safety precautions must be followed correctly. Equipment used for this purpose must be, in addition to being certified, explosion-proof and properly grounded before use (ISGOTT Procedures).

The final release of the operation must occur after comparing the quantities handled (Ship x Terminal), as well as the entire complement of the stay documentation. At the end, all documentation of the operation must be exchanged between the parties (Ship x Terminal), and duly signed, as well as the entire complement of the documentation of the stay.

7.7 UNBERTHING AND DEPARTURE FROM PORT

7.7.1 During the unberthing maneuver and departure from the port, the limits of the channel and the dangers listed in item 5.3 and its subitems must be observed.

Respecting the aforementioned departure condition, the Pilot normally starts the unberthing maneuver right after the end of the final release, that is, at the end of completing/signing the documents.

7.7.2 Safe conditions must be observed for the Pilot's disembarkation. The pilot usually disembarks at the same embarkation point.

7.8 MEETING THE ISPS CODE

In TEVIT/TGL, actions related to ISPS CODE controls are the responsibility of VALE SA, which owns the port operated by TRANSPETRO.

TEVIT/TGL is not ISPs certified for its unenforceability and, therefore, is prevented from issuing the Declaration of Security DOS).

However, TEVIT/TGL has implemented business security measures applicable to ships and port facilities.

In case of need, these protection measures can be triggered by the Ship through the Port Facility Security Officer (PFSO), or through the VHF radio (channels 15/16).

For more details, the Port Facility Security Officer (PFSO) - trained in accordance with the requirements required by the IMO - can be contacted by phone below:

- Phone: +55 27 9.99848-2629

8
PORT OR ANCHORAGE ORGANIZATION

8.1 PORT CONTROL OR VTS

8.1.1 According to the guidelines contained in the Maritime Authority Standards for the Traffic and permanence of Vessels in Brazilian Jurisdictional Waters NORMAM-08/DPC, the entry and exit control of the Ports of Espírito Santo is exercised through the Center for Coordination and Control of Maritime Activities (CCCAM), whose radio code is PWG77 and operates in the Waterway Traffic Safety Department of the Capitania dos Portos do Espírito Santo (CPES), permanently guarding channel 16 in the VHF range, as well as telephone (27) 2124-6526/6523 and email cpes.merep@marinha.mil.br.

All vessels, foreign and national, during their movement and stay in the port areas of CPES jurisdiction, must maintain contact with CCCAM, through maritime agencies or their legal representatives, through the Paperless Port System (PSP), at cpes.merep@marinha.mil.br, on contact phones, on channel 16 in VHF, or in person.

All VHF radio communications within the coverage area shall be objective, concise and in accordance with IMO Standard Marine Communication Phrases (SMCP) standard radio communication procedures.

All Merchant Ships in the anchorage area, or in movement of entry and exit in the ports of Espírito Santo must remain with their AIS on.

8.2 MARITIME AUTHORITY

8.2.1 The Representative of the Maritime Authority to which the Terminal is subordinate is the Capitania dos Portos do Espírito Santo (CPES).

8.2.2 The ship release process by CPES will comply with the regulatory requirements as determined in Normam 08, chapter 02.

8.2.3 The access channel and the internal waters of TEVIT/TGL are delimited by the positions of geographical coordinates described in item 5.3.8.1 of this document.

8.2.4 The Maritime Authority, represented by the Capitania dos Portos do Espírito Santo (CPES) is responsible for contributing to the guidance, coordination and control of activities inherent to the Merchant Navy, related organizations and Sports and Recreation activities, in terms of refers to national defence, safeguarding human life at sea, navigation safety and prevention of water pollution, concerning vessels, platforms or their support facilities.

8.3 - PILOTAGE

8.3.1 The Pilotage service is mandatory Vitória Waterway Terminal (TEVIT/TGL). (See item 5.3.6).

8.3.2 It complies with the concepts and instructions defined in the Maritime Authority Standards (NORMAM) and Standards and Procedures of the Capitania dos Portos do Espírito Santo (NPCP-ES). The Pilotage service is mandatory from the entrance of the access channel, except those provided for in Normam-12, item 0404.

8.3.3 The Pilotage Organization that operates in TEVIT/TGL is the Union of Pilots of the State of Espírito Santo (*See item 5.3.6*).

8.3.4 The pilot request must be made to the "Pilotage of Espírito Santo", through the ship's maritime agency or its representatives, in Vitória. Its headquarters is at Rua Abiail do Amaral Carneiro, 41, 9th Floor, Enseada do Suá, Vitória - ES; telephone (27) 3200-3898; fax (27) 3325-4586; e-mail praticagem@praticagem.com.br. The Pilotage maintains permanent listening in VHF radio telephony, channels 16 and 74, in English and Portuguese.

8.4 – TUGBOATS AND OTHER MARITIME SERVICES

8.4.1 The TGL is met by duly registered port tugboat companies. All port tugboats involved with maneuvers in the TGL are inspected at least every 6 months and/or at any time, when necessary.

Due to the high turnover of vessels over time, we request that, if necessary, they contact the Operational Control Center (CCO) of TGL, through VHF 15/16 communication and/or Terminal email, for the purpose of acquiring an updated tugboat list.

8.4.2 Other maritime services relevant to the port, such as divers, ship repairs, support boats, etc., are not available on TGL.

8.5 – OTHER OIL TANKER/GAS TERMINALS

8.5.1 There are no other oil and derivatives terminals in the anchorage area or in the vicinity of the berth.

8.6 OTHER MAIN USERS

The Vitória Waterway Terminal (TEVIT), is located the private terminal of VALE S.A.

9
EMERGENCY PLANNING AND RESPONSE

9.1 – EMERGENCY CONTACTS

The main contacts of the Terminal and Port Authorities to be activated by the ship in case of need are as follows:

ORGANIZATION	OPENING HOURS	IDENTIFICATION ACRONYM	PHONE	VHF/UHF	
			(+55 27)	CALL	CONVERSATION
Terminal Operations Control Center (CCO)	24 hours	TEVIT/TGL	9.9507.6670	16	10
Capitania dos Portos ES	24 hours	CPES	2124.6500	16	11
Military Police (CIODES)	24 hours	PM	190	-	-
Federal Highway Police	24 hours	PRF	191	-	-
Federal Police	24 hours	PF	3041.8033	-	-
SAMU	24 hours	SAMU	192	-	-
Fire Department (CIODES)	24 hours	PM	193	-	-
Civil Police of Vitória	24 hours	PC	3137-9025	-	-
ANVISA	24 hours	ANVISA	3235-9404	-	-

9.2 ENVIRONMENTALLY SENSITIVE AREAS

In the ERP – Emergency Response Plan, the areas most sensitive to an environmental impact are listed by leaves, which contains maps of environmental sensitivity, showing, according to the selected area, the points that are subject to the greatest impact when this type of event occurs on the coast of Espírito Santo.

