PORT INFORMATION

SUAPE

TERMINAL

Edition 2022

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1. INTRODUCTION

This document was prepared by Petrobras Transporte S.A. - Transpetro, which operates the Suape Waterway Terminal, in the Suape Industrial Port Complex. It provides essential information for the ships that operate at the Terminal. This document is also distributed internally within the organization, to port stakeholders, local and national authorities.
The Port Information document has versions in Portuguese and English.
The information contained in this publication is intended to supplement, never replace or alter any type of legislation, instructions, guidelines or official publications, national or international. Therefore, anything that contradicts any item in the aforementioned documents should not be taken into consideration.
The Terminal reserves the right to change any of its operational characteristics presented herein, without prior notice.
Should any erroneous information be found that needs to be updated, please contact us:

Coordination of the Suape Waterway Terminal
Complexo Industrial Portuário de Suape – Rodovia PE-60 km 10, s/n – Suape
54500-000 – Ipojuca – PE
Tel.: (81) 3527-6330
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Petrobras Transporte S.A. – Transpetro
Av. Presidente Vargas, 328 / 9º andar – Centro
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The most recent version of this document can be obtained at:
www.transpetro.com.br

2. DEFINITIONS

BP – Bollard-Pull (Longitudinal Vessel Static Traction).
COW – Crude Oil Washing.
Squat Effect – Increased draft of a ship as a result of increased displacement speed, especially in restricted waters.
GIAONT – Group of Inspection and Operational Monitoring of Ships and Terminal, group composed of the Nautical Advisor and Nautical Inspectors.
Nautical Inspector – Professional responsible for the inspection of vessels and verification of their adherence to maritime standards. They are responsible for the operational safety of the interface between vessels, piers and the waterway terminal.
IMO – International Marine Organization.
ISGOTT – International Safety Guide for Oil Tankers and Terminals
for Safe Operations of Tankers and Terminals).
Low tide – Condition in which the tide reaches the minimum amplitude in a given time of year.
Syzygy tide – Condition in which the tide reaches the maximum amplitude in a given time of year.
PRE – Emergency Response Plan
TPB – Ton of Gross Size.
UN-Bunker – Petrobras Department that sells the bunker stored in Transpetro Terminals.
UTC – Universal Time Control.
VTS – Vessel Traffic Service.

3. CHARTS and Reference DOCUMENTS

Information regarding the Terminal can be obtained from related publications up next.

CHARTS:

Area	Chart Number
	Brazil (DHN)
From Recife to Belmonte	60
Anchoring and approaching the port	906
Port entrance and canals	906
Terminal and approach area	906
Barra Leste	906

Other Publications:

Type/Subject	Editor or Font
	Number (DHN)
Standards and procedures of the Port Authority	NPCP
East Coast Navigation Support	DH 1 – II
Lighthouse List	DH – 2
Radio Aid List	DH – 8

4. DOCUMENTS AND INFORMATION EXCHANGE

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

Information	Prepared by:			Delivered to:			Feedback
	Terminal	Ship	Both	Terminal	Ship	Both	
Prior to arrival							
Estimated Arrival (ETA) and information on the vessel		X		X			According to Appendix E
Essential information about the Terminal	X				X		According to Appendix D
Prior to Cargo or Bunker Transfer							
Load details/slop/ ballast on board		X		X			According to Appendix F
Information essential to operations (complete on site)	X				X		According to Appendix F
Ship/Shore Safety Checklist			X			X	According to Appendix A of ISGOTT
During cargo or bunker transfer							
Repeat ship/shore safety checklist			X			X	According to Appendix A of ISGOTT
After cargo or bunker transfer, before departure							
Information necessary in unmooring the vessel			X			X	Quantity of fuel and water on board
After undocking, at the exit of the port							
Information relating to port exit data		X		X			Upon disembarkation of maritime pilots and departure from port

5. PORT OR ANCHORAGE DESCRIPTION

5.1 Terminal Overview

The Suape Waterway Terminal is an administrative and operational body of Petrobras Transporte S.A. (Transpetro), whose facilities are close to the city of Recife, in the State of Pernambuco, at the following address:

Petrobras Transporte S.A. – Transpetro
Rodovia PE-60 km 10, s/n – Suape
54500-000 – Ipojuca – PE
Tel.: (81) 3527-6330
Fax: (81) 3527-1150 / 3527-6029
www.transpetro.com.br

In addition to Transpetro, there are other port operators operating in the Port of Suape.
The Port of Suape is an artificial external port, publicly used and owned by the Government of the State of Pernambuco, whose port authority is:

SUAPE – Complexo Industrial Portuário (Port Industrial Complex)
Rodovia PE-60 – km 10 – s/n – Suape
54500-000 – Ipojuca – PE
Tel.: (81) 3527-5000
Fax: (81) 3527-4220
www.suape.pe.gov.br

The port facilities comprise a breakwater in the shape of an “L” 3,150 m long, four piers in the external port, a pier in the internal port, a storage yard, a tank yard.

The External Port of Suape is basically formed by a protective jetty, in the form of an "L", with 3,150 m of extension, from the original line of the coast, which houses three docking facilities, both in the form of pier, with 2 docking berths each, and a Multiple Use Pier (CMU), with 2 docking berths, in the basin formed by it.
The access channel to these areas has a depth of 14.8 m.
The internal port houses an internal dock, with 5 berths: berths 1, 2, 3, 4 and 5.
The port is open 24 hours a day, all year round.

The Suape Waterway Terminal is responsible for the loading/unloading of tankers, storage of petroleum and alcohol derivatives, loading/unloading of petroleum and alcohol derivatives in tank trucks and tank wagons, transfer of petroleum derivatives to distribution companies, transshipment between tankers and supply of ships. Transhipment operations are also carried out with the vessels moored, using the alignments owned by Transpetro, which interconnect the berths of the piers through loading/unloading hoses. In addition, ship-to-ship (STS) operations alongside a moored ship are also performed at the terminal.

The movement of derivatives aims to serve the local and surrounding markets, the export of surpluses of national production and the demand for supply to ships operating with the Terminal and other Terminals, installed in the Port of Suape.

Terrestrial access to the Terminal can be made by the federal road BR-101 and by the state PE-60, which connects Recife to the municipality of Ipojuca/PE.

Local time in the region is 3 hours shorter than the average Greenwich time (GMT: -3). The State of Pernambuco does not adopt daylight saving time.

5.2 Location

5.2.1 Coordinates

The port area of Suape is delimited by the parallels of 08º 22'S and 08º 25'S the meridian 034º 55'W and the coastline.

5.2.2 General geographical location

The Port of Suape is located at the "S" of the Port of Recife, in the Municipality of Ipojuca/PE and 2.5 M from the Cape of Santo Agostinho, near the mouth of the Ipojuca River. The port area is delimited by the parallels of 08º 22'S and 08º 25'S, the meridian of 034º 55'W and the coastline.

5.3 Terminal Approach

5.3.1 General description

The demand to the Port of Suape can be made based on the appropriate local beaconing; the port entrance can be reached without difficulty from any direction. A light buoy marks the Sitiba Bank, 117º from the lighthouse at the head of the pier. The port limits are established by the maritime area between latitudes 08° 22' 0" S and 08° 25' 0" S, the breakwater and longitude 034° 55' 0" W (Nautical Chart).

Vessels from both the north and south must wait at the pilot's embarkation line, one mile from the head of the breakwater, a position defined by the latitude point 08º 23' 12" S and longitude 034º 56' 45" W. The pilot usually embark in the range from 0.7 to 1.0 miles to the NE of the breakwater tip.

5.3.2 Anchorages

The anchorage for ships waiting for berthing is east of the alignment of the breakwater point - cabo de Santo Agostinho point, in a semicircle with a radius of 1M and center at the Suape lighthouse, with depths of 15 to 17m, sand and mud bottom, sheltered from all winds and waves.

The anchorage must be outside the port entrance, in order not to prevent the movement of other ships, it is advisable to leave a minimum filament of 5 barracks.

With prior authorization from the Port Authority, it is possible to anchor west of the line tip of the breakwater – tip of the Cape of Santo Agostinho, for a maximum period of 2 hours. The anchoring in this area must be carried out with a pilot, and when the entry or exit of another ship is not foreseen during this period. Inside the port, an area reserved for evolution, ships are prohibited from launching anchoring iron, except in exceptional situations, with the formal

permission of the Port Authority, which must be obtained at least 24 hours in advance, via the ship's agent.