9.3 OVERVIEW OF THE EMERGENCY RESPONSE ORGANIZATION

The responsibility regarding the various contingencies listed in the ERP - Emergency Response Plan are described in the table below:

INCIDENTS WITHIN THE PORT/TERMINAL AREA				
TYPE OF INCIDENT (E.G.)	RESPONSIBLE ORGANIZATION	OTHER ORGANISATIONS INVOLVED		
Collision in the Channel	Capitania dos Portos do Espírito Santo	Fire Department	Transpetro	-
Vessel Stranded	Capitania dos Portos do Espírito Santo	Fire Department	Transpetro	-
Collision in the Berth	Capitania dos Portos do Espírito Santo	Fire Department	Transpetro	-
Vessel Sinking	Capitania dos Portos do Espírito Santo	Fire Department	Transpetro	-

Fire on the ship	Ship	Transpetro	Fire Department	Capitania dos Portos do Espírito Santo
Fire in the berth	Terminal	Fire Department	Transpetro	Capitania dos Portos do Espírito Santo
Pollution	Terminal and Ship	Capitania dos Portos do Espírito Santo	IEMA	PROAMMAR

9.4 EMERGENCY PLANS

9.4.1 The ERP – Emergency Response Plan – is the plan of Terminal TP/DOP/DTNNESE/UO-BAES/OPBRTNC to combat emergencies in all its facilities. It is available in the operational areas, in the operating room and through computerized systems. The person responsible for its update is the local HSE (Safety, Environment and Health).

9.4.2 - The ship's emergency and firefighting equipment shall be kept operational and available throughout the period that the ship remains berthed. Fire hoses should be extended, one forward and one aft of the ship, unless fire-fighting monitors can replace this requirement.

It has a ERC (Emergency Response Center) that is equipped with various equipment and facilities for use in accidental pollution.

A convenient portion of absorbent material must be kept ready for use, to be used in the event of an oil spill.

Additional precautions should be taken to avoid pollution of sea waters.

Periodically, the Terminal carries out emergency drills and training aimed at training personnel to act quickly and promptly in the fight against emergencies in case of need, according to the ERP – Emergency Response Plan. The available resources are listed in the ERP.

9.4.3 - The Terminal does not have its own medical service.

9.5 PUBLIC EMERGENCY RESPONSE RESOURCES

9.5.1 PORT ADMINISTRATOR

VALE S.A
Vale – Complexo de Tubarão, Avenida Dante Micheline, 5500 – Jardim Camburi, Vitória/ES - Brasil.
Zip Code: 29.090-860.
Phone: +55 27 3333.5000

9.5.2 MARITIME AUTHORITY

CPES – Capitania dos Portos do Espírito Santo – Brazilian Navy.
Rua Belmiro Rodrigues da Silva, 145, Enseada do Suá, Vitória – ES. Zip Code: 29.050-435.
Phone: +55 27 2124-6555.

9.5.3 LOCAL EMERGENCY SERVICES

For other emergencies, public organizations offer the resources for which they are intended.

9.5.4 STATE AND NATIONAL COMBAT ORGANIZATIONS.

For other emergencies, public organizations offer the resources for which they are intended.

9.5.5 MUTUAL SUPPORT PLANS

Mutual Support Plans in TEVIT/TGL, the Local Area Plan may be triggered, a group of companies gathered for contingencies and emergencies, which have resources that can be used to mitigate sea pollution events.

9.6 COMBATING OIL AND CHEMICAL SPILLS

9.6.1 TERMINAL COMBAT CAPACITY

The resources available to combat oil spill situations are listed in the PEI (Individual Emergency Plan), which is available in the operating room and through computerized systems.

9.6.2 COMBAT CAPACITY OF THE ENVIRONMENT AGENCY

The Environment Agency of Espírito Santo (IEMA) does not have resources to combat oil spills.

9.6.3 - RESOURCES AVAILABLE FROM MUTUAL SUPPORT PLANS OF OTHER TERMINALS

The resources available at other TRANSPETRO terminals to respond to pollution emergencies occurring in the vicinity of the Terminal are listed in a computerized system.

9.6.4 COMBATING POLLUTION

The sub-items below describe the resources available to combat pollution emergencies in the Terminal region and adjacent areas.

9.6.5 COMBATING MEDIUM-SIZED SPILLAGE

In these events, national resources from Transpetro/Petrobras are requested. These resources, their readiness and form of activation in a computerized system, in the ERP and PEI.

9.6.6 COMBATING A MAJOR ACCIDENT

In these events, regional and national resources from Transpetro/Petrobras are requested. These resources, their readiness and form of activation are described in the erp and PEI.

9.6.7 COMBATING OTHER MAJOR EMERGENCIES

The ERP and the IEP of TEVIT/TGL list the actions and responsible parties for each type of event in case of combating major accidents (catastrophic proportion) that may occur in the vicinity of the facilities or vessels and may involve third parties.

For events that are not provided for in said document, TRANSPETRO/PETROBRAS will make available all national or international resources that are within its reach.

10

CONTACTS

The following tables indicate the organization, position, phones, electronic address, channel and radio frequencies of the main contacts of the Terminal and the companies that operate in it.

				Call	Conversation
Coordination	Operations Manager	(55 27) 9. 9949.2611	fabio_campos@transpetro.com.br	16	15
Operational Control Center - CCO	Operator TEVIT/TGL	(55 27) 9. 99431439	operacaotevit@transpetro.com.br	16	15

10.2 - Port Services

Location	Contact	Phone	E-mail	VHF/UHF Channels	
				Call	Conversation
Terminal	Operations Manager	(55 27) 9. 9949.2611	fabio_campos@transpetro.com.br	16	15
Port Commander	Capitania dos Portos do Espírito Santo	(55 27) 9. 2124.6500	-	16	11

10.3 - Navigation Agents and Suppliers

Company	Business	Phone	E-mail	VHF/UHF Channels	
				Call	Conversation

Agência Marítima GAC do Brasil	Maritime Agent	+55 27 3024-3826 // +55 27 99255 9802// +55 27 99286.7542	shipping.vitoria@gac.com	16	To be agreed
Maritime Agent	Small Naval Repairs	-	-	-	-
Maritime Agent	Greater Naval Repairs	-	-	-	-
Maritime Agent	Garbage Disposal	-	-	-	-
Maritime Agent	Divers	-	-	-	-
Maritime Agent	Moorers	-	-	-	-

10.4 - Local Authorities, State and National Agencies

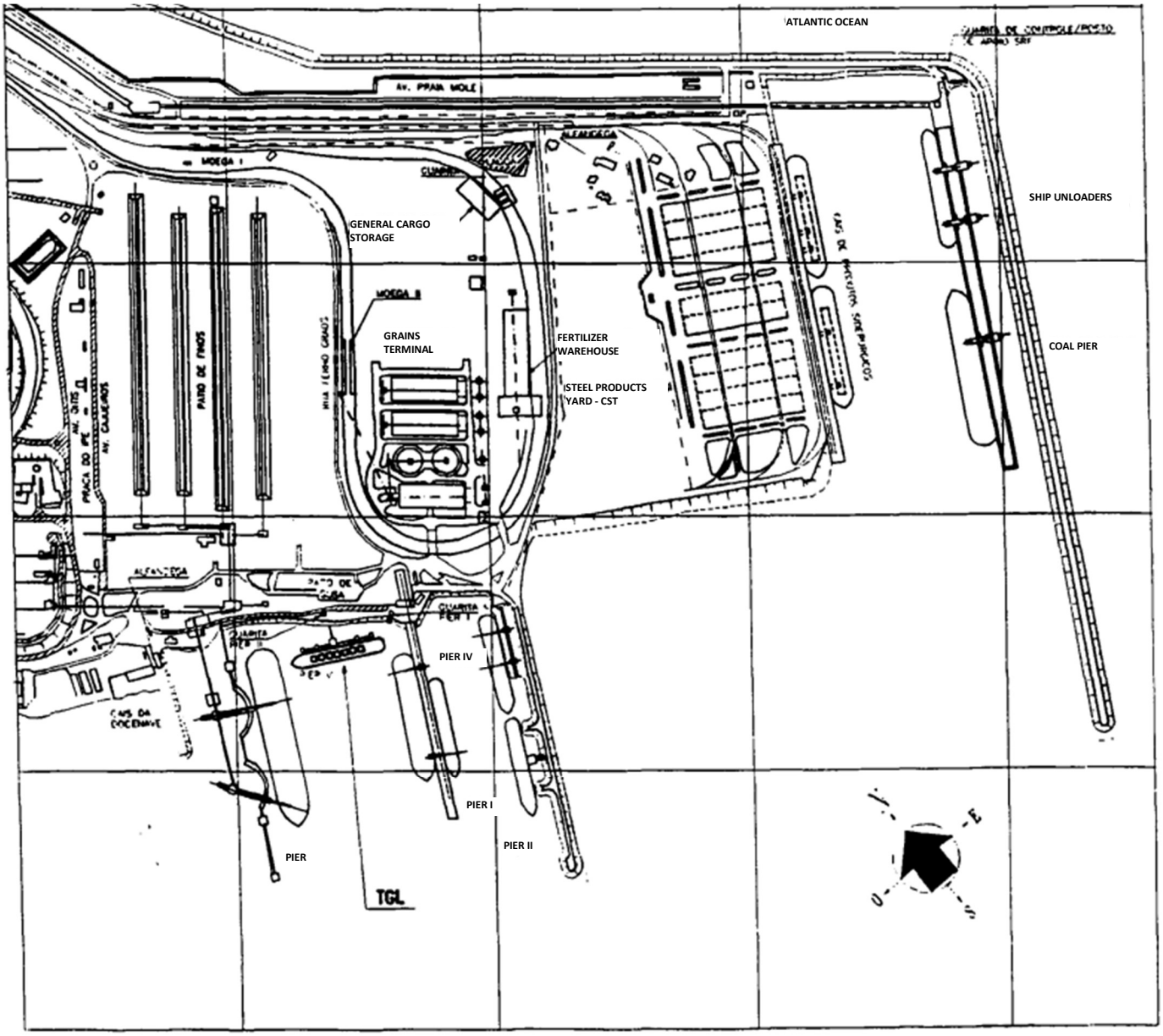
The table in section 9.1 contains the list of Authorities and their means of contact.

10.5 - Emergency Response Organizations

In the table of section 9.1 against the emergency response organizations available in the Terminal and the respective means of contact.

APPENDIX A

TERMINAL LOCATION



APPENDIX B

INFORMATION PRIOR TO SHIP 'S ARRIVAL TO TERMINAL

TRANSPETRO/DDT/ TP/DOP/DTNNESE/UO-BAES/OPBR/TEVIT VITÓRIA WATERWAY TERMINAL (TEVIT)	
Request for information about the ship	
Ship's name:	Estimated time of arrival:
Flag:	Last Port:
Commander's name :	Next Port:
Shipowner:	Agents:
Does the Ship have an inert gas system?	Oxygen content in loading tanks:
Does the ship intend to wash with crude oil?	Does the ship plan to do tank washing moored up?
Overall length (LOA):	Draft on arrival:
Length between perpendiculars:	Maximum draft during transfer:
Breadth:	Draft at leaving:

Propulsion	Transverse propulsion	Required tugboats
Number of engines: Number of propellers:	Bow (No and power): Bow (No and power):	Minimum:

Number and size of flanges	Distances
• Position: • Ballast: • Bunker:	• Bow to manifold: • Sided to the manifold: • Height from manifold to main deck:

Loading schedule		
Loading Appointment Type and quantity (m^3): Type and quantity (m^3):	Ballast unloading to sea Quantity (m^3): Estimated time:	Slop / ballast unloading to land Quantity (m3): Not applicable Estimated time: Not applicable

Unloading schedule		
Unloading Appointment Type and quantity (m^3): Type and quantity (m^3):	Ballast unloading to sea Quantity (m^3): Estimated time:	Slop / ballast unloading to land Quantity (m3): Not applicable Estimated time: Not applicable

Requested supply	
Type and quantity (HFO): Not applicable	Type and quantity (MDO): Not applicable

Additional information (if any):

APPENDIX C

PETROBRAS TRANSPORTE S.A. TRANSPETRO	LISTA DE VERIFICAÇÃO DE SEGURANÇA NAVIO/TERMINAL *SHIP/SHORE SAFETY CHECK LIST*	SGF-PET-FM-010
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INSTRUÇÕES DE PREENCHIMENTO DO SSSCL
INSTRUCTIONS FOR COMPLETING THE SHIP/SHORE SAFETY CHECKLIST

Antes de preencher o SSSCL, os representantes do navio e do terminal devem ler e compreender as instruções a seguir para garantir uma conclusão satisfatória.

Uma aplicação eficaz do SSSCL fornecerá uma base para operações seguras enquanto o navio permanecer no terminal. É importante que cada parte aplicável seja preenchida como requerida para garantir esta operação segura.

ANTES DA CHEGADA
O navio deve preencher a parte 1A (e 1B se tiver SGI instalado) e, em seguida, encaminhar uma cópia ao terminal para análise antes da chegada. O terminal deve preencher a parte 2 e, em seguida, encaminhar da mesma forma, uma cópia ao navio para análise antes da chegada.

Após a conclusão dos procedimentos de antes da chegada, se não for possível enviar uma cópia dos procedimentos concluídos ao navio e/ou terminal, então uma mensagem deve ser enviada confirmando a hora e a data do cumprimento desses procedimentos. Se houver qualquer problema pendente não marcado como "Sim" na caixa de *status*, isso deve ser explicado nas mensagens trocadas antes da chegada.

VERIFICAÇÕES APÓS A ATRACAÇÃO
O navio deve preencher a parte 3 e entregar uma cópia ao Representante do Terminal assim que possível, mas o mais tardar na Reunião de Liberação Inicial.

O terminal deve preencher a parte 4 e entregar uma cópia ao navio o mais rápido possível, mas o mais tardar na Reunião de Liberação Inicial.

VERIFICAÇÕES ANTES DA OPERAÇÃO - A REUNIÃO DE LIBERAÇÃO INICIAL
O navio e o terminal devem cumprir a parte 5A durante a Reunião de Liberação Inicial. Cada parte deve reter uma cópia. Esse requisito é obrigatório a TODOS os petroleiros e gaseiros.

Em operações com navios gaseiros, o navio e o terminal devem preencher a parte 5C adicional durante a Reunião de Liberação Inicial, e cada parte deve reter uma cópia (para mais informações, o ICS' *Tanker Safety Guide: Liquefied Gas* deve ser consultado).

O navio e o terminal devem discutir e concordar com o conteúdo da parte 6 (Acordos), o qual resume os fatores operacionais detalhados acordados na Reunião de Liberação Inicial. Uma cópia deve ser postada no C.C.C., em local visível aos componentes da operação.

O navio também deve completar as verificações adicionais antes da operação, aplicável a petroleiros e gaseiros, na parte 7A, imediatamente antes de iniciar as operações de transferência.

Se operação COW estiver planejada, deve ser cumprido também a parte 7B.

Se o navio planeja lavar e desgaseificar tanques durante a operação, deve discutir essa intenção durante a Reunião de Liberação Inicial e, uma vez que o acordo for alcançado, fornecer uma cópia da parte 7C ao terminal antes de iniciar as operações.

A DECLARAÇÃO
O cumprimento dos *checklists* pelo navio, pelo terminal, ou por ambos, deve ser comprovado/rubricado no formulário da declaração.