Within the port there can only be movement of ships, regardless of their size or type, if they are properly assisted by a tugboat. The areas reserved for anchoring have a good tense bottom (sand, mud). However, it is good practice to maintain vigilance over the moorings and the anchoring position, considering the stormy winds of the ESE quadrant, when the sea current can assume a very high intensity, to the point of causing the iron to clutch (dragging the anchor).

5.3.3 Navigation aids

The Cabo de Santo Agostinho lighthouse is an excellent aid to sailors and can be easily identified at a distance of 24 miles. For more information, see the list of headlights, DH-2, of the Brazilian Navy.

5.3.4 Port limits

The official limits of the port are between latitudes 08º22'0"S and 08º25'0"S, the meridian of 034º55'0"W and the coast. (Nautical Chart 906 DHN).

5.3.5 Pilotage

The pilotage is mandatory for all ships that maneuver in the port, mooring or anchoring, from the entrance of the access channel. The organization that offers this service is desberthed in sub-item 8.3.

The pilotage, for mooring and unmooring, is provided by the ship's cargo agents. These trigger the pilot for mooring, based on the expected arrival of the ships (ETA previously informed) and the docking schedule of the Terminal, which is passed to them by the terminal supervisor, 24 hours in advance. In undocking, pilotage is triggered based on the expected end of operation provided by the ship and time of cargo release. The minimum time for requesting the pilot is 4 hours.

The pilotage can also be requested through channels 16 or 13 in VHF radiotelephony. If the ship has a mobile phone, the pilot may be requested by calling (81) 3424-5010.

The pilots wait for the ships in the pilotage speedboat, from the entrance of the access channel. Vessels must be sufficiently ballasted and properly rigged, with regard to mooring equipment and their respective accessories.

Ships must have clean, safe and efficient chest breaker ladders (IMO standard) for loading and unloading the pilot, with steps and cables in perfect condition, firmly fixed at the approximate point of the side and of adequate length to reach the pilot's speedboat, being 1 m above the water level.

Likewise, a lifebuoy with a safety line and self-ignition light, as well as a VHF communication device, for contact with the cockpit must also be at hand at the top of the ladder intended for the pilot.
Ships must take a position that provides practical shelter against the wind on their ascent from the speedboat on board, and must also reduce speed to facilitate their boarding and disembarkation.

Each master is solely responsible for the maneuvers, being responsible for all the information to be provided to the pilot on any peculiarity, specific conditions or existing difficulties, such as: deficiency of machinery, boilers, problems or breakdowns of navigational aids, mooring

cables or any element that may cause danger with regard to mooring, laying of cables, loading and unloading of the ship.

Once moored, the ships are in conditions considered satisfactory by the pilot and by the operation of the Terminal.

If the master does not follow the pilot's instructions, in order to preserve the safety of the ship's maneuver, the master of the ports and the Terminal, through the ship's agency, must be notified in writing.

5.3.6 Tugs and port services

Tugs and towing services for mooring, unmooring and evolution of ships at the Suape Terminal are provided by a specialized company. Tugboat services available for berthing and unberthing are provided by the ship's cargo agents. These provide the tugboats for mooring, according to the size of the vessel, arrival forecast (ETA previously informed) and mooring schedule at the Terminal, communicated by the terminal supervisor. In undocking, tugs are requested based on the expected completion of the operation provided by the ship and the time of cargo release. The rules regarding the number of tugboats to be used are desberthed in sub-item 8.4.

Communication between tugs and ships during mooring and unmooring maneuvers is done via VHF radio. Such devices are continuously connected in order to respond to any call from a moored ship or from the Terminal's operating personnel.

Alternatively, in the event of failure of the ship's or tug's radiotelephony apparatus during the manoeuvre, the ships shall use the following whistle signals:

Call
> 4 long sounds, followed by 1 or 2 short sounds – The number of short whistles will define whether 1 or 2 tugs will be called, respectively.

Before passing the tow line
> 2 short sounds – Prepare to push forward or pick up cable at bow.
> 3 short sounds – Prepare to push astern or pick up aft cable.

After passing the tow line
> 1 long sound – Pull to starboard.
> 2 short sounds – Pull to port.
> 3 short sounds – Stop pulling.

Maneuvering alongside
> 1 short sound – Pull.
> 2 short sounds – Push.
Other signals, per whistle, may also be used for auxiliary vessels:

Call
> 2 long sounds followed by 1 short – To call the pilot vessel.
> 1 long sound followed by 1 short – To call the speedboat.
All orders received by the tugboat shall be charged with 1 short sound.

The tugboats have VHF, therefore, the maneuver orders are usually transmitted by the phonics. The tugboats available at the Port of Suape have a fire-fighting system. The tugboats have Aldis lamps, for communications by means of Morse signals. Vessels must be provided with good quality spies, if necessary, as the tugs have the appropriate material for the towing service.

Speedboats for transporting personnel and materials – The Terminal does not have speedboats for this purpose. This type of service must be requested through the ship's protective agent for rent. The Port of Suape has a list of service providers in this area.

Pilotage speedboat – The pilot uses the pilotage speedboat itself, moored at the Port of Suape.

5.3.7 Navigation risks

No navigation risks were evidenced from the anchoring area to the docking facilities of the Port of Suape.

5.3.8 General Restrictions

Table 1 shows the current restrictions of the Port of Suape.

5.4 Maneuvering Areas

The evolution basin, near the PGL-01 and PGL-02 piers, has approximately 14.40 m (48 feet) of minimum depth, and maximum drafts of 14.03 m (46.77 feet), at low tide, and 15.90 m (53 feet), at high tide.

A 170,000 TPB ship evolution basin was deployed, with a diameter of 600 meters, at a depth of -18.50 meters in relation to the DHN reduction level, for mooring maneuvers of the ships that will operate in PGL-03A and PGL-03B.

5.4.1 Navigation and mooring aids

Transpetro's nautical inspector and operator assists the ship during mooring, in order to position it in order to allow the connection of the arms and/or loading/ unloading hoses.

Table1:
General restrictions of the Port of Suape

Locations		Depth measured to minimum		Maximum drafts Tide level				Mooring Maximum length (m)		Undocking Maximum length (m)		Type	Physical details of the berths						Note
		Meters	Feet	0.00 m	0.0 ft	2.50 m	2.50 ft	Daytime	Nocturnal	Daytime	Nocturnal		Berth length (m)	Tides (m) Sizigia	Tides (m) Drought	Breadth	Moved product	Maximum TPB	
Access channel		14.80	55.00	13.23	44.10	15.24	50.80	-	-	-	-	-	-	-	-	-	-	-	-
Evolution basin		17.70	58.07	16.70	54.79	16.70	54.79	-	-	-	-	-	-	-	-	-	-	-	-
Access channel to the Internal Port		15.50	50.85	14.80	48.56	14.80	48.56	-	-	-	-	-	-	-	-	-	-	-	-
Mooring Berth	CMU A	-	-	9.80	32.15	-	-	160	160	160	160	-	320	2.50	0.00	NA	Petroleum derivatives, vegetable oil, bunker	20.000	-
	CMU B	-	-	13.60	44.62	-	-	280	280	280	280	-	320	2.50	0.00	NA		80.000	-
	PGL 1A	-	-	13.50	44.29	-	-	200	185	200	200	L	330	2.50	0.00	NA	Petroleum, chemical, alcohol and bunker derivatives	45.000	-
	PGL 1B	-	-	13.20	43.31	-	-	200	185	200	200	L	330	2.50	0.00	NA		45.000	-
	PGL 2A	-	-	13.40	43.96	-	-	280	230	280	280	L	386	2.50	0.00	NA	Petroleum derivatives	90.000	-
	PGL 2B	-	-	14.00	45.93	-	-	280	230	280	280	L	386	2.50	0.00	NA	Oil and oil products	90.000	-
	PGL 3A	-	-	17.30	56.76	-	-	280	280	280	280	L	-	-	-	-	Oil and oil products	170.000	-
	PGL 3B	-	-	17.30	56.76	-	-	300	280	300	280	L	-	-	-	-	Petroleum derivatives and sts	170.000	-
	Pier 1	-	-	14.60	47.90	-	-	305	305	305	305	-	300	2.50	0.00	NA	Petroleum Containers and Derivatives (STS)	120.000	-
	Pier 2	-	-	15.20	49.87	-	-	305	305	305	305	-	300	2.50	0.00	NA	Containers	120.000	-
	Pier 3	-	-	15.20	49.87	-	-	305	305	305	305	-	300	2.50	0.00	NA	Containers	120.000	-
	Pier 4	-	-	14.80	48.56	-	-	300	300	300	300	-	330	2.50	0.00	NA	General cargo and petroleum products (STS)	120.000	-
	Pier 5	-	-	15.00	49.21	-	-	300	300	300	300	-	330	2.50	0.00	NA	General cargo, coke, ro-ro and petroleum products (STS)	120.000	

Note:

- Night time – Landing: maximum length (external berths) – 280 meters;
- Mooring in PGL1 (night period): maximum length – 185 meters;
- Mooring in PGL2 (night period): maximum length – 230 meters;
- Mooring and unmooring in PGL3A and PGL3B (night time): maximum length – 280 meters;
- Docking alongside (night period): maximum length – 135 meters;
- Undocking alongside (night time) PGL2, PGL3A and PGL3B: maximum length – 230 meters;
- Mooring with wind greater than 20 knots is not allowed. However, unberthing may occur up to 25 knots;
- The night mooring of ships equipped with steel cable spies is prohibited.