Após o cumprimentos de todos os *checklists*, os representantes

Before completing the SSSCL, tanker and terminal representatives should read and understand the following instructions to ensure satisfactory completion.

An effective application of the SSSCL will provide a basis for safe operations while the tanker is at the terminal. It is important that each applicable part is completed as required to ensure this.

PRE-ARRIVAL
The tanker should complete part 1A (and 1B if using an IG system) and then forward a copy to the terminal for review before arrival. The terminal should complete part 2 and then similarly forward a copy to the tanker for review before arrival.

On completion of the pre-arrival parts, if it is not possible to send a copy of the completed part to the tanker and/or terminal, then a message should be sent confirming the time and date of completion to the relevant party before arrival. If there are any outstanding issues not marked "Yes" in the status box, this should be explained in this communication.

CHECKS AFTER MOORING
The tanker should complete part 3 and give a copy to the Terminal Representative as soon as possible, but no later than at the pre-transfer conference.

The terminal should complete part 4 and give a copy to the tanker as soon as possible, but no later than at the pre-transfer conference.

CHECKS BEFORE TRANSFER – THE PRE-TRANSFER CONFERENCE
Tanker and terminal personnel should both complete part 5A as part of the pre-transfer conference. Each party should retain a copy. This requires completion by ALL tankers.

If bulk gases are to be transferred, the tanker and terminal personnel should also complete the additional part 5C as part of the pre-transfer conference, and each party should retain a copy (for further information, see ICS' Tanker Safety Guide: Liquefied Gas).

The tanker and terminal personnel should discuss and agree the content of part 6 (Agreements), which summarises the detailed operational factors agreed at the pre-transfer conference. A reference copy for personell on the tanker and in the terminal should be displayed at the relevant control stations.

Tanker personnel should also complete the additional pre-transfer checks for all tankers in part 7A immediately before beginning transfer operations.

If COW is planned, they should also complete part 7B.

All tankers planning on tank cleaning and/or gas freeing alongside should discuss the intention during the pre-transfer conference and, once agreement is reached, provide a copy of part 7C to the terminal before beginning operations.

THE DECLARATION
When completed, each separate checklist part should be checked off and initialled by tanker personnel, terminal personnel, or both, in the relevant boxes on the declaration form.

When all parts are addressed, tanker and terminal representatives should agree the intervals at which they undertake repetitive checks of items applicable to their responsibility from the SSSCL, and that could impact on the safety of the operation if not monitored. This interval should be noted in the declaration, after which the two representatives may agree to start operations and

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do navio e do terminal devem acordar os intervalos para realização das verificações repetitivas (*re-checks*) dos itens aplicáveis do SSSCL ao navio e ao terminal, e que podem impactar a segurança da operação se não forem monitorados. Este intervalo acordado é parte da declaração.

O navio e o terminal devem reter uma cópia de todos os *checklists* da lista de verificação e da declaração.

RESUMO DAS VERIFICAÇÕES REPETITIVAS DURANTE E APÓS A OPERAÇÃO DE TRANSFERÊNCIA
As verificações repetitivas a serem realizadas em intervalos acordados na Reunião de Liberação Inicial pelo navio e pelo terminal existem para:

- Atuar como um auxiliar de memória para o navio e terminal, monitorarando itens operacionais importantes durante as operações.
- Fornecer uma base para verificações durante os serviços de quarto e passagens de serviço.
- Permitir a tomada de decisões caso as condições mudem durante o curso das operações.

Quando um item analisado durante o *re-check* não estiver mais em conformidade com as condições originais acordadas durante a Reunião de Liberação Inicial, o navio ou representante do terminal deve tomar medidas imediatas para sanar o problema ou paralisar as operações até que as condições acordadas na Reunião de Liberação Inicial sejam restabelecidas.

Se a paralisação for necessária, o navio e representantes do terminal devem se reunir para acordar as ações para resolver o problema e retomar a operação de forma aceitável.

O navio deve completar as verificações repetitivas na parte 8 nos intervalos acordados. O registro deve estar disponível para análise do terminal.

O terminal deve completar as verificações repetitivas na parte 9 nos intervalos acordados. O registro deve estar disponível para análise do navio.

O navio e o terminal devem fornecer uma cópia final das partes 8 e 9 ao outro, quando as operações forem concluídas. Isso fornecerá uma base para a análise da operação e verificação dos *re-checks* realizados.

add their details.

The tanker and terminal should retain a copy of all checklist parts and the declarations for their files in accordance with the operator's document retention period.

SUMMARY OF REPETITIVE CHECKS DURING AND AFTER TRANSFER
Repetitive checks to be undertaken at intervals agreed in the pre-transfer conference by the tanker and terminal representatives are provided to:

- *Act as an aide memoire for tanker and terminal personnel to monitor key operational items during the period of operations.*
- *Provide a basis for status checks at watch or shift handovers.*
- *Enable decision making in the event that conditions change during the course of operations.*

Where are item reviewed during the repetitive checks is no longer in compliance with the original status agreed during the pre-transfer conference, the tanker or terminal representative should take immediate steps to remedy the issue or cease operations until the status agreed at the pre-transfer conference can be reinstated.

If cessation is necessary, the tanker and terminal representatives should meet to agree the course of action taken to resolve the issue and agree that resumption is acceptable.

The tanker personnel should complete the repetitive checks in part 8 at the agreed intervals. The record should be available for terminal personnel to review.

The terminal personnel should complete the repetitive checks noted in part 9 at the agreed intervals. The record should be available for tanker personnel to review.

The tanker and terminal personnel should provide a final copy of thweir parts 8 and 9 to the other when operations are completed. This will provide a basis for review of the operation and verification of checks undertaken.

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VERIFICAÇÕES ANTES DA CHEGADA
INSTRUCTIONS FOR COMPLETING THE SHIP/SHORE SAFETY CHECKLIST

Data e Hora: _____
Date and Time

Porto e Berço: _____
Port and Berth

Nome do Navio: _____
Ship's Name

Terminal: _____
Terminal

Produto a ser transferido: _____
Product to be transferred

PARTE 1A – NAVIO – VERIFICAÇÕES ANTES DA CHEGADA
PART 1A – TANKER – CHECKS PRE-ARRIVAL

Item *Item*	Verificação *Check*	Condição *Status*	Observações *Remarks*
1	**As informações de antes da chegada são trocadas.** *Pre-arrival information is exchanged (6.5, 21.2).*	☐ **Sim**/Yes	
2	**Conexão internacional está disponível.** *International shore fire connection is available (5.5, 19.4, 3.1).*	☐ **Sim**/Yes	
3	**Mangotes de transferência são de construção adequada.** *Transfer hoses are of suitable construction (18.2).*	☐ **Sim**/Yes	
4	***Port Information* do terminal analisado.** *Terminal information booklet reviewed (15.2.2).*	☐ **Sim**/Yes	
5	**Informações de antes da atracação são trocadas.** *Pre-berthing information is exchanged (21.3, 22.3).*	☐ **Sim**/Yes	
6	**Válvulas de vácuo/pressão e/ou suspiros de alta velocidade estão operacionais.** *Pressure/vacuum valves and/or high velocity vents are operational (11.1.8).*	☐ **Sim**/Yes	
7	**Analisadores de oxigênio fixos e portáteis estão operacionais.** *Fixed and portable oxygen analysers are operational (2.4).*	☐ **Sim**/Yes	