5.4.2 Controlling the Depths

The draft limits for berthing and unberthing at the Port of Suape are desberthed in Table 1 and are valid for any time of the year.

5.4.3 Maximum dimensions

The maximum sizes of the vessels, for docking at the Port of Suape, are listed below, for each port facility.

Locations		Maximum Deadweight (TPB)	Maximum Length (m) (LOA)
Berths	Pier 1	120.000	305.0
	Pier 2	120.000	305.0
	Pier 3	120.000	305.0
	Pier 4	120.000	300.0
	Pier 5	120.000	300.0
	CMU A	20.000	160.0
	CMU B	80.000	280.0
	PGL 1A	45.000	200.0
	PGL 1B	45.000	200.0
	PGL 2A	90.000	280.0
	PGL 2B	90.000	280.0
	PGL 3A	170.000	280.0
	PGL 3B	170.000	300.0

5.5 Environmental Factors

The region in which the Port of Suape is located has a relative humidity throughout the year of approximately 80%, the average atmospheric pressure is around 1,012 mb, with good weather, and the local temperature variation, during the year, oscillates between 17° C (62.6 ° F) in the months of June and July and 35 ° C (95 ° F) in December and January, registering an annual average of 26 ° C (78.8 ° F).

Weather conditions in the Port of Suape and adjacent areas are good. In winter, there is constant rain. The other meteorological information of the area is desberthed in the sub-items listed below.

5.5.1 Predominant winds

The prevailing winds are those of the eastern quadrant, with the Port of Suape located in the belt of formation of trade winds. Winds of any force tend to create small waves, which develop with the intensity, duration and speed of the wind, especially those from the north.

Wind Restrictions
The Terminal, after becoming aware of the fact, requests the interruption of the loading and unloading operation of ships in the following situation:
Load Stop (preventive) – When the wind speed exceeds the limit of 25 knots.
Disconnection of hoses/arms – When the wind speed exceeds the limit of 30 knots.
Contact the Masters of the ships to define the action to be taken (Unberthing or tug support on the side of the ship) – When the limit reaches 35 knots and remains so.

For mooring/unmooring maneuvers, the following conditions must be followed:
NE wind speed – maximum 20 knots;
Wind speed SE – maximum 25 knots;

5.5.2 Wave conditions
Waves in the anchoring areas are the result of the dominant wind forces as well as their direction and duration. If the wind is and is, the average wave height varies up to 1.9 m.

For mooring/unmooring maneuvers, the following conditions must be followed:
Maximum wave with NE wind – 0.7 m;
Maximum wave with wind SE – 1.5 m;

5.5.3 Precipitation
The period of highest rainfall concentration is from March to June, considered the winter of the region, with a maximum rainfall of 390 mm/month, referring to June. In summer, which runs from October to December, the level of precipitation decreases to a minimum of 48 mm/month in November.

5.5.4 Lightning Storms
Not registered in the Port of Suape.

5.5.5 Visibility
Visibility, usually considered good to excellent, can be drastically reduced in the rainy season.

5.5.6 Tidal currents and other currents
Due to the configuration of the coast, the current that prevails is the tidal current, whose direction in the flood is to the south and, in the ebb, to the north.

5.5.7 Variation of tide levels
The level of reduction used refers to the lowest possible height of low tides. The average level on the reduction level at the Port of Suape is 1.25 m, referring to the 930 DHN Charter. More information about the local tide can be found on the DH-29 Tidal Table, DHN publication.

6. PORT AND TERMINAL DESCRIPTION

6.1 General Description

The Port of Suape has the following port facilities for mooring ships:
a) Internal Port (PI), with 5 berths (berths 1, 2, 3, 4 and 5);
b) Multi-Purpose Jetty, with 2 berths (A / B);
c) Liquid Bulk Pier 1 (PGL 1), with 2 berths (A / B);
d) Liquid Bulk Pier 2 (PGL 2), with 2 berths (A / B);
e) Liquid Bulk Pier PGL 3A and PGL 3B;
f) Tanker, contracted by Petrobras, moored to PGL 2B, operating as LPG floating tanker, for mooring alongside and LPG transshipment operations.

6.2 Physical Description of Berths

The physical details of the docking berths of the port are desberthed in the table of general restrictions and sub-item 5.4.3.

6.3 Mooring and Berthing Arrangements

Tugs, maximum speed and approach angle, cats/mooring bollards, number of cables required for mooring ships are presented in Table 2.

Table 2:
Mooring and Berthing Arrangements

Berth No.	Requires Practical	Tugboats& BP No.	Approach (Maximum)		Mooring Points		Mooring Lines (bow and stern)		
		Mooring / Unmooring	Vel.	Angle	Bollards	Cats	Line	Through	Springe
CMU A	Yes	2 Tugs (51.3 t to 54.65 t)	Consult Port Authority		-	-	-		-
CMU B	Yes	2 Tugs (51.3 t to 54.65 t)	Consult Port Authority		8	-	3		3
PGL 1A	Yes	2 Tugs (51.3 t to 54.65 t)	Consult Port Authority		8	-	2	2	2
PGL 1B	Yes	2 Tugs (51.3 t to 54.65 t)	Consult Port Authority		8	-	2	2	2
PGL 2A	Yes	2 Tugs (51.3 t to 54.65 t)	Consult Port Authority		-	4	3	2	2
PGL 2B	Yes	2 Tugs (51.3 t to 54.65 t)	Consult Port Authority		-	4	3	2	2
PGL 3A	Yes	2 Tugs (51.3 t to 54.65 t)	Consult Port Authority		-	10	4	3	2
PGL 3B	Yes	2 Tugs (51.3 t to 54.65 t)	Consult Port Authority		-	10	4	3	2

Note 1: If necessary, depending on the size of the ship, a third and fourth tugboats will be available and may be requested to maneuver the ships.

Note 2: The configuration of the moorings desberthed above deal with a suggestion of mooring possibilities. These will be confirmed by the ship's captain, with the approval of the Pilotage and the Nautical Inspection of the terminal.

6.4 Characteristics of Berths for Loading, Unloading and Supply

The characteristics of the products handled, hoses and arms available, as well as the temperature limits, flows and minimum and maximum discharge pressures, are desberthed in Table 3.

6.5 Management and Control

Transpetro's Operational Control Center at Suape Terminal is located in the internal area of the Terminal about 2 km from PGL-01. In this Center is the operator responsible for the control of all Transpetro Terminal operations, which is done through the supervisory system. There is an operating room in PGL-01, PGL-02 and PGL-03, in which Transpetro operators in that area, carry out the preparation of documentation, communications, monitoring of mooring/ unmooring, the position of the ship and monitoring of all operations at said pier.

The monitoring of ship-to-ship operations in PGL 2 and PGL 3 with the tanker is done by the ships themselves, and Transpetro operators are responsible for the initial and final release.
Operations at the Multipurpose Wharf (CMU) are monitored by a Transpetro operator on site.

The communications are carried out with the ships through VHF radios in maritime frequency, previously combined and registered. A secondary medium, via terrestrial VHF radio, is agreed in case of failure of the main system.

6.6 Main Risks

The main risk associated with the vessels' stay in the berths of the Port of Suape is:
- When unprotected by the absence of a ship of equal or larger size in the external berths (east), PGL-01, PGL-02 and Multipurpose Wharf, the ship that is moored in the internal berth (west) is more vulnerable – due to the position in the berth and the predominance in the incidence of strong winds in the east-west direction – to the risk of removal of the pier fenders. The risk previously desberthed requires greater attention from the ships' crew, with respect to mooring lines. In the case of PGL-03, especially B, as it is more external, attention should be given to the conditions during operation, since due to the position of the jetty this pier is more exposed to the incidence of winds and swell.

Table 3. Characteristics of berths for loading, unloading and filling.

Pier	Berth	Outlet	Product	Diameter nominal (in)	Class of Pressure (lbs)	Flow rate min/max (m^3/h)	Maximum/ normal pressure (kgf/cm^2)		Temperature max/min (ºc)	Test pressure Manufacturer (kgf/cm^2)	Test pressure Maximum (kgf/cm^2)	Initial chart (kgf/cm^2)
Multipurpose Wharf	A	hose	MF-380/MGO	8	150	750	9.0	6.2	30/25	(*)	(*)	7.0
	B	hose	MF-380/MGO	8	150	750	9.0	6.2	30/25	(*)	(*)	7.0
Liquid Bulk Pier 1	A	1 mang.	LPG	6	300	560	23.0	20.0	38/5	(*)	(*)	13.0/5 .0
	B	1 mang.	LPG	6	300	560	23.0	20.0	38/5	(*)	(*)	13.0/5 .0
	A	2 mang.	MGO	4	150	560	15.0	15.0	38/5	(*)	(*)	7.0
	B	2 mang.	MGO	4	150	560	15.0	15.0	38/5	(*)	(*)	7.0
	A	3 mang.	MF-380	8	150	240/750	18.0	13.8	80/65	(*)	(*)	7.0
	B	3 mang.	MF-380	8	150	240/750	18.0	13.8	80/65	(*)	(*)	7.0
	A	4 mang.	Diesel/petrol/ aviation gasoline/ QAV/QI	8	150	192/750	9.0	6.2	30/25	(*)	(*)	7.0
	B	4 mang.	Diesel/petrol/ aviation gasoline/ QAV/QI	8	150	192/750	9.0	6.2	30/25	(*)	(*)	7.0
	A	5 mang.	Diesel/petrol/ aviation gasoline/ QAV/QI	8	150	192/750	9.0	6.2	30/25	(*)	(*)	7.0
	B	5 mang.	Diesel/petrol/ aviation gasoline/QAV	8	150	192/750	9.0	6.2	30/25	(*)	(*)	7.0
	A	6 mang.	Paraxylene	8	150	750	8.0	2.0	30/25	(*)	(*)	7.0
	B	6 mang.	Paraxylene	8	150	750	8.0	2.0	30/25	12.0	12.0	7.0
Liquid Bulk Pier 2	A	hose	LPG/petrol/ diesel/QAV	8	150	1100	9.0	6.2	30/25	(*)	(*)	7.0
	B	hose	LPG/petrol/ diesel/QAV	8	150	1100	9.0	6.2	30/25	(*)	(*)	7.0

For the PGL3A and PGL3B piers, the configuration of the arms with their respective diameters and products is established as follows:

PGL 3A

Arm A (8”)	B / C Arms (16”)	D / E / F Arms (16”)	D / E / F Arms (16”)	Arm G (8”)	Hose	Hose
MF for refueling	Oil receipt	Diesel S-10 shipment	Diesel S-500 shipping and receiving	MGO shipping	Drinking water	Oily water

PGL 3B

Arm A (8”)	B / C / D Arms (16”)	Arm E (8”)	Hose	Hose	Hose
MGO shipping	Oil receipt	MF for refueling	Drinking water	Oily water	LPG

7. PROCEDURES

During the ship's stay in the port, several actions are carried out by Transpetro in order to enable safe operation and risk management in order to minimize them. In all phases, as will be desberthed below, measures are taken in order to facilitate operations and plan them properly.

7.1 Prior to arrival

After the mooring and safety inspection carried out by the Nautical Inspector, based on the ISGOTT checklist, if there are pending issues that cannot be resolved by the crew, the ship will not be authorized by the Transpetro Terminal to start the operation.

Repairs on board and washing in the ship's cargo tanks should preferably be carried out in the anchoring area. In order to carry out repairs with the ship moored, prior authorization from the Transpetro Terminal will be required, with registration of the formal communication to the Port Authority, if the ship cannot move by its own means.

Ships destined for the facilities of the Transpetro Terminal in Suape must indicate the estimated arrival (ETA) 72 and 48 hours in advance, directly to the respective agent. The change or confirmation of the arrival of the ship must be communicated at least 24 hours in advance. In the ETA information, it is necessary to specify whether the mentioned time is local or UTC.

7.2 Arrival

Port authorities are triggered by the ship's agents due to arrival and forecast for berthing. As a general rule, the visit takes place after mooring.

Bunker supply requests are forwarded to Petrobras' UN-Bunker, through its agent.

The Terminal information for the ship and vice versa are desberthed in Appendices E and F, respectively.

Below is the list of important addresses and telephones in the Port of Suape:

Internal Revenue Service
Rodovia PE-60 km 10, s/n – Suape
54.500-000 – Ipojuca – PE
Tel.: (81) 3527-1310 / 3527-1131

Police Station
Rua Francisco Alves de Souza, 270 – Centro
54.500-000 – Ipojuca – PE
Tel.: (81) 3551-1155

Cabo Military Police

Estrada Pirapane, km 02 – s/n – Centro
54.500-000 – Cabo – PE
Tel.: (81) 3521-2101

Hospital Mendo Sampaio
BR 101 Sul – KM 34 Charneca
54.535-430 – Cabo – PE
Tel.: (81) 3524-9238

Pernambuco Pilots Empresa de Praticagem S/C Ltda.
Address: Av. Fernando Simões Barbosa 266 / sala 1507 – Boa Viagem – Recife/PE
Fixed: (81) 3089.7207 / Mobile: (81) 99925.0182
Email: operacoes@pernambucopilots.com.br

Pilotage Pernambuco Sociedade de Práticos S/S Ltda.
Address: Av. Fernando Simões Barbosa 266 / sala 410 – Boa Viagem – Recife/PE
Mobile: (81) 99735.0376
Email: operacoes@practice-pe.com

Port Authority of Pernambuco
Rua São Jorge, 25 – Recife Antigo
54.500-000 – Recife – PE
Tel.: (81) 3424-7111

National Health Surveillance Agency – Anvisa
Rodovia PE-60, km 10, s/n – Suape
54.500-000 – Ipojuca – PE
Tel.: (81) 3551-0706

7.3 Mooring

7.3.1 Vessel mooring system

Mooring lines deserve permanent care in order to keep the ship always moored. All cables must be kept under adequate tension during operation, with the winches under brake, and the use of automatic tension winches is not allowed.

All mooring lines must be of the same type, diameter and material (fiber or wire), and the use of mixed moorings is not allowed. Mixed moorings are those in which the cables that perform the same function are of different type, diameter and materials. The mooring lines need to be arranged as symmetrically as possible in relation to the middle of the ship.
The breast lines must be oriented as perpendicularly as possible to the longitudinal axis of the ship and passed as far forward and aft as possible.

The springs are oriented as parallel as possible to the longitudinal axis of the ship.

If fiber tails are used on wire ropes, the tails must be of the same type, with a diameter 25% higher than the minimum breaking load of the wire rope, of the same material and of the same length.

The horizontal angle of the bow and stern lines in relation to the direction of a crossing perpendicular to the longitudinal axis of the ship shall not exceed 45°.

7.3.2 Auxiliary mooring service

The Port of Suape has a contract with an external team for the mooring and unmooring of ships that operate for it. The mooring of propanes on the tanker (floating tanker) is normally done by the crew itself.

7.3.3 Access between ship and shore

The ship's gangway or gangway shall be used. Crew members, when disembarking, must be dressed in closed leather shoes, long pants, sleeve shirts and may only circulate through the demarcated area to the port surveillance post, where there will be a vehicle to be requested by the ship's agent, to take them to the exit gate.

7.4 Prior to Cargo Transfer

The loading arms and hoses are grounded individually.

The resources necessary for connection are agreed upon on the first contact of the ship with the Terminal, according to appendices D (under review), E and F. It is up to the ship to inform the diameter of the loading/unloading sockets, in order to allow the connection of the loading arms or cargo hoses of the Terminal. After the connection of the loading arms or loading hoses, they are tested for their tightness, using the static pressure of the Terminal column for this purpose. A ship's representative will accompany the entire operation and must be close to the ship's cargo outlet. The vessel shall maintain an observer on board to make visual inspection on deck and around the vessel.

The on-board measurements are carried out by the ship's personnel and accompanied by the Terminal representatives and, in the import operations, also by inspectors. The material used must be properly grounded and the measuring accessories must be explosion-proof. Measurement equipment shall have valid calibration certificates.

The start of the operation only occurs after the completion of the Ready to Operate and the Initial Letter, by the representatives of land and on board.

The Ship/Shore Safety Checklist. (Isgott Appendix A) is reviewed and completed by the Nautical Inspector, during the release of the ship.