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PARTE 1B – NAVIO – VERIFICAÇÕES ANTES DA CHEGADA SE EQUIPADO COM SGI *PART 1B – TANKER – CHECKS PRE-ARRIVAL IF USING NA INERT GAS SYSTEM*			
Item *Item*	**Verificação** *Check*	**Condição** *Status*	**Observações** *Remarks*
8	**Os registradores de pressão e oxigênio do sistema de gás inerte estão operacionais.** *Inert gas system pressure and oxygen recorders are operational (11.1.5.2, 11.1.11).*	☐ **Sim/**Yes	
9	**O sistema de gás inerte e equipamentos associados estão operacionais.** *Inert gas system and associated equipment are operational (11.1.5.2, 11.1.11).*	☐ **Sim/**Yes	
10	**O teor de oxigênio dos tanques de carga está abaixo de 8%.** *Cargo tank atmospheres' oxygen content is less than 8% (11.1.3).*	☐ **Sim/**Yes	
11	**Os tanques de carga estão com pressão positiva.** *Cargo tank atmospheres are at positive pressure (11.1.3).*	☐ **Sim/**Yes	

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PARTE 2 – TERMINAL – VERIFICAÇÕES ANTES DA CHEGADA *PART 2 – TERMINAL – CHECKS PRE-ARRIVAL*			
Item *Item*	**Verificação** *Check*	**Condição** *Status*	**Observações** *Remarks*
12	**As informações de antes da chegada são trocadas.** *Pre-arrival information is exchanged (6.5, 21.2).*	☐ **Sim**/Yes	
13	**Conexão internacional está disponível.** *International shore fire connection is available (5.5, 19.4, 3.1, 19.4, 3.5).*	☐ **Sim**/Yes	
14	**O equipamento de transferência é de construção adequada.** *Transfer equipment is of suitable construction (18.1, 18.2).*	☐ **Sim**/Yes	
15	**O *Port Information* do terminal foi enviado ao navio.** *Terminal information booklet transmitted to tanker (15.2.2).*	☐ **Sim**/Yes	
16	**Informações de antes da atracação são trocadas.** *Pre-berthing information is exchanged (21.3, 22.3).*	☐ **Sim**/Yes	

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VERIFICAÇÕES APÓS ATRACAÇÃO
CHECKS AFTER MOORING

PARTE 3 – NAVIO – VERIFICAÇÕES APÓS A ATRACAÇÃO
PART 3 – TANKER – CHECKS AFTER MOORING

Item *Item*	Verificação *Check*	Condição *Status*	Observações *Remarks*
17	**As defensas são eficazes.** *Fendering is effective (22.4.1).*	☐ Sim/Yes	
18	**O navio está amarrado com segurança.** *Mooring arrangement is effective (22.2, 22.4.3).*	☐ Sim/Yes	
19	**O acesso entre o navio e o terminal é seguro.** *Access to and from the tanker is safe (16.4).*	☐ Sim/Yes	
20	**Embornais e bandejas de contenção estão efetivamente bujonados.** *Scuppers and save-alls are plugged (23.7.45, 23.7.5).*	☐ Sim/Yes	
21	**As válvulas de costado e de fundo estão fechadas e lacradas.** *Cargo system sea connections and overboard discharges are secured (23.7.3).*	☐ Sim/Yes	
22	**Os equipamentos de VHF e UHF estão no modo de baixa potência.** *Very high frequency and ultra high frequency transceivers are set to low power mode (4.11.6, 4.13.2.2).*	☐ Sim/Yes	
23	**Todas as portas externas e demais portas e vigias nas acomodações, paióis e espaços de máquinas estão fechadas.** *External openings in superstructures are controlled (23.1).*	☐ Sim/Yes	
24	**A ventilação da casa de bombas é eficaz.** *Pumproom ventilation is effective (10.12.2).*	☐ Sim/Yes	
25	**As antenas dos transmissores de alta e média frequências estão aterradas.** *Medium frequency/high frequency radio antennae are isolated (4.11.4, 4.13.2.1).*	☐ Sim/Yes	
26	**Uma pressão positiva é mantida dentro das acomodações.** *Accomodation spaces are at positive pressure (23.2).*	☐ Sim/Yes	
27	**Os planos de emergência contra incêndio estão prontamente disponíveis.** *Fire control plans are readily available (9.11.2.5).*	☐ Sim/Yes	

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PARTE 4 – TERMINAL – VERIFICAÇÕES APÓS A ATRACAÇÃO *PART 4 – TERMINAL – CHECKS AFTER MOORING*			
Item *Item*	**Verificação** *Check*	**Condição** *Status*	**Observações** *Remarks*
28	**As defensas são eficazes.** *Fendering is effective (22.4.1).*	☐ **Sim**/Yes	
29	**O navio está amarrado de acordo com o plano de amarração do terminal.** *Tanker is moored according to the terminal mooring plan (22.2, 22.4.3).*	☐ **Sim**/Yes	
30	**O acesso entre o navio e o terminal é seguro.** *Access to and from the terminal is safe (16.4).*	☐ **Sim**/Yes	
31	**Áreas de contenção de derramamentos e *sump tanks* estão fechados.** *Spill containment and sumps are secure (18.4.2, 18.4.3, 23.7.4, 23.7.5).*	☐ **Sim**/Yes	

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VERIFICAÇÕES ANTES DA OPERAÇÃO DE TRANSFERÊNCIA
CHECKS PRE-TRANSFER

Data e Hora: _____
Date and Time

Porto e Berço: _____
Port and Berth

Nome do Navio: _____
Ship's Name

Terminal: _____
Terminal

Produto a ser transferido: _____
Product to be transferred

PARTE 5A – NAVIO E TERMINAL – REUNIÃO DE LIBERAÇÃO INICIAL *PART 5A – TANKER AND TERMINAL – PRE-TRANSFER CONFERENCE*				
Item *Item*	**Verificação** *Check*	**Condição Navio** *Tanker Status*	**Condição Terminal** *Terminal Status*	**Observações** *Remarks*
32	**O navio está pronto para se movimentar no período de notificação acordado.** *Tanker is ready to move at agreed notice period (9.11, 21.7.1.1, 22.5.4).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
33	**Comunicação eficaz estabelecida entre o navio e o terminal.** *Effective tanker and terminal communications are established (21.1.1, 21.1.2).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
34	**Equipamento de transferência em condição segura (isolado, drenado e despressurizado.** *Transfer equipment is in safe condition (isolated, drained and de-pressurised) (18.4.1).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
35	**A supervisão, acompanhamento e vigilância da operação é adequado.** *Operation supervision and watchkeeping is adequate (7.9, 23.11).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
36	**Existe pessoal suficiente para enfrentar uma emergência.** *There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
37	**Locais para fumar e as restrições ao fumo estão estabelecidos.** *Smoking restrictions and designated smoking areas are established (4.10, 23.10).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
38	**As exigências quanto a luzes desprotegidas estão estabelecidas.** *Naked light restrictions are established (4.10.1).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
39	**Acordado o controle de dispositivos elétricos e eletrônicos.** *Control of electrical and electronic devices is agreed (4.11, 4.12).*	☐ **Sim**/Yes	☐ **Sim**/Yes	