It is forbidden to carry out branching or cleaning of boiler piping with the ship moored. Care must be taken that sparks do not escape through the chimney. Failure to comply with this regulation will result in one or more of the following sanctions:

- Immediate interruption of operations;
- A fine imposed by the competent authorities;
- Forced undocking of the ship from the pier;
- Reporting the infringement to shipowners; and
- Liability of the ship for fines, delays and all other related expenses arising from said fact.

It is necessary to observe the prohibition on the permanence of unauthorized small vessels on the side or in the vicinity of moored ships. Only authorized vessels may be in the vicinity or alongside, provided that they meet all safety conditions. The breach of that rule must be reported to the competent authority.

Moored vessels may not move their propeller(s) while remaining connected to the loading arms. Ratcheting may be used after proper warning to the Terminal operator, but

the propeller must be moved so slowly that absolute safety is obtained. Vessels shall be liable for any damage resulting from these procedures.

7.5 Cargo Transfer

Monitoring of pressures during cargo transfer is recorded by the onboard and shore representatives on the ship's manifold on an hourly basis. The Terminal controls internal pressure using the centralized supervisory control system. The flows on both sides of the operation are removed every hour and compared between the parties having, according to the system used, a limit parameter for operational control. Notice of any changes in operating conditions must be provided and documented by the parties involved in operations. During operation, it is expressly forbidden to close valves that cause back pressure in the system.

In simultaneous operations with other Terminals installed in the Port of Suape, the Transpetro Terminal monitors and controls the differences in hourly flows and accumulated volumes discharged by ships and received by the Terminals. Operations must be interrupted when they exceed the limits of the predefined differences for each operation.

In LPG discharges to the Terminal, it is necessary to record and observe the minimum temperature of +5°C. After unloading the LPG, the ship must displace the liquid LPG, from the arm or hose section, between the ship's manifold and the Terminal facilities, to the first block valve, so that the disconnection is made.

Ships' ballast and de-ballast nets and tanks are intended for this purpose only, being isolated from other on-board nets. The water ballast to be discharged to the sea must be completely free of oil, any oily residue or other substance capable of causing water pollution.

The Suape Terminal does not currently have a system or tankage for receiving slop from ships, however, two slop tanks are under construction at the terminal, being aligned with the operation with the Abreu e Lima Refinery.

COW's operation in the Port of Suape is not accepted. If there is a real need, such as prior stay for docking or exchange of products, there is a need for a formal request to the terminal and the port, through the agency that is providing service to the ship.

Repairs or maintenance work of any nature, involving or involving the risk of sparks or other means of ignition, may not be carried out while the ship is moored at the docks and docks of the port. In extreme cases, all safety standards must be observed and met. Repairs that include the facilities of the piers or involve some restriction of the ship during the stay must be previously authorized by the Terminal and the ship.

The intermediate inspections, according to Appendix A of the ISGOTT, are carried out by the Nautical Inspector, during the operation of the ship every 4 hours.

The interruption of loading or unloading of the ship will occur in any situation that may pose a danger, either to the ship or to the Terminal. Operations may be temporarily suspended during storms, thunderstorms and/or strong winds. Transpetro Terminal operation personnel are authorized to stop/suspend the operation in the event of non-compliance with any of the universally accepted safety rules and standards adopted in the maritime transportation of petroleum products. The ship's master has the right to

interrupt the operation, if he has reason to believe that the activities onshore do not offer security, simultaneously notifying the Transpetro Terminal.

In any emergency situation, the Transpetro Terminal will interrupt the ongoing operations, so that all resources are aimed at mitigating the accident, immediately informing the ship. The actions and contacts for each type of emergency are desberthed in the Individual Emergency Plan of the Terminal – PEI and the main telephones are in item 9.

7.6 Measurement of Loads and Documentation

After the end of the operation, the drainage of the loading arms or loading/unloading hoses used begins. Terminal operators will arrange for drainage of the closed system arms or hoses at the pier. The ship's representative will be in charge of the drainage of the on-board section.

The final on-board measurements are carried out by the ship's personnel, accompanied by the Terminal representatives and also by inspectors, in the case of import. The material used must be properly grounded and the measuring accessories must be explosion-proof. The final release of the ship will take place after the comparison of the quantities handled and the complement of the stay documentation.

7.7 Undocking and Departure from Port

During the unberthing maneuver and leaving the port, it is recommended to observe the channel limits and hazards reported in sub-item 5.3 and their correlates.

The pilot usually disembarks at the same embarkation point (desberthed in sub-item 5.3.5), where the pilotage boat will await him.

8. PORT OR ANCHORAGE ORGANIZATION

8.1 Port Control or VTS

This section is not yet applicable to the Suape Terminal.

8.2 Maritime Authority

The maritime authority to which the Terminal is subordinate is the Port Authority of the State of Pernambuco.

The Naval Inspection Division of the Port Authority of the State of Pernambuco determines that the visit of the authorities is carried out after the ship is docked at the piers and piers of the Port of Suape.

The official limits of the port, according to sub-item 5.3.4., are located between latitudes 08º 22' 0" S and 08º 25' 0" S, the meridian of 34º 55' 0" W and the coast (Nautical Chart 906-DHN).

The Port Authority is the maritime authority within the limits of the Port of Suape, which is responsible for determining the actions and notifying those responsible for any incident that occurred within the limits of the port.

8.3 Pilotage

For all ship handling, from the pilot's embarkation point (sub-item 5.3.5), pilotage is mandatory. It must be requested by VHF channel 13.

The pilotage organization, which operates in Porto Suape, can be found at the following address:

Pernambuco Pilots Empresa de Praticagem S/C Ltda.
Address: Av. Fernando Simões Barbosa 266 / Sala 1507 – Boa Viagem – Recife/PE
Fixed: (81) 3089.7207 / Mobile: (81) 99925.0182
Email: operacoes@pernambucopilots.com.br

Pilotage Pernambuco Sociedade de Práticos S/S Ltda.
Address: Av. Fernando Simões Barbosa 266 / sala 410 – Boa Viagem – Recife/PE
Mobile: (81) 99735.0376
Email: operacoes@practice-pe.com

For all situations, the pilotage service is activated by the ship's agent. In cases of emergency, according to availability, the pilot will be placed on the ship in at least 1 hour. Appointment of the pilot must be informed to the agent at most 4 hours in advance.

8.4 Tugs and Other Maritime Services

Under normal operating conditions, only 2 tugs are required for mooring and unmooring at the piers, at the Multi-Use Pier, at the internal port and at the floating tankage. Large oil tankers, in mooring and unmooring operations alongside the tanker (floating tanker), can only be moved with the use of 3 tugboats, according to the determination of the port authority. There will always be 3 tugs permanently parked in port, 24 hours a day. If there is an advance request, another tugboat may be sent from the Port of Recife. Table 4 illustrates the characteristics of the tugboats available at the Port of Suape.

Table 4. Characteristics of tugboats available at the Port of Suape.

Name	LOA (m)	TPB	BHP	Static Traction (t)	Approval by Transpetro
Godofredo	30.25	194.10	4892.76	65.76	Yes
Tamoium	23.18	106.65	2759.00	50.73	Yes
Tupari	23.18	106.65	2759.00	51.63	Yes
Tuxá	23.18	108.66	3698.00	51.03	Yes
Svitzer Maria Darian	32.00	290.00	3676.00	75.95	Yes
Svitzer Sonia	23.80	74.00	3728.00	61.20	Yes

8.4.1 Other relevant port maritime services

Support boats for the supply of costing materials, provisions, deck, machinery and garbage removal are activated via the ship's agent. The removal of garbage is linked to the prior authorization of the health surveillance.

8.5 Other Petroleum Derivatives Terminals

In addition to the Transpetro Terminal, other third-party Terminals operate in the Port of Suape, including:

Temape – Pernambuco Maritime Terminals;
Pandenor – Importação e Exportação Ltda.;
Tequimar – Aratu Chemical Terminal.
Decal – Decal Brasil LTDA.

8.6 Other Main Users

The Terminals mentioned in sub-item 8.5 share the facilities of the Port of Suape with the Transpetro Terminal.

9. EMERGENCY PLANNING AND RESPONSE

9.1 Emergency Contacts

Table 5 indicates the essential contacts with telephone number, fax and radio channels/frequencies:

Table 5:
List of contacts related to activities in the Port of Suape.

Organization	Business Hours	Phone (81)	FAX (81)	Mobile Phone (81)	Call VHF/UHF	Chat VHF/UHF
Port of Suape	24 hours	3527.5000 3527.1280	3527.1264	99973.0623 99966.2804	13	13
Captaincy of Ports	24 hours	3424.7111	3424.7754	99966.2804	16	-
Tugboats	24 hours	3424.1609	3419.1335	99126.2704	16	13
Practical	6am to 6pm	3424.5010	3424.5010	99109.3118	16	13 / 12
Control Room of the Terminal	24 hours	3527.6321	3527.6029	-	16	9 / 6
Control House of the Terminal at the Pier	24 hours	3527.6323	-	-	16	9 / 6
Coordination of Terminal	7am to 4pm	3527.6330	3527.6029	-	-	9
Northeast Management	7am to 4pm	3527.6201	3527.1051	-	-	9
Firefighters	24 hours	192	-	-	-	-
Civil Defense	24 hours	199	-	-	-	-
City Hall de Ipojuca	8am to 5pm	3521.6254	-	-	-	-
CPRH	24 hours	3441.5877	3441.6088	-	-	-
Ibama	24 hours	3441.5033	3441.5057	-	-	-

9.2 Environmentally Sensitive Areas

In the Individual Emergency Plan and in the Computerized Emergency System – SIE, the areas most sensitive to an environmental impact are listed by sheets and electronically, respectively, containing environmental sensitivity maps, showing, according to the area selected, the points that are subject to the greatest impact in cases of emergencies.

9.3 General Description of the Emergency Response Organization

The responsibilities for dealing with possible emergencies, involving vessels arriving at the Terminal, are defined in Table 6.

Table 6:
Organizations involved in cases of maritime incidents in the Port of Suape.

Incident Type	Responsible Organization	Other Organizations Involved

Channel Collision	Ship and Captaincy of Ports	Civil Defense	Authority Port	Transpetro	-	-
Vessel stranding	Ship and Captaincy of Ports	Civil Defense	Authority Port	Transpetro	CPRH	Ibama/ANP
Collision in Berths	Ship and Captaincy of Ports	Transpetro	Authority Port	Civil Defense	CPRH	Ibama/ANP
Vessel sinking	Captaincy of Ports	Civil Defense	Authority Port	Firefighters	Transpetro	CPRH/Ibama/ANP
Fire in the Vessel	Ship and Captaincy of Ports	Transpetro	Authority Port	Firefighters	Civil Defense	CPRH/Ibama/ANP
Fire IN the Berths	Transpetro	Firefighters	Authority Port	Civil Defense	Captaincy of Ports	CPRH/Ibama/ANP
Pollution	Transpetro or Ship	Captaincy of Ports	Authority Port	CPRH	Ibama	ANP

9.4 Individual Emergency Plan (PEI)

The Individual Emergency Plan of the Terminal aims to establish actions to response emergencies during operations with the Transpetro Terminal. The PEI is available in all operational areas, in boards located at the entrances to the operating rooms, maintenance and administrative buildings. The person responsible for its update is the Terminal operation activity.

The moored ships must keep the emergency towing lines passed on the bollards and pending up to the height of the water throughout the operation, by the cheek and the wing of the opposite edge to the mooring. Emergency and fire-fighting equipment must be kept ready for use as long as the ship remains moored. The operating fire hoses must be extended, one forward and one aft of the load outlets. It is recommended to keep a pollution-fighting kit (sawdust, rags, shovels, buckets, squeegees, transfer pumps, etc.) ready for use, to be used in case of oil spillage. Additional precautions must be taken in order to avoid pollution of seawater by oil. The Terminal has Emergency Response Centers (CRE), equipped with modern equipment and various facilities, for use in accidental pollution. Periodically, intensive training is carried out to enable Terminal employees to act according to their PEI. Situated at strategic points, they allow rapid action in the fight against emergencies. In the CREs, containment barriers, oil collectors and other equipment and materials necessary for the tasks are stored. The support vessels and the collecting vessel are moored at the Multi-Use Pier, in a permanent state of readiness. Two catamaran type vessels, moored at the Multi-Use Pier, store 350 m of containment barriers for immediate release into the sea, in case of water pollution, during operations. Another 4 smaller and faster vessels are also nearby, to carry out surveys and provide assistance for the launching of barriers.

The Terminal has an ambulance equipped for first aid care. A nursing technician works in an administrative regime, a time that concentrates the largest number of people, due to maintenance and works services. The most serious cases or occurrences outside the administrative hours will be forwarded to the hospital units listed in the Individual Emergency Plan.

9.5 Public Emergency Response Resources

In the Port of Suape, only Transpetro, through the Terminal, has resources that can be used to mitigate sea pollution events. For other emergencies, public organizations offer the resources for which they are intended.

9.5.1 Local emergency services

The port authority, the maritime authority, the Fire Department and the Civil Defense have the resources for which they are intended and are triggered according to the table in sub-item

9.5.2 Mutual assistance plans

The institutions listed below participate in the Mutual Assistance Plan – WFP:
- Petrobras Transporte S.A. – Transpetro
- Minasgas S.A. – Indústria e Comércio
- Ultragas – Grupo Ultra
- Copagaz Distribuidora de Gás Ltda.
- Liquigás S.A.
- NGB – Nacional Gás Butano Distribuidora Ltda.
- Shell Brasil S.A.
- Texaco Brasil S.A.
- Companhia Brasileira de Petróleo – Ipiranga
- Esso Brasileiro do Petróleo S.A.
- Temape – Pernambuco Maritime Terminals
- Pandenor – Importações e Exportações Ltda.
- Tequimar – Aratu Chemical Terminal
- TECON – Container Terminal

9.6 Oil Spill Response

The following sub-items desberthe the resources available to RESPONSE pollution through the Transpetro Terminal.

9.6.1 Terminal Response Ability

The resources available at the Terminal to response oil spill situations are listed in the Individual Emergency Plan and SIAPE.

9.6.2 Response capacity of the environmental agency

The Environmental Agency of Pernambuco – CPRH does not have resources to response oil spills at sea.

9.6.3 Resources available in the Mutual Assistance Plan

Terminals operating in the Port of Suape participate in the Mutual Assistance Plan, providing human resources for their brigades.

9.6.4 Medium-sized spillage response

In these events, resources from the Mutual Assistance Plan and/or Transpetro/Petrobras regionals may be requested. These resources, their readiness and form of activation are desberthed in the Individual Emergency Plan.

9.6.5 Large spillage response

In these events, national resources from Transpetro/Petrobras will be requested. These resources, their readiness and form of activation are desberthed in the PEI.

9.7 Major Incident Response

The Individual Emergency Plan lists the actions and those responsible for each type of event planned, which may occur in the area covered by the Terminal, involving vessels or third parties. For events that are not provided for in this 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, telephone, fax, e-mail, radio channel/frequencies.

10.1 Terminal

Location	Contact	Phone (81)	Fax (81)	Call VHF/UHF	Chat VHF/UHF
Pier Operators House	Operator	3527.6323	-	16	9 / 6
Control room	Supervisor	3527.6321	3527.6029	16	9 / 6
Room of Nautical Inspectors	Nautical Inspector	3527.6361	-	-	9
SMS Security	Technician	3527.6291	3527.6147	-	-

10.2 Port Services

Organization	Contact	Phone (81)	Fax (81)	Email	Call VHF/UHF	Talk VHF/UHF
Captaincy of Ports	Service Officer	3424.7111	3424.7754	-	16	-
Pernambuco Pilots	Practical	3089.7207 99925.0182	-	operacoes@pernambucopilots.com.br	16	13
Pilotage Pernambuco	Practical		-	operacoes@practice-pe.com	16	12
Tugboats	Assistant	3424.1609	3419.1335	-	16	13

10.3 Shipping Agents and Selected Suppliers

Company	Business	Phone (81)	Fax (81)	Email	Call VHF/UHF	Chat VHF/UHF
Irmãos Britto	Agent	3204.3303 3204.3304	-	agsuape@ibritto.com.br	16	8
E. Batista	Agent	3224.4144	3224.2032	ebatista@edbatista.com.br	16	8
GAC	Agent	3048.4680	-	shipping.recife@gac.com	16	8

10.4 Local Authorities, State and National Agencies

In the table of sub-item 9.1, there is a list of these authorities and their respective contacts.

10.5 Emergency Response Organizations

The emergency response organizations available in the port are listed in sub-item 9.1.

11. ADDITIONAL INFORMATION

11.1 Supply of Deck Materials, Machinery, Chamber and Provisions

Deck, machinery and navigation costing material, in addition to crew supplies, may be requested by the ship's agent in advance. There is a wide variety of suppliers for ships in Recife. The delivery times and conditions must be agreed in advance with Transpetro, in view of the operational safety and port aspects.

11.2 Compass Compensation

In Suape, there are no resources for the execution of these services.

11.3 Oil Inspectors

The following oil inspectors, among others, may be contacted through the agent: SGS, Inspectorate, Calleb Brett of Brazil, Chas. Martin & Co, E. W. Saybolt etc.