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PARTE 5A – NAVIO E TERMINAL – REUNIÃO DE LIBERAÇÃO INICIAL *PART 5A – TANKER AND TERMINAL – PRE-TRANSFER CONFERENCE*				
Item *Item*	**Verificação** *Check*	**Condição Navio** *Tanker Status*	**Condição Terminal** *Terminal Status*	**Observações** *Remarks*
40	**Meios de saída de emergência estão estabelecidos no navio e no terminal.** *Means of emergency escape from both tanker and terminal are established (20.5).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
41	**Equipamento de combate a incêndio pronto para uso.** *Firefighting equipment is ready for use (5, 19.4, 23.8).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
42	**Material para combate a derrames está disponível.** *Oil spill clean-up material is available (20.4).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
43	**As conexões no manifold estão apropriadas.** *Manifolds are properly connected (23.6.1).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
44	**Os protocolos para medição e amostragem estão acordados.** *Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
45	**Os procedimentos para as operações de carga, abastecimento e lastro estão acordados.** *Procedures for cargo, bunkers and ballast handling operations are agreed (21.4, 21.5, 21.6).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
46	**O controle da supervisão da operação de transferência de carga está acordado.** *Cargo transfer management controls are agreed (12.1).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
47	**Os requisites para limpeza de tanques, incluindo operação COW estão acordados.** *Cargo tank cleaning requirements, including crude oil washing are agreed (12.3, 12.5, 21.4.1).*	☐ **Sim**/Yes	☐ **Sim**/Yes	Ver também partes 7B/TC, se aplicável *(See also parts 7B/7C as aplicable)*
48	**Arranjos para desgaseificação de tanques estão acordados.** *Cargo tank gas freeing arrangements agreed (12.4).*	☐ **Sim**/Yes	☐ **Sim**/Yes	Ver também parte 7C *(See also part 7C)*
49	**Requisitos de movimentação de resíduos de carga e combustível acordados.** *Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4).*	☐ **Sim**/Yes	☐ **Sim**/Yes	Ver também parte 7C *(See also part 7C)*
50	**Rotina para verificações regulares da quantidade de carga movimentada é acordada.** *Routine for regular checks on cargo transferred are agreed (23.7.2).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
51	**Sinais de emergência e procedimentos de parada de emergência são acordados.** *Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
52	**FISPQs estão disponíveis.** *Safety data sheets are available (1.4.4, 20.1, 21.4).*	☐ **Sim**/Yes	☐ **Sim**/Yes	

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PARTE 5A – NAVIO E TERMINAL – REUNIÃO DE LIBERAÇÃO INICIAL *PART 5A – TANKER AND TERMINAL – PRE-TRANSFER CONFERENCE*				
Item *Item*	**Verificação** *Check*	**Condição Navio** *Tanker Status*	**Condição Terminal** *Terminal Status*	**Observações** *Remarks*
53	**Os riscos associados aos produtos sendo manuseados são discutidos.** *Hazardous properties of the products to be transferred are discusses (1.2, 1.4).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
54	**O isolamento elétrico na interface navio/terminal é eficaz.** *Electrical insulation of the tanker/terminal interface is effective (12.9.5, 17.4, 18.2.14).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
55	**Sistema de alívio dos tanques e procedimentos para operação fechada são acordados.** *Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5, 23.3.3).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
56	**Os parâmetros operacionais da rede de retorno de vapores são acordados.** *Vapour return line operational parameters are agreed (11.5, 18.3, 23.7.7).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
57	**Medidas para evitar retorno de produto são acordadas.** *Measures to avoid back-filling are agreed (12.1.13.7).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
58	**A condição das conexões de carga e combustível que não estão em uso é satisfatória.** *Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
59	**Os transceptores portáteis de VHF e UHF são intrinsecamente seguros.** *Portable very high frequency and ultra high frequency radios are intrinsically safe (4.12.4, 21.1.1).*	☐ **Sim**/Yes	☐ **Sim**/Yes	
60	**Procedimentos para recebimento de nitrogênio do terminal nos tanques de carga são acordados.** *Procedures for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8).*	☐ **Sim**/Yes	☐ **Sim**/Yes	

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PETROBRAS TRANSPORTE S.A. TRANSPETRO	LISTA DE VERIFICAÇÃO DE SEGURANÇA NAVIO/TERMINAL *SHIP/SHORE SAFETY CHECK LIST*	SGF-PET-FM-010
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PARTE 6 – NAVIO E TERMINAL – ACORDADO ANTES DO INÍCIO DA OPERAÇÃO *PART 6 – TANKER AND TERMINAL – AGREEMENTS PRE-TRANSFER*				
Parte 5 Item *Part 5 Item*	**Acordado** *Agreement*	**Detalhes** *Details*	**Rubrica Navio** *Tanker initials*	**Rubrica Terminal** *Terminal initials*
32	**Prontificação do navio para manobra.** *Tanker manoeuvring readiness.*	**Período de notificação prévia (máximo) para total prontidão para manobra:** *Notice period (maximum) for full readiness to manoeuvre:* **Período fora de operação (se permitido):** *Period of disablement (if permitted):*		
33	**Protocolos de proteção.** *Security protocols.*	**Nível de proteção:** *Security level:* **Requisitos do porto:** *Local requirements:*		
33	**Comunicação eficaz navio/terminal** *Effective tanker/terminal communications*	**Sistema principal:** *Primary system:* **Sistema de reserva:** *Backup system:*		
35	**Supervisão da operação e sistema de vigilância.** *Operational supervision and watckeeping*	**Navio:** *Tanker:* **Terminal:** *Terminal:*		
37 **38**	**Salão de fumantes e restrições a luzes desprotegidas.** *Dedicated smoking areas and naked lights restrictions.*	**Navio:** *Tanker:* **Terminal:** *Terminal:*		
45	**Critérios máximos de vento corrente e condições de mar/*swell* ou outros fatores ambientais.** *Maximum wind, current and sea/swell criteria or other environmental factors.*	**Paralização da operação:** *Stop cargo transfer:* **Desconexão:** *Disconnect:* **Desatracação:** *Unberth:*		

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PETROBRAS TRANSPORTE S.A. TRANSPETRO	LISTA DE VERIFICAÇÃO DE SEGURANÇA NAVIO/TERMINAL *SHIP/SHORE SAFETY CHECK LIST*	SGF-PET-FM-010
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PARTE 6 – NAVIO E TERMINAL – ACORDADO ANTES DO INÍCIO DA OPERAÇÃO *PART 6 – TANKER AND TERMINAL – AGREEMENTS PRE-TRANSFER*				
Parte 5 Item *Part 5 Item*	**Acordado** *Agreement*	**Detalhes** *Details*	**Rubrica Navio** *Tanker initials*	**Rubrica Terminal** *Terminal initials*
45 **46**	**Limites para as operações de carga, abastecimento e lastro.** *Limits for cargo, bunkers and ballast handling.*	**Vazões máximas de transferência:** *Maximum transfer rates:* **Vazões de top:** *Topping-off rates:* **Pressão máxima no manifold:** *Maximum manifold pressure:* **Temperatura da carga:** *Cargo temperature:* **Outras limitações:** *Other limitations:*		
45 **46**	**Controle de surto de pressão.** *Pressure surge control.*	**Número mínimo de tanques de carga alinhados:** *Minimum number of cargo tanks open:* **Protocolos de mudança de tanques:** *Tank switching protocols:* **Vazão máxima:** *Full load rate:* **Vazão de top:** *Topping-off rate:* **Tempo de fechamento de válvulas automáticas:** *Closing time of automatic valves:*		
46	**Procedimentos de supervisão da operação de transferência.** *Cargo transfer management procedures.*	**Períodos de notificação para ações:** *Action notice periods:* **Protocolos de parada de transferência:** *Transfer stop protocols:*		
50	**Rotina para verificações regulares da quantidade de carga movimentada é acordada.** *Routine for regular checks on cargo transferred are agreed.*	**Verificações de rotina da quantidade transferida:** *Routine transferred quantity checks:*		
51	**Sinais de emergência.** *Emergency signals.*	**Navio:** *Tanker:* **Terminal:** *Tanker:*		

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PETROBRAS TRANSPORTE S.A. TRANSPETRO	**LISTA DE VERIFICAÇÃO DE SEGURANÇA NAVIO/TERMINAL** *SHIP/SHORE SAFETY CHECK LIST*	**SGF-PET-FM-010**
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PARTE 6 – NAVIO E TERMINAL – ACORDADO ANTES DO INÍCIO DA OPERAÇÃO *PART 6 – TANKER AND TERMINAL – AGREEMENTS PRE-TRANSFER*				
Parte 5 Item *Part 5 Item*	**Acordado** *Agreement*	**Detalhes** *Details*	**Rubrica Navio** *Tanker initials*	**Rubrica Terminal** *Terminal initials*
55	**Sistema de alívio dos tanques.** *Tank venting system.*	**Procedimento:** *Procedure:*		
55	**Operações fechadas.** *Closed operations.*	**Requisitos:** *Requirements:*		
56	**Rede de retorno de vapor.** *Vapour return line.*	**Parâmetros operacionais:** *Operational parameters:* **Vazão máxima:** *Maximum flow rate:*		
60	**Nitrogênio fornecido pelo terminal.** *Nitrogen supply from terminal.*	**Procedimentos de recebimento:** *Procedures to receive:* **Pressão máxima:** *Maximum pressure:* **Vazão:** *Flow rate:*		
XX	**Exceções e acréscimos.** *Exceptions and additions.*	**Questões especiais que ambas as partes devem estar cientes:** *Special issues that both parties should be aware:*		

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Data e Hora: _____
Date and Time

Porto e Berço: _____
Port and Berth

Nome do Navio: _____
Ship's Name

Terminal: _____
Terminal

Produto a ser transferido: _____
Product to be transferred

PARTE 7A – NAVIO TANQUE GERAL – VERIFICAÇÕES ANTES DA OPERAÇÃO
PART 7A – GENERAL TANKER – CHECKS PRE-TRANSFER

Item *Item*	Verificação *Check*	Condição *Status*	Observações *Remarks*
84	**Bandejas portáteis estão corretamente posicionadas e vazias.** *Portable drip trays are correctly positioned and empty (23.7.5).*	☐ **Sim**/Yes	
85	**As válvulas de gás inerte de cada tanque estão alinhadas e travadas de acordo com plano de carga.** *Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4).*	☐ **Sim**/Yes	
86	**O SGI está entregando gás inerte com teor de oxigênio de no máximo de 5%.** *Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3).*	☐ **Sim**/Yes	
87	**Os alarmes de nível alto dos tanques estão operacionais.** *Cargo tank high level alarms are operational (12.1.6.6.1).*	☐ **Sim**/Yes	
88	**Todas as aberturas dos tanques de carga, lastro e combustível estão fechadas.** *All cargo, ballast and bunker tanks openings are secured (23.3).*	☐ **Sim**/Yes	

PARTE 7B – NAVIO – VERIFICAÇÕES ANTES DA OPERAÇÃO, SE COW É PLANEJADA
PART 7B – TANKER – CHECKS PRE-TRANSFER IF COW IS PLANNED

Item *Item*	Verificação *Check*	Condição *Status*	Observações *Remarks*
89	**O *checklist* completo de COW antes da chegada, conforme contido no manual de COW aprovado, é copiado ao terminal.** *The complete pre-arrival COW checklist, as contained in the approved COW manual, is copied to terminal (12.5.2, 21.2.3).*	☐ **Sim**/Yes	
90	**Os *checklists* de COW para uso antes, durante e após a operação estão disponíveis e prontos para serem utilizados, como contido no manual de COW aprovado.** *COW checklists for use before, during and after COW are in place ready to complete, as contained in the approved COW manual (12.5.2, 21.6).*	☐ **Sim**/Yes	

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VERIFICAÇÕES APÓS A REUNIÃO DE LIBERAÇÃO INICIAL
CHECKS AFTER PRE-TRANSFER CONFERENCE

PARTE 7C – NAVIO – VERIFICAÇÕES ANTES DE OPERAÇÕES DE LIMPEZA E DESGASEIFICAÇÃO DE TANQUES ATRACADO
PART 7C – TANKER – CHECKS PRIOR TO TANK CLEANING AND/OR GAS FREEING ALONGSIDE

Item *Item*	Verificação *Check*	Condição *Status*	Observações *Remarks*
91	**Autorização para operação de limpeza de tanques confirmada.** *Permission for tank cleaning operation is confirmed (21.2.3, 21.4, 25.4.3).*	☐ **Sim/**Yes	
92	**Autorização para operação de desgaseificação de tanques confirmada.** *Permission for gas freeing operation is confirmed (12.4.3).*	☐ **Sim/**Yes	
93	**Os procedimentos para limpeza de tanques estão acordados.** *Tank cleaning procedures are agreed (12.3.2, 21.4, 21.6).*	☐ **Sim/**Yes	
94	**Se for necessário a entrada em tanques de carga, os procedimentos para entrada em espaços confinados devem ser acordados com o terminal.** *If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5).*	☐ **Sim/**Yes	
95	**Requisitos e tancagem para recebimento de *slops* estão confirmados.** *Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4).*	☐ **Sim/**Yes	

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DECLARAÇÃO
Declaration

Nós, abaixo assinados, verificamos os itens nas partes aplicáveis de 1 a 7, conforme assinalados e assinados abaixo:
We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:

	Navio *Tanker*	**Terminal** *Terminal*
Parte 1A – Navio: Verificações antes da chegada *Part 1A – Tanker: Checks pre-arrival*	☐	☐
Parte 1B – Navio: Verificações antes da chegada, se equipado com SGI *Part 1B – Tanker: Checks pre-arrival if using an inert gas system*	☐	☐
Parte 2 – Terminal: Verificações antes da chegada *Part 2 – Terminal: Checks pre-arrival*	☐	☐
Parte 3 - Navio: Verificações após a atracação *Part 3 – Tanker: Checks after mooring*	☐	☐
Parte 4 – Terminal: Verificações após a atracação *Part 4 – Terminal: Checks after mooring*	☐	☐
Parte 5A – Navio e Terminal: Reunião de Liberação Inicial *Part 5A – Tanker and Terminal: Pre-transfer conference*	☐	☐
Parte 6 – Navio e Terminal: Acordado antes do início da operação *Part 6 – Tanker and Terminal: Agreements pre-transfer*	☐	☐
Parte 7A – Navio Tanque Geral: Verificações antes da operação *Part 7A – General tanker: Checks pre-transfer*	☐	☐
Parte 7B – Navio: Verificações antes da operação, se COW é planejada *Part 7B – Tanker: Checks pre-transfer if COW is planned*	☐	☐
Parte 7C – Navio: Verificações antes das operações de limpeza e desgaseificação de tanques *Part 7C – Tanker: Checks prior to tank cleaning and/or gas freeing*	☐	☐

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De acordo com as orientações do capítulo 25 do ISGOTT, declaramos de que as verificações que efetuamos estão de acordo, tanto quanto é do nosso conhecimento, e que o navio e o terminal estão de acordo para a realização da operação de transferência.
In accordance with the guidance in chapter 25 of ISGOTT, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.

Também concordamos em realizar as verificações repetitivas observadas nas partes 9 e 10 do ISGOTT SSSCL, que devem ocorrer em intervalos de não mais que _____ horas para o navio e não mais de _____ horas para o terminal.
We have also agreed to carry out the repetitive checks noted in parts 9 and 10 of the ISGOTT SSSCL, which should occur at intervals of not more than ____ hours for the tanker and not more than ____ hours for the terminal.

Se, pelo nosso conhecimento, a condição de qualquer item mudar, informaremos imediatamente a outra parte.
If, to our knowledge, the status of any item changes, we will immediately inform the other party.

Navio *Tanker*	**Terminal** *Terminal*
Nome: *Name*	Nome: *Name*
Função: *Rank*	Função: *Position*
Assinatura: *Signature*	Assinatura: *Signature*
Data: *Date*	Data: *Date*
Hora: *Time*	Hora: *Time:*

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VERIFICAÇÕES DURANTE A OPERAÇÃO –VERIFICAÇÕES REPETITIVAS
CHECKS DURING TRANSFER – REPETITIVE CHECKS

PARTE 8 – NAVIO – VERIFICAÇÕES REPETITIVAS DURANTE E APÓS A OPERAÇÃO
PART 8 – TANKER – CHECKS DURING AND AFTER TRANSFER

Item *Item*	Verificação *Check*	Hora *Time*	Hora *Time*	Hora *Time*	Hora *Time*	Hora *Time*	Hora *Time*	Observações *Remarks*
Tempo de intervalo: hrs *Interval time: hrs*								
8	**Registrador de pressão e O_2 do SGI está operacional.** *Inert gas system pressure and oxygen recording operational.*	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	
9	**SGI e todos os equipamentos associados estão operacionais.** *Inert gas system and all associated equipment are operational.*	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	
11	**Os tanques de carga estão com pressão positiva.** *Cargo tank atmospheres are at positive pressure.*	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	
18	**O arranjo de amarração é eficaz.** *Mooring arrangement is effective.*	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	
19	**O acesso entre o navio e o terminal é seguro.** *Access to and from the tanker is safe.*	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	
20	**Embornais e bandejas de contenção estão efetivamente bujonados.** *Scuppers and save-alls are plugged.*	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	
23	**Todas as portas externas e demais portas e vigias nas acomodações, paióis e espaços de máquinas estão fechadas.** *External openings in superstructures are controlled.*	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	
24	**A ventilação da casa de bombas é eficaz.** *Pumproom ventilation is effective.*	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	☐ Sim/ Yes	

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PARTE 8 – NAVIO – VERIFICAÇÕES REPETITIVAS DURANTE E APÓS A OPERAÇÃO *PART 8 – TANKER – CHECKS DURING AND AFTER TRANSFER*								
Item *Item*	**Verificação** *Check*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Observações** *Remarks*
Tempo de intervalo: hrs *Interval time: hrs*								
28	**As defensas são eficazes.** *Fendering is effective.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
32	**O navio está pronto para se movimentar no período de notificação acordado.** *Tanker is ready to move at agreed notice period.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
33	**Comunicação é eficaz.** *Communications are effective.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
35	**A supervisão, acompanhamento e vigilância da operação é adequado.** *Operation supervision and watchkeeping is adequate.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
36	**Existe pessoal suficiente para enfrentar uma emergência.** *There are sufficient personnel to deal with an emergency.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
37	**Locais para fumar e as restrições ao fumo estão sendo cumpridas.** *Smoking restrictions and designated smoking areas are complied with.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
38	**As exigências quanto a luzes desprotegidas estão sendo cumpridas.** *Naked light restrictions are complied with.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
39	**O controle de dispositivos elétricos e eletrônicos está sendo cumprido.** *Control of electrical and electronic devices in hazardous zones is complied with.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
40 **41** **42** **51**	**Preparação para resposta a emergências é satisfatório.** *Emergency response preparedness is satisfactory.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	

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PARTE 8 – NAVIO – VERIFICAÇÕES REPETITIVAS DURANTE E APÓS A OPERAÇÃO *PART 8 – TANKER – CHECKS DURING AND AFTER TRANSFER*								
Item *Item*	**Verificação** *Check*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Observações** *Remarks*
Tempo de intervalo: hrs *Interval time: hrs*								
54	**O isolamento elétrico na interface navio/terminal é eficaz.** *Electrical insulation of the tanker/terminal interface is effective.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
55	**Sistema de alívio dos tanques e procedimentos para operação fechada estão transcorrendo como acordado.** *Tank venting system and closed operation procedures are as agreed.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
85	**As válvulas de gás inerte de cada tanque estão alinhadas e travadas como acordado.** *Individual cargo tank inert gas valves settings are as agreed.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
86	**O SGI está entregando gás inerte com teor de oxigênio de no máximo de 5%.** *Inert gas system delivering inert gas with oxygen content not more than 5%.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
87	**Os alarmes de nível alto dos tanques estão operacionais.** *Cargo tank high level alarms are operational.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
Rubricas *Initials*								

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PARTE 9 – TERMINAL – VERIFICAÇÕES REPETITIVAS DURANTE E APÓS A OPERAÇÃO *PART 9 – TERMINAL – CHECKS DURING AND AFTER TRANSFER*								
Item *Item*	**Verificação** *Check*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Observações** *Remarks*
Tempo de intervalo: hrs *Interval time: hrs*								
18	**O arranjo de amarração é eficaz.** *Mooring arrangement is effective.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
19	**O acesso entre o terminal e o navio é seguro.** *Access to and from the tterminal is safe.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
28	**As defensas são eficazes.** *Fendering is effective.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
31	**Áreas de contenção de derramamentos e *sump tanks* estão fechados.** *Spill containment and sumps are secure.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
33	**Comunicação é eficaz.** *Communications are effective.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
35	**A supervisão, acompanhamento e vigilância da operação é adequado.** *Operation supervision and watchkeeping is adequate.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
36	**Existe pessoal suficiente para enfrentar uma emergência.** *There are sufficient personnel to deal with an emergency.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
37	**Locais para fumar e as restrições ao fumo estão sendo cumpridas.** *Smoking restrictions and designated smoking areas are complied with.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
38	**As exigências quanto a luzes desprotegidas estão sendo cumpridas.** *Naked light restrictions are complied with.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
39	**O controle de dispositivos elétricos e eletrônicos está sendo cumprido.** *Control of electrical and electronic devices in hazardous zones is complied with.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	

Revisão: S – 03/02/2021

PETROBRAS TRANSPORTE S.A. TRANSPETRO	LISTA DE VERIFICAÇÃO DE SEGURANÇA NAVIO/TERMINAL *SHIP/SHORE SAFETY CHECK LIST*	SGF-PET-FM-010
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PARTE 9 – TERMINAL – VERIFICAÇÕES REPETITIVAS DURANTE E APÓS A OPERAÇÃO *PART 9 – TERMINAL – CHECKS DURING AND AFTER TRANSFER*								
Item *Item*	**Verificação** *Check*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Hora** *Time*	**Observações** *Remarks*
Tempo de intervalo: hrs *Interval time: hrs*								
40 **41** **42** **51**	**Preparação para resposta a emergências é satisfatório.** *Emergency response preparedness is satisfactory.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
54	**O isolamento elétrico na interface navio/terminal é eficaz.** *Electrical insulation of the tanker/terminal interface is effective.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
55	**Sistema de alívio dos tanques e procedimentos para operação fechada estão transcorrendo como acordado.** *Tank venting system and closed operation procedures are as agreed.*	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	☐ **Sim/** Yes	
Rubricas *Initials*								

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