11.4 Classification Societies

There are no classification society offices in the port. However, the requests of inspection may be made through the agent to the Companies Lloyd's Register of Shipping, Bureau Veritas and Germanisher Lloyd, who have representation in Rio de January or in Santos.

11.5 Consulates

Most maritime nations have consular representation in the municipality of Recife.

11.6 Pest Control

Pest control and disinfection services in the municipality of Recife, if requested in advance to the agent.

11.7 Medical and Dental Care

Medical and dental treatments can be obtained in Recife, since the city has excellent infrastructure conditions in this regard. For first aid operations and small medical emergencies during business hours, they can be made available to Transpetro employees by the medical team of the terminal itself or, if necessary, in the neighboring city of Cabo de Santo Agostinho. The ship's agent must be contacted.

11.8 Laundry

Laundry services are possible only in Recife, where they operate 24 hours.
The ship's agent should be contacted well in advance.

11.9 Postal Service

There is a post office in the nearby city of Cabo de Santo Agostinho, but to use its services you must ask the agent.

11.10 Currency

The exchange of foreign currency for local currency may be made through the agent, if there is an advance request.

11.11 Laboratory

The Transpetro Terminal has a complete laboratory, qualified to perform analyzes on samples of petroleum products and ethyl alcohol fuel.

11.12 Fuel Supply

The Terminal is able to supply bunker (MGO – Marine Gas Oil and MF – Marine Fuel). Requests must be made to the Petrobras bunker unit, through the ship's agent. Available refueling points: PGL1 (a and B), PGL2 (A and B) and Multi-Use Jetty.

11.13 Lubricating Oil

Requests for marine lubricants must be sent well in advance by the agents, subject to confirmation.

11.14 Water Supply

The Terminal offers conditions to provide potable water without restrictions in PGL-01 (east and west) at a maximum flow rate of 70 m^3/h. In PGL-02, the supply of water is the responsibility of DECAL.

11.15 Barges

This service is not available in the Port of Suape for bunker supply.

11.16 Ballasting and Deballasting Facilities

Brazilian laws are quite severe when it comes to pollution. Heavy fines shall be imposed on vessels which breach them. There are no facilities for receiving dirty ballast at the Transpetro Terminal or at the Port of Suape.

11.17 Port Arrival Requirements for Ships

The following information is required by Transpetro from ship's masters upon arrival:

- The name and radio code of the vessel;
- Flag of origin;
- The nature of the cargo;
- Distribution of cargo on board, with indication of ownership, not only of what will be unloaded, but also of the cargo that will remain on board;
- If the vessel has an inert gas system, inform if it is in perfect operational condition;
- Any defect in the powertrain, other equipment or hull that may affect the safety of the maneuver, other vessels or pose risks to the environment, people or property;
- Draft on arrival and draft forecast on exit;
- Any repair that may delay the start of loading and/or unloading;
- Details of the on-board manifold, including type of flanges, valves, diameter and connection equipment to be used;
- Maximum operating flow rates of the ship; and
- Time of issuance of the Ready to Operate.

Vessels must pay attention to the operational procedures listed below:

- Maintain a minimum number of crew members on board the ship, capable of safely carrying out loading and unloading operations and acting in case of emergency, including undocking the ship, when necessary;
- It is not recommended to use radio transmission equipment and radars while the ship is moored at the pier, except for portable devices, for communication with shore personnel;
- All cargo tank openings must be kept securely closed during cargo and ballast operations, unless one needs to be opened for operational reasons;
- The ullage mouths also need to be closed. If they need to be opened, for operational reasons, they must be protected by fire screens;
- The inlets of the central air-conditioning and mechanical ventilation systems must be adjusted in order to prevent the entry of gases from the external environment; if possible maintained by means of air recirculation inside enclosed spaces;
- Hydraulic hammers that may cause vibrations in the loading arms and terminal lines must be avoided;
- In case of storms with electrical discharges, the unloading will be interrupted, whether the ship is inerted or not;
- During loading and unloading operations, care must be taken to prevent the escape of oil through the sea valves;
- Deck scuppers need to be securely capped and sealed (if applicable); and

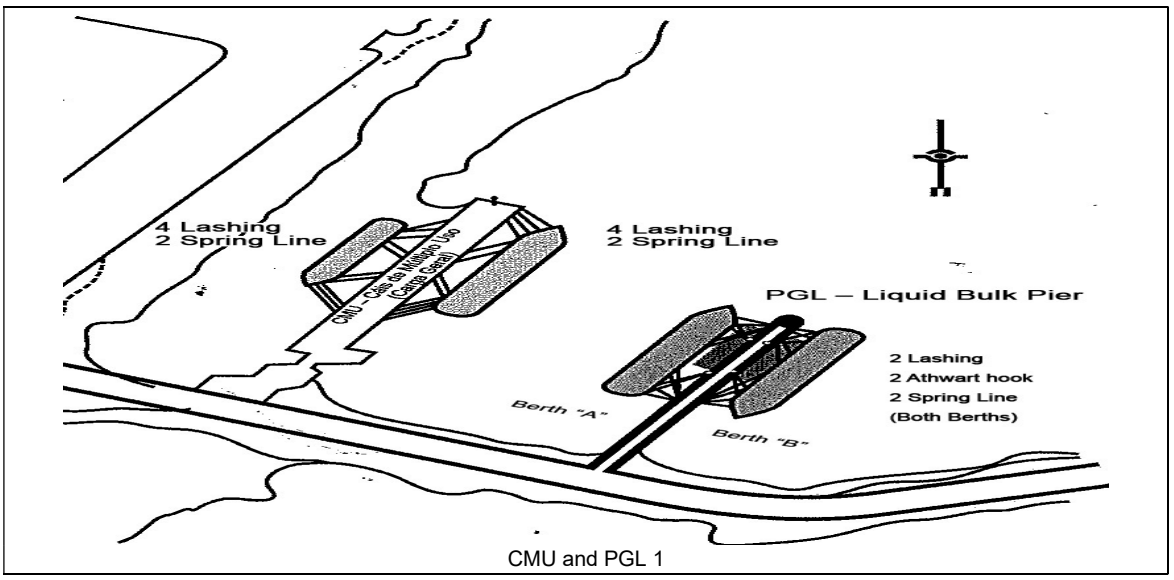
- Tank degassing operation is not allowed while the ship remains moored.

12. APPENDICES

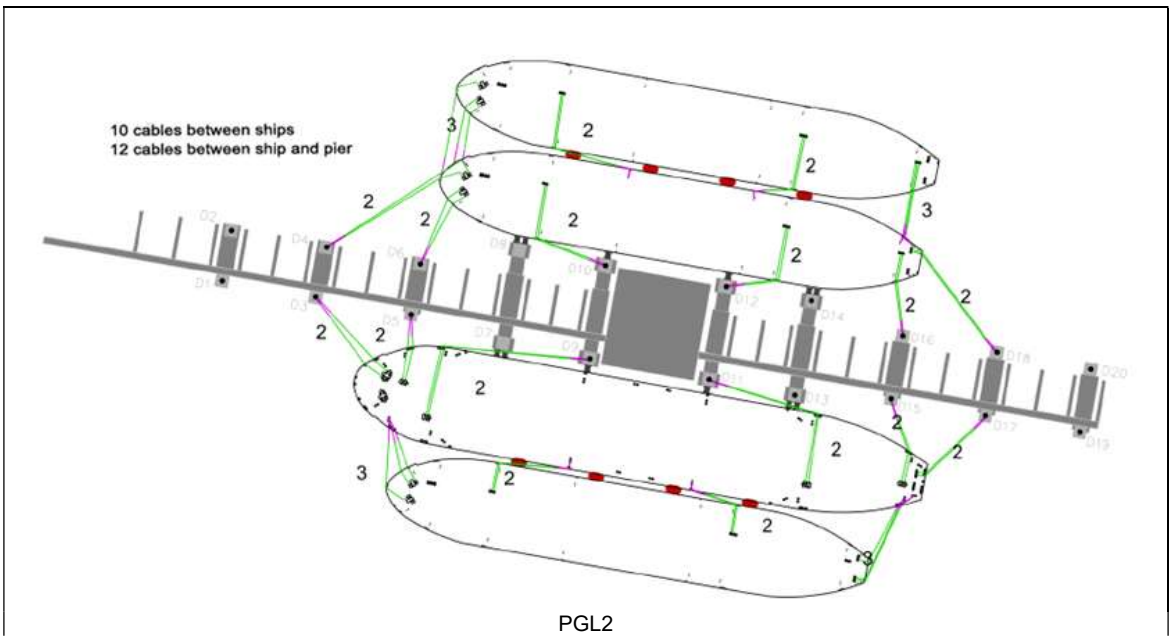
A – NT Cistern – Recommended mooring plan

The mooring plan of the tanker will be according to the pier where it is moored.
Moorings in operations

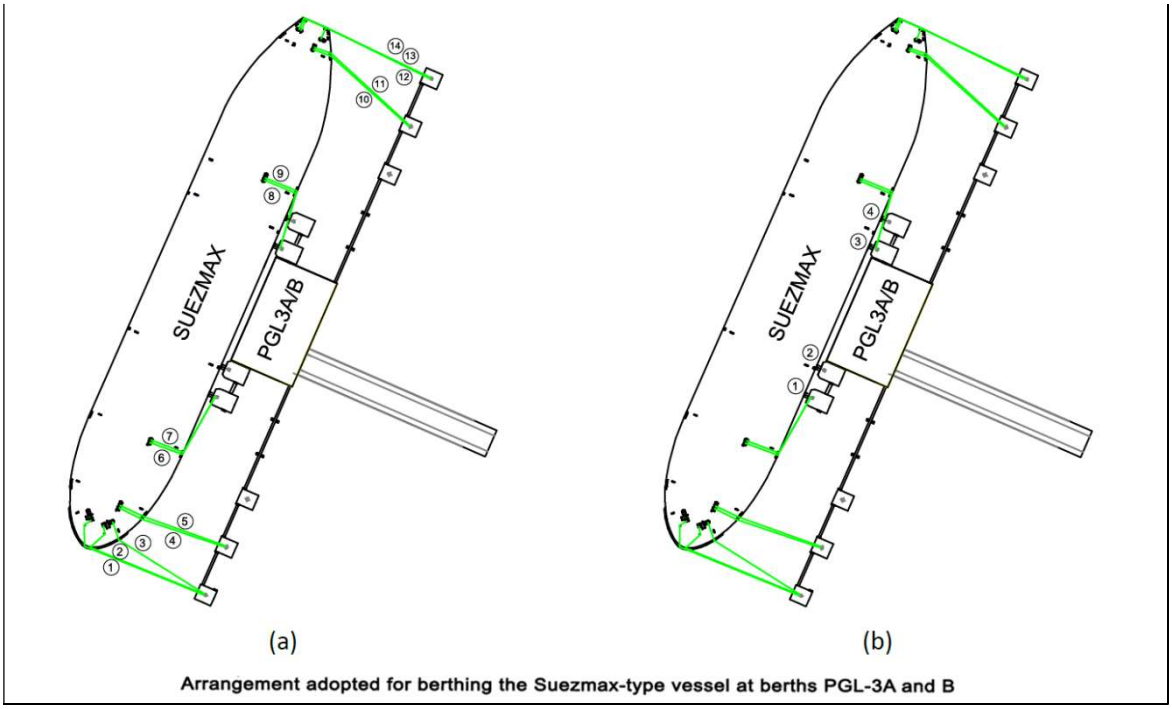
B – Recommended mooring plan for CMU and PGLs



CMU and PGL 1



PGL2



Arrangement adopted for berthing the Suezmax-type vessel at berths PGL-3A and B

C – Essential Terminal Information for Ships

Ship/Terminal Information Exchange

Isgott Item 3.1.4 (Terminal information for the ship prior to arrival)

To the Vessel:
From the Waterway Terminal:

Berth Latitude:
Longitude:
Draft at low sea: (m)
Water salinity: (mg/l)

Port **Docking Board**:
Starboard:
According to the tide:
Maximum speed at berthing: (m/s)
Maximum angle at berthing: (º)
Position of the speed/angle indicators:

Tugboats available for maneuver
Towing lines used for manoeuvring:
Auxiliary vessels available for maneuvering:
See ship's agency.

Mooring
Number of cables required for mooring:
Line:
Through:
Springes:
Material:

Terminal Equipment available to mooring
Bollards:
Hook:
Additional mooring details:

Access ladder
Terminal:

Vessel:

Connection details: Hoses:
Arms:
Diameter:
Class/Pressure:

Operation Sequence
Product: Load 1: m3 Discharge 1: m3
Product: Load 2: m3 Discharge 2: m3
Product: Load 3: m3 Discharge 3: m3
Product: Load 4: m3 Discharge 4: m3
Has the predicted sequence been altered? Yes: NO:

Measurement of onboard tanks Ship without inert gas system: Follow Isgott 7.2.2 recommendations.
Vessel with inert gas system: Follow Isgott 7.2.3 recommendations.

Need for degassed tanks Yes: No:

COW operations allowed with ship at berth? Yes: Follow recommendations in Isgott item 9.4.
No:

Tank washing allowed with ship at berth? Yes: Follow recommendations of Isgott item 9.5.
No:

Environmental wind condition limits Speed/Action: knots/Interruption knots/ Disconnection knots/ Undocking

Wave Environmental Conditions Limits Height/Action: > m/Interruption > m/ Disconnection > m/ Undocking

Operational limits (Product 1) Variable/Action: Pressure > kgf/cm2/ Cut-off Flow > m3/h/ Cut-off Temperature > ºC/ Interruption

Operational Limits (Product 2) Variable/Action: Pressure > kgf/cm2/ Interruption Flow > m3/h/ Interruption Temperature > ºC/ interruption

Can dirty or slop ballast be received?
Yes: Minimum flow cº Maximum volume m3

No: cº m3

The product must be free of chlorinated or organochlorine, oxygenated solvents (ethanol, methanol and MTBE), machine wastes contaminated with lubricating oil and metals, inorganic/organic chloride.

Responsible for information:

D – Essential information from the ship to the Terminal.

Port and Terminal of: Suape
Request for information about the vessel:

Name of ship:
Flag state:
Master's name:
Owners:
Does the ship have an inert gas system?
Oxygen content:
Overall Length (LOA):

Estimated Arrival (ETA):
Last port:
Next port:
Agents:

Arrival Draft:

Length between perpendiculars: Maximum draft during cargo transfer:
Beam: Outbound draft:
Number of engines: Transverse propulsion:
Number of propellers: Bow (no and power):
Stern (no and power):
Tugs at least required:
No. and static traction (bollard-pull):
Number and size of manifold flanges: Distances:
Load: Bow to manifold:
Ballast: Side to Manifold:
Bunkers: Height of manifold from main deck:

Load scheduling (fill in what applies)

Appointment:
Type and quantity: m3
Type and quantity: m3
Type and quantity: m3
Discharge of the ballast to the sea:
Quantity: m3 Estimated time:
Slop/ballast discharge to shore:
Quantity: m3 Estimated time:

Discharge schedule (fill in what applies)

Type and quantity: m3
Type and quantity: m3
Type and quantity: m3
Ballast: Volume: m3 Time:

Supplies requested (bunkers)

Type and quantity:
Type and quantity:
Additional information (if applicable):

Please fax or email to the Terminal supervisor..

E – Information to be exchanged before cargo transfer

Information between Ship and Terminal

Name of ship: Mooring berth:
Trip number: Mooring date:

Contractual data

No. of onboard pumps:
Volumetric capacity: 98% m3
Guaranteed discharge pressure (when discharge operation): kgf/cm2
Simultaneous ballast/de-ballast capacity with loading/unloading:

Voyage information

Type of charter (VCP, TCP, COA, etc.):
Type of voyage (cabotage/long haul):
Ports or places of origin and destination:
Has the vessel requested refueling?
Means of communication between ship and Terminal:

Cargo information

Product: Quantity: Temperature: API:

Slop

Quantity: Temperature: API:
Fluidity: Origin:
Contaminants:

Ballast

Dirty ballast Quantity: Temperature:
Segregated ballast Quantity:

Operational information

For discharges: Will the ship do a special operation (COW, inertization, etc.)?
Expected time for special operation:
Time required to stop the pumps:
For loads: Time in advance for TOP notice:
Flow rate for the TOP period:
Amount of ballast to be discharged:
Maximum allowable flow rate for de-ballasting:
Are restrictions in place with regards to electrostatic properties?
Are restrictions in place with regards to the use of self-closing valves?

Ship/Terminal conditions for loading/unloading operation by product

Vessel	Pressure:	Flow rate:	Maximum temperature:	Minimum temperature:
Pressure	Terminal:	Flow rate:	Maximum temperature:	Minimum temperature:

Sequence of operations by product

Quantity to be loaded/unloaded:
Tanks of origin/destination:
On-board/shore lines:
Loading arms/hoses used:
Forecast for start and end of operation:

Additional information on operation and safety: