PORT INFORMATION

Terminal Information Booklet

Waterway Terminal of **VILA DO CONDE**

TA- VILA DO CONDE

Full Address of the Terminal: Address: Rodovia PA 481, Km 2.3, CEP: 68447-000. Barcarena/PA.
Phones: Phone: (91) 3754-5201 / 3754-5200
E-mail: rbrilhante@cdp.com.br - Roberto Brilhante Corrêa – **Port Administrator - APOCON**

Contacts

Organization	Hour	Phone / Fax	Mobile	VHF/ UHF Call Channel	VHF / UHF Conversation Channel
Vila do Conde Terminal Administrator	24/7	-	(91) 99229-0642	N/A	N/A
Port Control	24/7	(91) 3754-5200	-	16	To be defined
***Associação de Práticos da Barra do Pará* (Barra do Pará Pilots Association)**	24/7	(91) 4006-6550	-	16 / 06 / 11	06 / 11
***Capitania dos Portos da Amazônia Oriental* (Port Captaincy of Eastern Amazonia)**	24/7	(91) 3218-3950	-	16	To be defined
Vila do Conde Operations Inspection Supervisor	08 am to 5 pm	(91) 3754-5207	(91) 98886-7891	N/A	N/A
Vila do Conde Safety Supervisor	24/7			N/A	N/A

INTRODUÇÃO

This Port Information was prepared by Petrobras Transportes S.A. **(TRANSPETRO)**, who operates the Waterway Terminal in the port of **VILA DO CONDE**

It presents essential information for ships seeking to operate at the terminal and is distributed to interested parties at the Port, National and Local Authorities and in the various branches of the company.

Port Information has versions in Portuguese and English.

The information contained in this publication is intended to supplement, never supersede or alter any type of laws, 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 operational information presented here without prior notice.

TRANSPETRO will analyze any suggestions, recommendations or corrections to the topics covered here, aiming to improve the information. If you find erroneous information that needs to be updated, please contact:

VILA DO CONDE Waterway Terminal -
Rodovia PA 481, Km 2.3, CEP: 68447-000. Barcarena/PA.
Phones: Phone: (55) (91) 3754-1027;
Website: www.cdp.com.br/companhia-docas-do-para/porto-de-vila-do-conde
CNPJ: 04.933.552/0009-60

Petrobras Transportes S/A - TRANSPETRO

Av. Presidente Vargas, nº 328, Centro, CEP 20091-060, Rio de Janeiro – RJ Communications Advisory

Phones (021) 3211-9039 and (021) 3211-9000.

The most recent version of this Port Information and other Terminals of **Transpetro** may be obtained by accessing the following address:

https://transpetro.com.br/transpetro-institucional/nossas-atividades/dutos-e-terminais/informacoes-portuarias.htm

SUMMARY

REVISIONS

Revision	Changes	Date	Prepared by	Approved by
V.0	Initial Version	07/02/2025	Nautical Advisor Ana Cláudia - ACGR IN Rubia Camila dos Santos - C3AG ON Jacqueline Ferreira Vieira – C3JG Ives Marcelo Xavier – T2YN	Nautical Advisor Ana Claúdia - ACGR

1. Emergency Procedures

1.1 GENERAL

EMERGENCY CONTACTS

Organization	Opening Hours	Phone	Mobile	VHF / UHF Call	VHF / UHF Conversation
VTS Port Control	N/A				
Tugboats	24/7	(91) 4009-0050 / 3754-3435 / 3754-3435	(91) 98886-0572	16	
Pilots Association	24/7	(91) 4006-6550	-	16 / 06 / 11	06 / 11
Fire Department	24/7	(91) 3251-2487	(91) 98899-6552	N/A	N/A
State Civil Defense	24/7	190	-	N/A	N/A
SEMAS	08 am to 5 pm	(91)3184-6106 (91)3184-6115	-	N/A	N/A
IBAMA	08 am to 5 pm	(91) 3284-5800	-	N/A	N/A
SAMU	08 am to 5 pm	192	-	N/A	N/A

ENVIRONMENTALLY SENSITIVE AREAS

The port area of Vila do Conde does not directly affect legally established Conservation Units. However, it has a conservation unit nearby, at most 10 km away, such as APA Ilha do Combu, APA Belém, and APA do Arquipélago do Marajó, the latter area having the purpose of elaborating and executing the ecological-economic zoning, aiming at the conservation of biodiversity, development and improvement of the quality of life of the Marajó population (PDZ, 2024).

GENERAL DESCRIPTION OF THE EMERGENCY RESPONSE ORGANIZATION

Incident Type	Organization in Charge	Other Involved Organizations			
Collision in the Canal	Port Captaincy	Civil Defense	TRANSPETRO		
Vessel Running Aground	Port Captaincy	Civil Defense	TRANSPETRO		
Collision in the Berth	Port Captaincy	TRANSPETRO	Civil Defense	Companhia Docas do Pará - CDP	
Vessel Sinking	Port Captaincy	Civil Defense	Fire Department	TRANSPETRO	
Fire on the Vessel	Ship	TRANSPETRO	Fire Department	Civil Defense	Port Captaincy
Fire on the Berth	TRANSPETRO	Fire Department	Civil Defense	Port Captaincy	Companhia Docas do Pará - CDP
Pollution	TRANSPETRO or Ship	Port Captaincy	SEMAS	IBAMA	Companhia Docas do Pará - CDP

EMERGENCY PLANS

PEI (Individual Emergency Plan)

TRANSPETRO prepared a PEI for ship to barge operations with the ship anchored in Vila do Conde. This document aims to establish technical-administrative procedures to be adopted in oil pollution incidents that may occur during Transpetro's ship-to-barge (STB) transfer operations anchored in the vicinity of Port of Vila do Conde, in the city of Barcarena/PA, thus enabling quick, efficient and orderly actions, aiming to preserve lives and avoid or minimize damage to facilities and impacts on neighboring communities and the environment.

EMERGENCY COMMUNICATION.

In any emergency, the terminal may interrupt ongoing operations so that all resources are focused on mitigating the loss.

The actions and contacts for each type of emergency are described in the Terminal's PEI.

The following actions should be taken, or considered, in the event of an emergency occurring during the operation of an anchored STB:

- Stop transfer;
- Sound emergency signal;
- Inform the ship and barge crew of the nature of the emergency;
- Man emergency posts;
- Start emergency procedures;
- Drain and disconnect loading hose line;
- Send mooring operators to the unmooring maneuvering stations;
- Confirm that the ship and barge machinery is ready for immediate use.

LOCAL EMERGENCY SERVICES

The fire department, civil defense, police and item table **1.1 GENERAL.**

MARITIME MUTUAL SUPPORT PLANS

There is a mutual aid plan for the Port of Vila do Conde, which aims to ensure that its members act jointly in responding to emergencies at the facilities of the member companies and their respective areas of operation at the facilities of the organized ports and terminals, through the use of human and material resources from each member company or institution, made available to the plan, under the coordination of the member affected by the emergency or the competent authorities. Document can be viewed at https://www.cdp.com.br/plano-de-ajuda-mutua

1.2 OIL SPILL AND VAPOR RELEASE

In the event of a spill caused by the ship, the ship will be unconditionally responsible for reimbursing the costs involved.

The firefighting equipment and SOPEP of the ship and barge must be ready for immediate use throughout the transshipment operation, on both vessels.
The ship's foam cannons must be pointed at the charging ports in use and prepared for unassisted operation. Foam firefighting equipment must also be available and aligned for immediate use on deck.

Sub-items below describe the resources available to combat pollution in the areas adjacent to the terminal.

TERMINAL'S SPILL CONTROL CAPACITY

The resources available at the terminal to combat oil spill situations are listed in the PCL, which is available in all administrative, operational and maintenance areas of the terminal.

CONTROL MEDIUM AND LARGE SPILLS

Organization designated to combat significant pollution.

In these events, regional resources from TRANSPETRO / PETROBRAS are requested. These resources, their readiness and method of activation are described in the PCL.

CONTROLLING OTHER MAJOR EMERGENCIES

TRANSPETRO has a Special Contingency Group – GEC which, if activated, will provide support in major emergencies. The terminal's Individual Emergency Plan (PEI) lists the actions and those responsible for each type of anticipated event that may occur within its unit, pipeline or vessel range and involve third parties.

For events not covered by this document, TRANSPETRO / PETROBRAS will make available all national or international resources available to it.

1.3 FIRE AND EXPLOSION

Procedures to be adopted are found in the Outeiro Terminal Emergency Response Plan – PRE & Individual Emergency Plan - PEI

See item 1.1 General / Emergency Plans

1.4 EVACUATIONS (EVACUATION ROUTE AND MAP OF MUSTER POINTS)

If you need to know what resources are available at the Terminal, your representative will ask for a copy of the document containing instructions for dealing with a particular emergency.

1.5 COLLISION / DAMAGE TO BERTH

If you need to know what resources are available at the Terminal, your representative will ask for a copy of the document containing instructions for dealing with a particular emergency.

1.6 MEDICAL EMERGENCY

The Terminal has resources available for minor medical emergencies.

1.7 SAFETY VIOLATION

See item **8.13 COMPLIANCE WITH THE ISPS CODE**

1.8 MAN OVERBOARD

If you need to know what resources are available at the Terminal, your representative will ask for a copy of the document containing instructions for dealing with a particular emergency.

1.9 DRIFT OF BERTHED SHIP

If you need to know what resources are available at the Terminal, your representative will ask for a copy of the document containing instructions for dealing with a particular emergency.

1.10 EMERGENCY STOP (ESD)

The emergency stop will be negotiated with the ship at the time of initial release.

1.11 INCIDENT NOTICE POLICY

Your representative will ask for a copy of the document containing instructions for a specific emergency.

2. Safety, Environment and Health Policies

2.1 PERSONAL PROTECTIVE EQUIPMENT (PPE) REQUIREMENTS

They must be used throughout the ship's stay.

2.2 ACCESS TO TERMINAL (CREWMEMBERS AND VISITORS)

For more information, the Terminal's port security supervisor, who is trained in accordance with the IMO requirements, can be contacted by calling the terminal on (91) 3754-5201 / 3754-5200

2.3 SECURITY STATEMENT (ISPS CODE)

The Terminal has implemented corporate security protection measures applicable to ships and port facilities, in accordance with the requirements of the International Maritime Organization – IMO, through the adoption of the ISPS code – International Ship and Port Facility Security Code.

If necessary, these protective measures can be activated by the ship through the Terminal's port security supervisor (PFSO – Port Facility Security Officer) or via VHF radio, call channel 16 (the PSF is not on standby at the port, contact is via telephone.

The Terminal operates normally at security level 1. For more information, the Terminal's port security supervisor, who is trained in accordance with the IMO requirements, can be contacted by calling the terminal on (91) 3754-5201 / 3754-5200.

2.4 ALCOHOL AND OTHER DRUGS

According to ISGOTT, item 13.4, for reasons of personnel health and safety, the use of alcohol and drugs has a dangerous effect on performance, behavior and insecurity in the workplace. Therefore, the consumption of alcohol or the use of illicit drugs is not permitted at Terminals owned by **Transpetro.**

Transpetro to support the efforts of international authorities in combating illicit drug trafficking and the use of alcohol in prohibited places, it complies with the relevant preventive measures to prevent the use, possession and distribution of these criminal substances.

2.5 SMOKING

Smoking areas must be identified and smoking requirements observed.

2.6 PORTABLE ELECTRONIC EQUIPMENT AND UNPROTECTED LIGHTS

All portable electrical equipment used must be of the intrinsically safe and explosion-proof type.

Only intrinsically safe and explosion-proof electrical lighting may be used on deck while the ship is at the pier.

2.7 ONBOARD MAINTENANCE WHILE BERTHED

While the ship is at berth, no repairs or maintenance work may be carried out that involve or may involve a risk of sparks or other means of ignition. In extreme cases – where maintenance is imperative – all safety standards must be observed and met. Any type of repair that implies any restriction on the ship during its stay must be previously authorized by the Port Authority. It should be noted that, in all cases, it is expressly prohibited to carry out any type of maintenance that involves restricting the machinery, which prevents or hinders the movement of the ship under its own power.

2.8 MATERIAL HANDLING

Agreed together with the terminal.

2.9 SAFETY DATA SHEET (SDS)

For any chemical product classified as hazardous or whose intended or recommended uses give rise to risks to the safety and health of workers, the SDS is mandatory.

2.10 BENZENE AND H2S

The risks associated with toxic substances present in the cargo being handled must be properly identified and understood.

2.11 STATIC ELECTRICITY

Attention must be paid to precautions to prevent the risk of ignition by static electricity sparks during measurements, sampling, connections and loading/unloading operations.

3. General information

Information about the Terminal can be found in the following publications

3.1 CHARTS AND REFERENCE DOCUMENTS

The Port of Vila do Conde and its access points are listed on Nautical Charts No. 304 and 321 of the DHN, and the Route, Chapter IV, should be consulted, as well as the information published in the Notices to Mariners..

Charts

Area	Chart Number			
	Brazil (DHN)	US Hydrographic Office	British Admiralty	Others
From Salinópolis to Espadarte Canal	302	-	-	-
From Cabo do Maguari to Mosqueiro	303	-	-	-
From Mosqueiro to Vila do Conde	304	-	-	-
Abaetetuba (Anchorage)	305	-	-	-
Port of Belém	320	-	397	-
Port of Vila do Conde	321	-	-	-

SOURCE: Catalog of Charts and Publications – DHN – 14th ED. 2021-2025.

Other Publications

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

Type / Subject	Editor or Source
	Brazil (DHN)
Rules and Procedures of the Port Captaincy - CPAOR	NPCP – CPAOR - 2022, Revision 1
NORMAM – Maritime Authority Standards	Maritime Authority - Port Captaincy of Eastern Amazonia)
Route - North Coast	Directorate of Hydrography and Navigation - DHN
List of Lighthouses	Directorate of Hydrography and Navigation - DHN
Tide Table	Hydrographic Directorate of the Brazilian Navy

3.2 SHIP/TERMINAL COMMUNICATION POLICY

See items below.

3.3 DOCUMENTS AND INFORMATION EXCHANGE

Vessels arriving at the port/terminal of Belém, Miramar, Agropalma, Tapanã, Outeiro, Vila do Conde, Ponta da Montanha, Imerys Rio Capim Caulim (RCC), Fronteira Verde terminal (TERFRON) and other ports located in cities under the jurisdiction of CPAOR, must comply with the procedures established below in addition to the Maritime Authority's Regulations for Traffic and Permanence of Vessels in Brazilian Jurisdictional Waters (NORMAM)*/DPC), regarding entry, dispatch and exit procedures.

Information	Prepared by:			Delivered to:			Comment
	Terminal	Ships	Both	Terminal	Ships	Both	
Before Arrival							
Estimated Time of Arrival (ETA) and vessel information		**x**		**x**			According to ANNEX E
Essential information about the Terminal	**x**				**x**		According to ANNEXES B and C
Before Transfer of Cargo or Bunker							
Details of the cargo, "slop" or ballast on board		X		X			According to ANNEX E
Essential information for the operation. (complete on site)	X				X		According to ANNEX E
Ship/Terminal Safety Checklist			X			X	According ISGOTT ED. 6 REV 0.
Details of the cargo, "slop" or ballast on board		X		X			According to ANNEX E
During Transfer of Cargo or Bunker							

Repeat Safety Checklist			X			X	According ISGOTT ED. 6 REV 0
After Transfer of Cargo or Bunker, before departure							
Information required for unberthing the ship			X			X	Amount of fuels and water on board
After unberthing, leaving the Port							
Information regarding Porto departure data		X		X			Official departure time from the Port and Pilot disembarkation time.

3.4 OPERATION HOURS

There are no restrictions on berthing/unberthing times, and the tide must be observed;

3.5 LOCAL TIME

Brasilia Time in UTC-03:00

3.6 COMMUNICATION LANGUAGES

Communication from the ship/terminal must be made in Portuguese or English.

3.7 USEFUL PHONE NUMBERS

See item 10. **Contacts**

3.8 ENVIRONMENTAL MONITORING PROCEDURES

Environmental plans, studies and programs implemented

The Port of Vila do Conde has an environmental monitoring plan that results in various reports, as listed below:

I Report of the material to be dredged;

II. Water analysis report during dredging;

III. Water analysis report after dredging;

IV. Port water quality report and limnological study of the Pará river;

V. Bathymetry study of the port area; and

VI. Water quality reports (biannual).

4. Description of the Port or Anchorage

4.1 OVERALL DESCRIPTION

The Port of Vila do Conde is located on highway PA-481, Km 2, City of Barcarena, State of Pará. It is located on the right bank of the Pará River, in a place called Ponta Grossa, approximately 3.3 km downstream from Vila Murucupi, the new name for the old Vila do Conde, opposite Marajó Bay, formed, among others, by the confluence of the Tocantins, Guamá, Moju and Acará rivers. It is integrated into the Vila do Conde Industrial Port Complex (REP, 2020).

FIGURE 01: Polygonal of the Port of Vila do Conde.
Source: CDP's website.

4.2 LOCATION

The Port of Vila do Conde (highlighted in Figure 1) is located in Ponta Grossa, on highway PA-481, km 2, city of Barcarena, State of Pará, on the right bank of the Pará River.

Coordinates:
The terminal facilities are located at the following coordinates:

- ✓ Latitude: 01° 32’ 37.2” S
- ✓ Longitude: 048° 44’ 47.4” W

The Port of Vila do Conde covers a territorial area of 3,958,879 m², corresponding to leased terminals and public areas for cargo handling. Figure 2 shows an aerial view of the port facilities.

FIGURE 02: Port of Vila do Conde.
Source: PDZ, 2024.

Coordinates of the Organized Port Polygonal

Table 1 details the geodetic coordinates of the Vila do Conde Organized Port Polygonal, in accordance with the decree that established it.

Table 1 - Coordinates of the Organized Port Polygonal

Vertices	Geodetic coordinates (SIRGAS 2000)		Vertices	Geodetic coordinates (SIRGAS 2000)	
	Latitude	Longitude		Latitude	Longitude
1	1° 25' 50.20" S	48° 44' 14.16" W	9	1° 32' 48.72" S	48° 44' 11.93" W
2	1° 27' 08.25" S	48° 42' 39.35" W	10	1° 32' 57.48" S	48° 44' 17.39" W
3	1° 30' 09.79" S	48° 44' 54.69" W	11	1° 32' 57.77" S	48° 44' 16.90" W
4	1° 31' 11.34" S	48° 43' 41.23" W	12	1° 34' 01.60" S	48° 44' 56.22" W
5	1° 31' 50.13" S	48° 44' 08.16" W	13	1° 33' 40.40" S	48° 45' 29.98" W
6	1° 32' 01.56" S	48° 44' 04.69" W	14	1° 33' 33.86" S	48° 46' 57.71" W
7	1° 32' 03.74" S	48° 44' 01.24" W	15	1° 36' 18.21" S	48° 48' 57.37" W
8	1° 32' 40.92" S	48° 44' 24.49" W	16	1° 34' 34.60"S	48° 51' 03.82" W

Source: PDZ, 2024.

4.3 APPROACHING THE TERMINAL

ACCESS CANAL

The access canal to the Organized Port of Vila do Conde begins at *Barra do Rio Pará*, in Marajó Bay. The canal has as its western end Cabo Maguari, located at Ilha de Marajó, and as its eastern end Ponta da Tijoca, located at Ilhas dos Guarás. In the section between the mouth of the Pará River and the PVC, the canal has an average width for navigation of 400 m and a length of approximately 160 km. The transition to the river-sea section takes place via the Quiri Canal or the Espadarte Canal.

Ships that call at the port necessarily travel in a river-sea area supported by the Nautical Charts of the Directorate of Hydrography and Navigation – DHN of the Brazilian Navy No. 21400 (From Cabo do Maguari to Ponta do Buiçucanga), No. 303 (Cabo Maguari to Mosqueiro) and No. 304 (Pará River from Mosqueiro to Vila do Conde) and at the tide gauge stations Cabo Maguari (20527), Ilha dos Guarás III (20535), Ilha do Mosqueiro (10525), Port of Vila do Conde (10566) and Port of Belém (10520).

Ships with a draft of up to 14.0 m may navigate in the Quiriri canal, as established in Ordinance No. 83 of the Port Captaincy of Eastern Amazon - CPAOR, dated July 6, 2023. The Espadarte Canal is accessed by ships with shallower drafts than those that navigate the Quiriri Canal. In this canal, the maximum draft is 12.20 m, as recommended in Item 2 of ANNEX 1-B of the Rules and Procedures of the Port Captaincy of Eastern Amazon – NPCP of 2022.

The Port Captaincy of Eastern Amazon – CPAOR, through Ordinance No. 101/CPAOR, of August 2, 2019, temporarily reduced the draft of ships that use the Espadarte Canal to 11 m, in the region between the cross of Ponta do Taipu and the cross of Ponta do Carmo (Taipu Canal).

Ships accessing the PVC through the Quiriri Canal, based on the legal precepts established by the ordinances and NPCP in reference, in order to benefit from the adoption of a maximum draft of 13.80 m, with an average tide of 3.20 m and a clearance below the keel of 1.50 m, must navigate the entire length of the canal with depths reduced to the referenced Nautical Charts of 12.10 m.

Adversely, ships will navigate safely throughout the entire length of the PVC access canal, whenever the depths reduced to the reduction levels of the Nautical Chart in reference are greater than the sum of the draft, plus the normative clearance below the keel, subtracted from the tide at the time under analysis. **Figure 03** is a map showing the location of the access canals to the

Port of Vila do Conde.

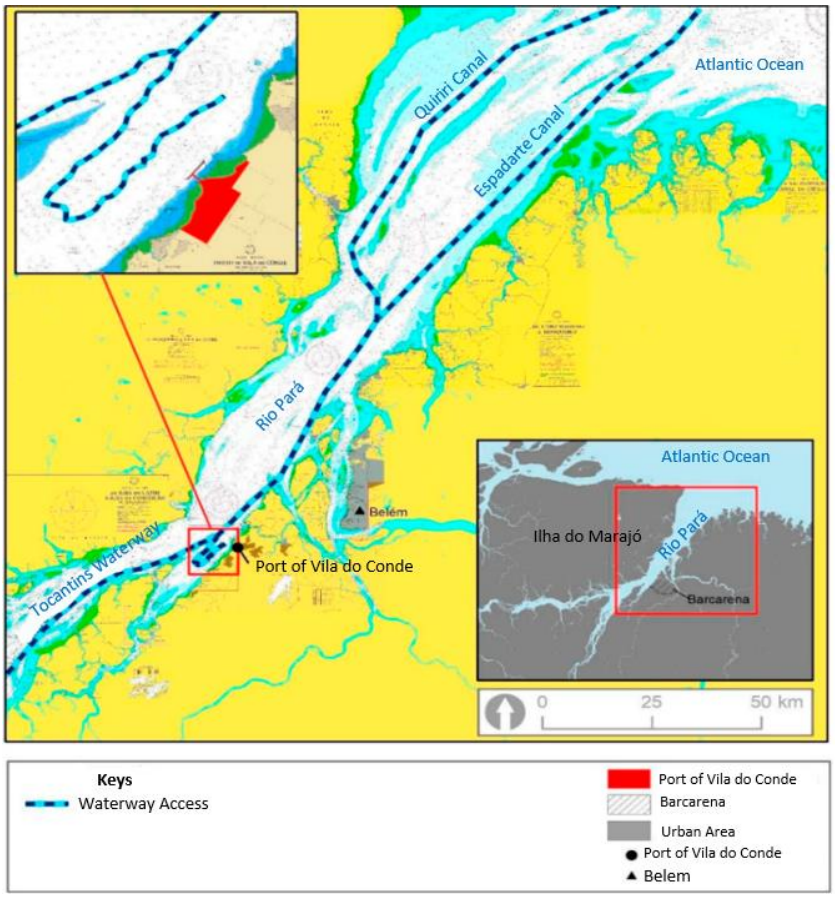


FIGURE 03: Waterway access to the Port of Vila do Conde.
Source: PDZ, 2024.

ACCESS TO TERMINAL

Road Access: The connection from Belém to the Port of Vila do Conde can be made via BR-316 to the City of Marituba, then following the Alça Viária until the junction with PA-151 and from there to Vila do Conde at km 2 of PA-481. The entire route is 120 km.

Road-river access: It is done by crossing by ferry, 24-hour service, to the Arapari Terminal (10km~1h). From this location, take the PA-151 highway to the junction with the PA-483 (~22km), continuing to km 2 of the PA-481 (~20km).

River-sea access: Through *Barra do Rio Pará*, which flows into the Atlantic, 500 m wide and 170 km long.

ANCHORAGES

Anchoring areas established by Decree 8394/2015 are as follows.

Anchorage Area	Remarks
Anchorage No. 01	a) LAT 01° 30.5' S and LONG 048° 45.0' W; b) LAT 01° 30.0' S and LONG 048° 45.7' W; c) LAT 01° 33.5' S and LONG 048° 47.5' W; and d) LAT 01° 33.0' S and LONG 048° 48.2' W.
Anchorage No. 02	For ships in quarantine. a) LAT 01° 33.20' S and LONG 048° 48.50' W; b) LAT 01° 33.60' S and LONG 048° 48.20' W; c) LAT 01° 33.70' S and LONG 048° 48.90' W; and d) LAT 01° 34.00' S and LONG 048° 48.60' W.
Remark	Ships must anchor more than 1 mile from the external lines that delimit the terminals.

Source: NPCP, 2022.

FORBIDDEN ANCHORAGE

Anchoring is prohibited in the following areas (nautical chart 320):

Between the Val-de-Cães Naval Base and the Miramar terminal, in the area delimited on the map by the restricted area boundary line;
Southwest of Igarapé do Una (01° 25.3' S – 048° 29.9' W), in the area delimited on the map by the restricted area boundary line; and
In the dredged channel, without express authorization from the Port Captaincy. (*Roteiro costa norte* 2020 – 2024).

NAVIGATIONAL AIDS

The right bank of the Pará River is normally used for positioning sailors heading to the Port of Vila do Conde.

The most characteristic points of this margin are the following:

- Chart 304

From Ilha do Mosqueiro to Ilha Carnapijó, the Pará River is very wide, 9m long between its banks, forming the Marajó Bay.

Throughout this stretch of the Pará River, the depths of the navigable area vary from 10 m to 40 m; the banks are low, without notable geographical features, consisting of ravines covered with dense vegetation or flooded fields; numerous rivers flow into them; and several riverside towns are located.

Ilha do Mosqueiro (01° 09' S – 048° 28' W) – At the tip of Chapéu Virado, in the northern part of Mosqueiro, stands the Chapéu Virado Lighthouse, a white metal tube on reinforced concrete, with a visibility plate with white and red stripes, 10 m high and a green isophasic light at a latitude of 11 m with a range of 13 m. 3m ENE of the lighthouse there is a notable tower.

Tatuoca Island – 4m SSW of the Chapeu Virado lighthouse, marks the northern end of the left bank of the canal that gives access to the port of Belém, called Mosqueiro canal. At the northern

tip of the island is the Tatuoca lighthouse, 11 m high, with 2 groups of fast white lights at an altitude of 12 m with a range of 9 m and a visibility sector of 220° (081º to 301°);

Icoaraci – 8m south of Mosqueiro, a well-built and well-lit riverside location. With Icoarací on the ship's side, the tallest buildings, church towers and some notable chimneys of the city of Belém can be seen.

- Charts 304 and 320

Forte da Barra Lighthouse (01° 22.65' S – 048° 29.56' W) – 12 m high and fast white light at an altitude of 13 m with a range of 9 m, on a small rocky island, Forte da Barra Island, located next to the right bank of the access channel to the Port of Belém;

Belém Lighthouse (01° 27,92' S – 048° 30,32' W) – 42 m high and flashing white light at an altitude of 45 m with a range of 15 m, in Guajará Bay.

The left bank of the Pará River is normally used only by inland navigation vessels heading to the city of Soure and other locations on Ilha do Marajó.

- Chart 321

Pedra Grande Lighthouse – 8.3 m SSE of the Itaguari lighthouse, a yellow metal tube with a wide horizontal black stripe, with a visibility plate, top mark and radar reflector, 11 m high and fast light in groups of 9 emissions at an altitude of 12 m with a range of 5 m, south of the Vila do Conde Port Pier, right bank of the Pará River.

4.4 MANEUVERING AREAS

Evolution Bay

The Port Administration, under the coordination of the maritime authority, is responsible for establishing, maintaining and operating the port's turning basin markers. Furthermore, the Port of Vila do Conde, which has shallow water depths of around 20 m near its berths, does not have a demarcation of the turning basin, where, according to pilotage, there are no restrictions on maneuvers.
Based on current regulatory precepts, taking into account the direction of tidal currents, when ships dock at each berth, the areas selected for the ships' turning evolution, when necessary for docking or undocking maneuvers, must have circumscribed diameters of at least two and a half times the length of the ship and compatible reduced depths (PDZ, 2024).

4.5 ENVIRONMENTAL FACTORS

Because it is located north of the Tropic of Capricorn, the region's climate is tropical. The average annual temperature is above 26 °C and the average temperature of the coldest month is above 18 °C. Relative humidity is high, generally above 85% in the early afternoon hours.

Prevailing Winds

The prevailing winds throughout the year are from the NE, known as Marajó, which blow more frequently in the afternoon. The winds are generally moderate and visibility is good, except during equatorial showers, which can be preceded by strong winds and cause a sharp drop in visibility.

Waves and swells

There are no records of waves capable of hindering docking, undocking and ship operations.

Rainfall

In winter, there is constant rain in the region. The period of greatest rainfall is from December to April, considered winter in the region, with maximum rainfall of 470 mm/month in April. In the summer, which runs from June to September, the level of precipitation decreases to a minimum of 48 mm/month in September.

Lightning Storm

With few occurrences, however with greater frequency during the rainy season, which runs from December to April.

Visibility

Normally considered good to excellent, it can be drastically reduced during the rainy season, from December to April.

Tidal Currents and Other Currents

The tide has a semidiurnal characteristic, with the amplitude decreasing as it approaches the straits. The heights of the average level over the letter reduction level are as follows: 2.75 m in Salinópolis, 2.26 m in Colares, 1.84 m in Mosqueiro and 1.80 m in Belém. Normal tide and tidal current values can be significantly altered by major river floods and ebbs, as well as by abnormal wind conditions.

5. Description of the Terminal

Port of Vila do Conde comprises a territorial area of 3,748,891.74 m². Its territory consists of paved and illuminated traffic lanes available for use in moving cargo.
Berthing structures: the port has three distinct berthing facilities, namely: Multiple Use Terminal 1 – TMU-1 intended for the berthing of ships, Liquid Bulk Terminal – TGL intended for the berthing of ships and barges and Road-river Terminal intended for the berthing of barges.
TMU-1: berthing facility configured in a “T” shape, built in precast concrete, resting on inclined piles, made of reinforced concrete, consisting of pier 100, located to the left of the access bridges, with two parallel berths and piers 200, 300 and 400, located to the right and in the same alignment as pier 100, also with two parallel berths each. The piers have mooring bollards with a capacity of 90 t and elastic fenders installed on the outer berths and on berth 102 to receive ships of up to 60,000 DWT and on the inner berths for ships of up to 45,000 DWT.
Pier 100: It has two berths: the outer berth 101, 293 m long, is equipped with equipment for bauxite handling (cabotage), and the inner berth 102, 252 m long, is intended for the export of alumina and the import of coke and pitch (long haul) and general cargo, leased from Alunorte (berthing priority for vessels managed by ALUNORTE) – used in the industrial plants of the

aluminum hub, Alunorte S/A and Albrás S/A. This berth also handles general cargo operations in export flows, such as aluminum ingots in unitized cargo volumes.
Pier 200: It has two berths, 201 and 202, each measuring 210 m long. Berth 201 carries out general cargo and solid bulk operations, and berth 202 operates with general cargo.
Ordinance No. 32_CPAOR_08_03_18
Pier 300: It has two berths 301 and 302, each measuring 254 m long, with berth 301 being preferred for unloading ships with containers and berth 302 for general cargo operations.
Pier 400: It has two berths 401 and 402, each measuring 254 m long. Berth 401 carries out general cargo and container operations, and berth 402 operates with general cargo.
Ordinance No. 68_CPAOR
Liquid Bulk Terminal – TGL: equipped with a two-story metal bridge measuring 1,309 m in length that connects the mainland to the docking platform, where the first floor is intended for the traffic of utility vehicles and the second for the installation of pipelines, as well as two docking platforms consisting of slabs and blocks resting on piles, made of reinforced concrete, intended for operations with ships and barges. The ship platform has berth 501 for ships of up to 60,000 DWT that operate in the unloading of caustic soda and fuel oil, and the barge platform has berth 502 for barges of up to 12,000 DWT that operate in the loading of fuel oil. The terminal has eight dolphins made up of blocks resting on piles, made of reinforced concrete, four of which are intended for berthing/mooring and four for mooring.
Road-river terminal: It has a ramp for barges, consisting of a slab resting on pillars, made of reinforced concrete, located across the river, with an extension of 75 m and which carries out operations with solid bulk and general cargo..

5.1 LOCATION OF THE TERMINAL

Terminal is located at GPS position Lat. **01° 32′ 37.2″ S** and Long. 048° **44′ 47.4″ W**

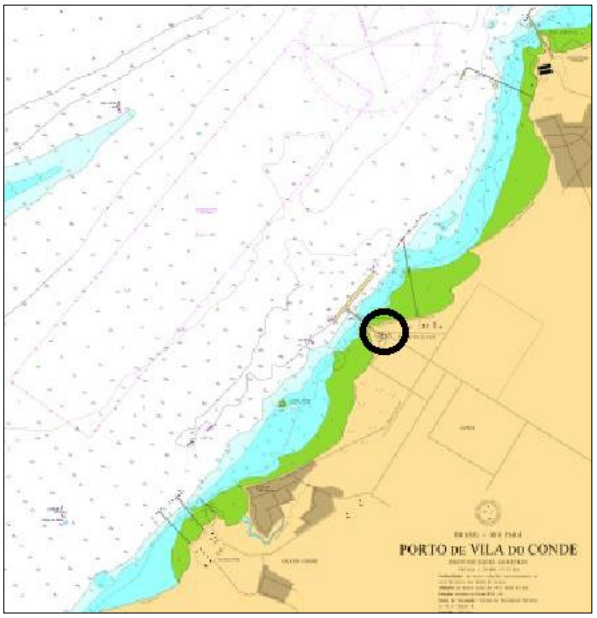


Figure 04: Location of Port of Vila do Conde (Chart DHN 321).

5.2 TERMINAL BERTHING

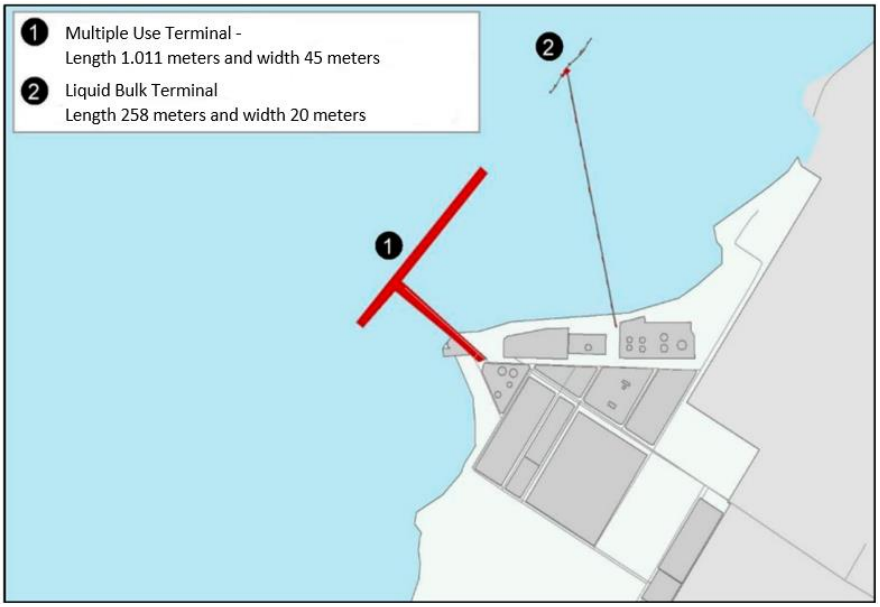


Figure 05: Vila do Conde Terminal Berthing Facilities.

Source: PDZ, 2024

5.3 SHIP ACCEPTANCE CONDITIONS

During the ship's stay in port, several actions are carried out to enable safe operations and manage risks in order to minimize them.

Ships with previous problems will not be accepted and will be denied permission to operate in the port. Actions that fail to comply with the normal deadlines for this purpose will not be the responsibility of Petrobras/Transpetro.

At all phases, as described in the following sub-items, measures are taken to facilitate operations and plan them appropriately.

See item **7.1.1 REFUSAL OF OPERATION**

5.4 MANAGEMENT AND CONTROL

During the vessels' stay at the Vila do Conde Terminal, several actions are carried out to enable safe operations and manage risks to minimize them. At all phases, as described below, measures are taken to facilitate operations and plan them appropriately. Planned actions include the exchange of appropriate information and agreement between the parties involved on the safety standards to be implemented. Some of the items to be addressed, although not exhaustive, are mentioned below, and others, which are considered relevant to ensuring safe operating conditions, may be agreed upon between the parties carrying out the operations.

5.5 MAIN RISKS

RISKS TO NAVIGATION

From Barra Norte of the Amazonas River to Barra do Rio Pará

When navigating offshore, depths below 20 m should be avoided, due to frequent variations in depth and changes in the position of the banks. The existence of drifting vegetation and tree trunks uprooted from river banks, on the surface or submerged, constitutes another danger to navigation that requires special attention.

From the pilots' embarkation and disembarkation point, in front of the City of Salinópolis, to the mouth of the Pará River, one should not sail between the coast and the 10 m isobath; in this area there are numerous banks, the bottom is dirty and the sea breaks. At depths above 10 m the following hazards must be avoided (As per the North Coast Route):

- ✓ Pedra da Corvina

- ✓ Banco Piraquembáua de Fora
- ✓ Baixo do Espadarte (or Banco do Bragança)
- ✓ C.S Rio Guaíba (00° 27.09´S – 047° 52.85´W)
- ✓ Bancos da Tijoca.

Pará River, from the Port of Belém to straits

GENERAL RESTRICTIONS

The terminal is currently approved for the operation of solid bulk ships with up to 60,000 DWT. With a maximum length of 293 m and a draft of up to 13.8 m, the ships operating at the terminal are solid bulk, general cargo, container and liquid bulk.

NAVIGATIONAL AND MOORING AIDS

There is no equipment to assist/monitor at the Piers to assist with approach/berthing maneuvers.

6. Description of Berths

6.1 BERTH DETAILS

The use of berthing facilities will be charged for by the port facilities consisting of access bridges, piers, defenses and mooring bollards, electrical, hydraulic and safety installations and will be charged per linear meter of occupied quay, or fraction of a day, or by any other contracted or agreed form. See figure below:

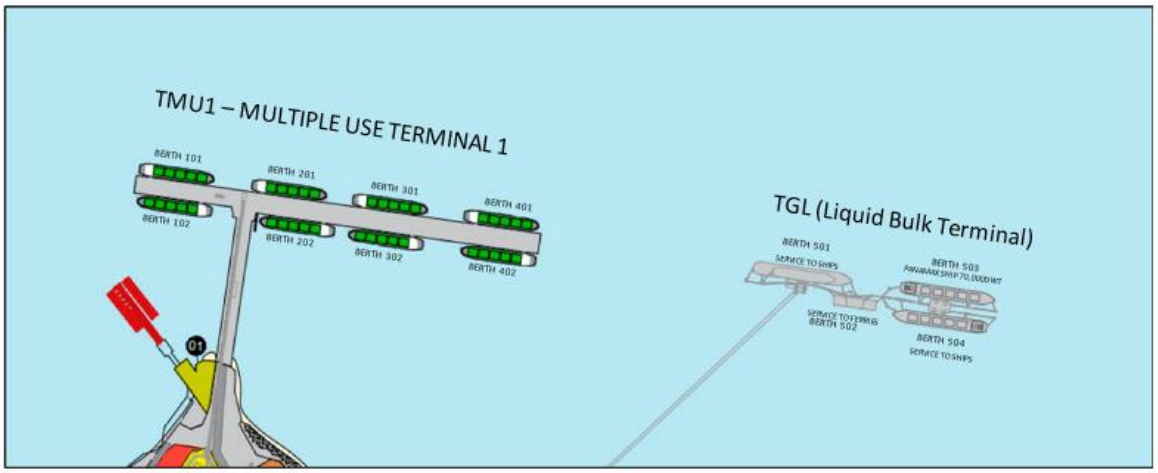


Figure 06: Berths of the Vila do Conde Terminal

Source: PDZ, 2024.

✓ **Berthing installations:** Regarding the berthing facilities of the port in question, these consist of platforms, buoys, dolphins, piers, quays and roll-on/roll-off ramp, which are located in the Marajó Bay area, a naturally sheltered region, where the conditions for maritime access and shelter of the Port of Vila do Conde are natural, not requiring the execution of breakwater works.

The Port of Vila do Conde has a berthing structure consisting of two piers with characteristics for the external berths described in Table 01 below.

Table 01: Physical Characteristics of Operational Berths 01 - External.

Characteristics	Berth					Ramp
	101	201	301	401	501	
Length	293 m	210 m	254 m	254 m	285 m	-
Cargo Type	Solid Bulk	General Cargo and Solid Bulk	General Cargo and Solid Bulk Container	General Cargo Container	Liquid Bulk	General Cargo and Solid Bulk
Width	45 m	52 m	52 m	52 m	20 m	-
Recommended Max Draft	13.80	13.80	13.80	13.80	13.80	2.50
Depth	20.00	20.00	20.00	20.00	14.30	2.5
Construction Year	1980	-	-	2008	2003	-
Cargo Capacity	-	30 kN/m²	100 kN/m²	100 kN/m²	100 kN/m²	-
Paving	Concrete	Concrete	Concrete	Concrete	Metal concrete	-
Capacity (DWT)	60,000 t	55,000 t	55,000 t	55,000 t	60,000 t	-
1.0A Max (m)	200 m	160 m	-	-	-	-

Source: Website CDP, 2021.

In addition, Table 02 shows the physical characteristics of the internal operational berths.

Table 02: Physical Characteristics of Operational Berths 02 - Internal.

Characteristics	Berth				
	102	202	302	402	502
Length	252 m	210 m	254 m	254 m	125 m
Cargo Type	General Cargo and Solid Bulk	General Cargo and Solid Bulk	General Cargo and Solid Bulk	General Cargo	Liquid Bulk
Width	45 m	52 m	52 m	52 m	10 m
Recommended Max Draft	12.50	9.00	-	10.00	13.80
Depth	11.50	18.00	-	12.00	14.80
Construction Year	1980	1996	2008	2008	2007
Cargo Capacity	-	30 kN/m²	100 kN/m²	100 kN/m²	100 kN/m²
Paving	Concrete	Concrete	Concrete	Concrete	Concrete
Capacity (DWT)	25,000 t	40,000 t	40,000 t	40,000 t	40,000 t
1.0A Max (m)	200 m	160 m	-	-	-

Source: Website CDP, 2021.

Storage

Storehouse: 1 (one) covered area measuring 50 m x 150 m, occupying an area of 7,500 m². Roofed in aluminum tiles and equipped with office facilities.

Yard: Externally and occupies an area of 13,000 m² and another for ingots.

Inside port area: 4 (four) silos with a capacity of 13,500 tons, 2 (two) warehouses of 7,500 m², 04 (four) liquid bulk storage tanks and 02 yards prepared in reinforced concrete for storage of bulk and general cargo with areas of 25,000 m² and 19,338 m², divided into 2 (two) stacks of 4,446.88 m² and 5,329 m² each.

Outside port area: 3 (three) 30,000-ton silos for alumina storage; 6 (six) silos, two of which have a capacity of 7,000 tons. Each, 4 (four) silos with a capacity of 3,500 tons each, for coke storage and 2 (two) yards for bauxite storage with a capacity of 150,000 tons each. (Port of Vila do Conde - Portal CDP).

Cargo Handling

The Port of Vila do Conde is focused on operating mineral bulk, registering its largest movements, as well as agricultural bulk, liquids, live cargo, general cargo and containers.

FIGURE 07: Ship in operation moored at pier 101.
Source: PDZ, 2024.

DEPTH CONTROL

Local depth control is the responsibility of the port authority, which will work together with port operators and pilotage to maintain the maximum permitted draft up to date.

6.2BERTHING AND MOORING ARRANGEMENT

PIER 100 - SOLID BULK AND GENERAL CARGO: Measuring 292 m in length and covering an

area of 13,140 m², it has two berths: an external berth (101), equipped with equipment for handling bauxite (cabotage), and an internal berth (102), for exporting alumina, importing coke and pitch (long haul), and general cargo, leased by Hydro/Alunorte (berthing priority for vessels managed by Hydro/Alunorte) - used in the industrial plants of the aluminum hub, Hydro/Alunorte and Albras S/A. This berth also handles general cargo operations in export flows, such as aluminum ingots in unitized cargo volumes. At both berths there are sets of elastic fenders suitable for receiving ships of up to 60,000 DWT, in addition to points for supplying electricity (440 V) and drinking water, for supplying ships. Figure 08 shows the location and identification map of berths 101 and 102.

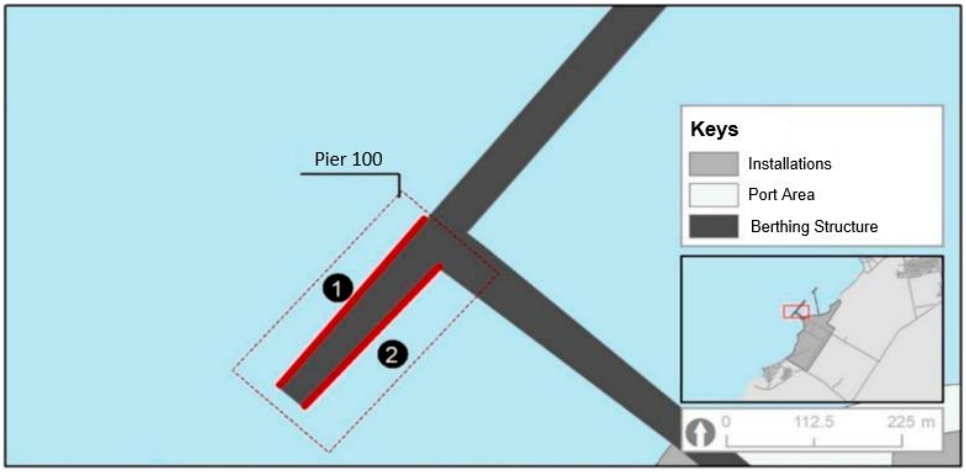


Figure 08: Mooring Berth 101 and 102

PIER 200 - SOLID BULK AND GENERAL CARGO: With a length of 210 m and an area of 10,920 m², it has two berths, 201 and 202, equipped with elastic fenders, with berth 201 intended for operations with solid bulk and general cargo and berth 202 intended for general cargo operations. Figure 09 shows the location and identification map of berths 201 and 202.

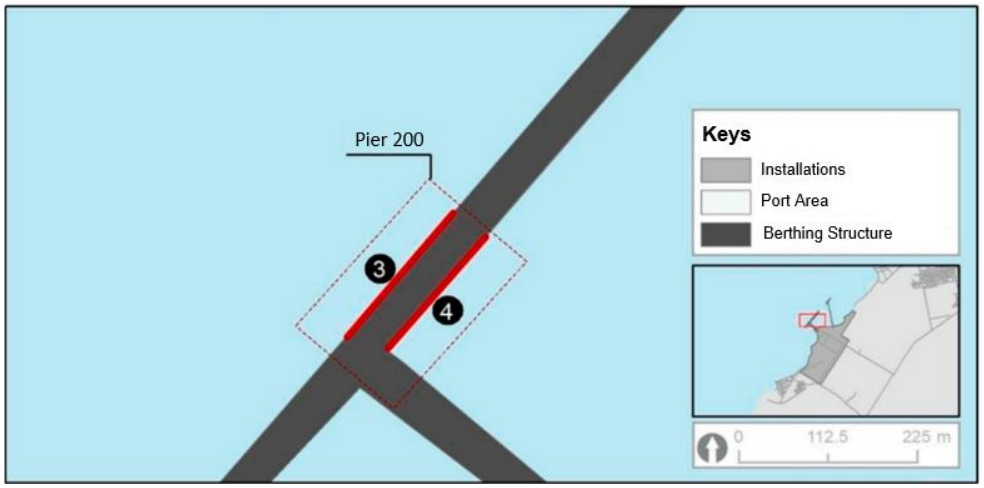


Figure 09: Mooring Berth 201 and 202.

PIER 300 - CONTAINER AND GENERAL CARGO: With a length of 254 m and an area of 13,208 m², it has two berths, 301 and 302, equipped with elastic fenders, with berth 301 being preferred for loading/unloading ships with containers and berth 302 intended for operations with containers

and general cargo (generally transport of live cargo). We note that due to limitations imposed as a result of the sinking of the Haidar ship, 180 m of berth 302 are currently free, a situation that is expected to be resolved in the short term. Figure 10 shows the location and identification map of berths 301 and 302.

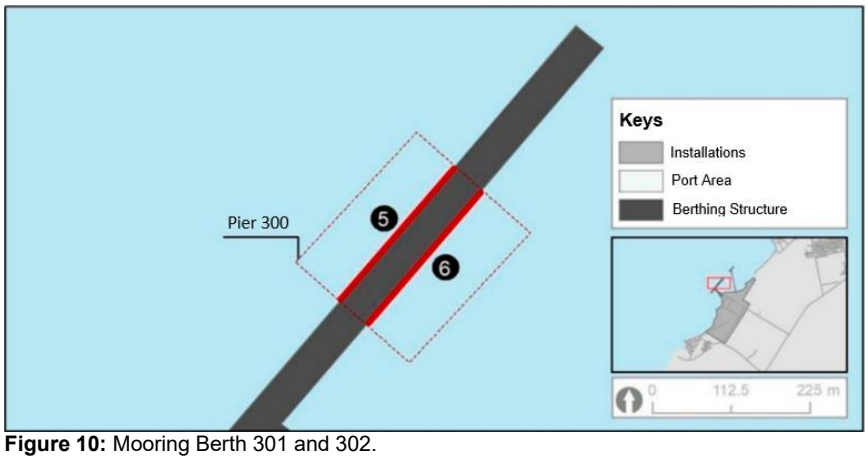


Figure 10: Mooring Berth 301 and 302.

PIER 400 - CONTAINER AND GENERAL CARGO: With a length of 254 m and an area of 13,208 m², it has two berths, 401 and 402, equipped with elastic fenders, with berths 401/402 intended for operations with containers and general cargo. Figure 11 shows the location and identification map of berths 401 and 402.

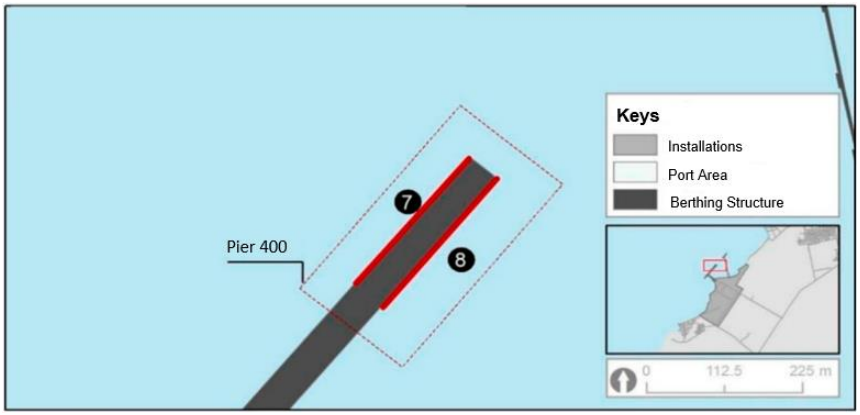


Figure 11: Mooring Berth 401 and 402

PIER 500 OR TGL: Liquid Bulk Terminal - New liquid bulk terminal, opened in October 2003, equipped with a two-story metal bridge 1,309 m long that connects the mainland to the berthing platform, where the first floor is intended for the traffic of utility vehicles and the second for the installation of tube tracks, as well as two berthing platforms consisting of slab and blocks resting on piles, made of reinforced concrete, intended for operations with ships and barges. The ship berthing platform is 280 m long and has two berths: Berth 501, designed for ships of up to 60,000 DWT that operate in the unloading of caustic soda and fuel oil, and berth 502, designed for barges of up to 12,000 DWT that operate in the loading of fuel oil. The terminal has eight dolphins made up of blocks resting on piles, made of reinforced concrete, four of which are intended for berthing/mooring and four for mooring. Figure 12 shows the location and display of berths 501 and 502.

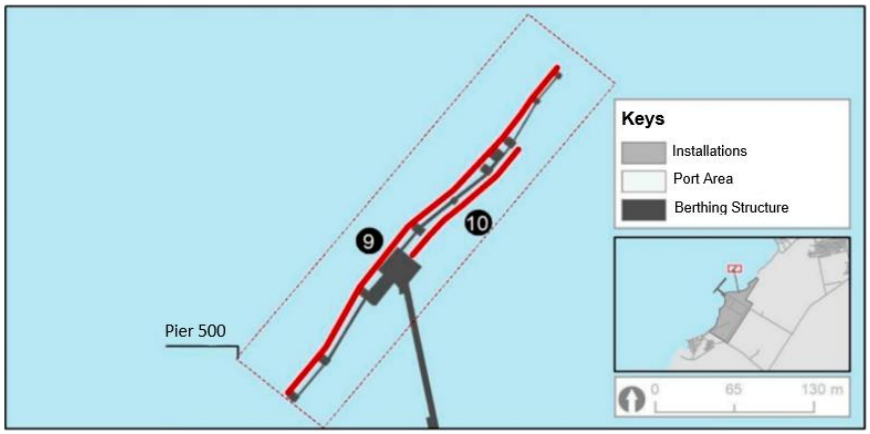
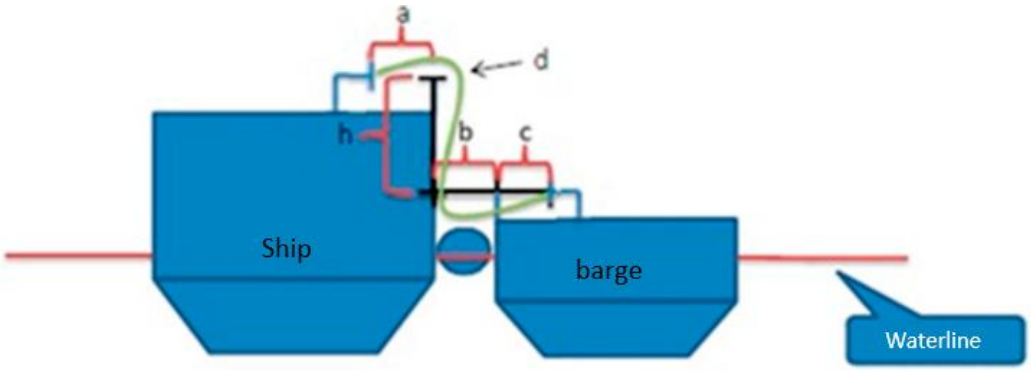


Figure 12: Mooring Berth 501 and 502.

6.3 CHARACTERISTICS OF THE BERTH FOR LOADING, UNLOADING AND BUNKERING

The products that can be operated on the anchored STB are petroleum and alcohol derivatives.



a) Distance from manifold to ship's edge = 4.6 meters
b) Distance between ship and barge (diameter of fenders) = 1.5 meters
c) Distance from manifold to edge of ferry = Used 4.6 meters also
h) Height between manifolds = variable (difference in freeboard on the ship and the barge)
d) Hose length = 20 meters

Figure 08 - Schematic for ship compatibility

7. Communication Before Arrival

The ship intending to operate at the Terminal must send, in advance and completed, through the Agent, the information contained in **Appendix B**, as this information is essential for preparing the operation.

7.1 INFORMATION FROM TERMINAL TO SHIP

During the ship's stay in port, several actions are carried out to enable safe operations and manage risks in order to minimize them. At all phases, as described in the sub-items below, measures are taken to facilitate operations and plan them appropriately.

7.1.1 REFUSAL OF OPERATION

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

7.1.2 BEFORE ARRIVAL

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

ETA - Ships heading to Port of Vila do Conde facilities must inform their estimated time of arrival (ETA) 48 and 24 hours in advance, directly to the respective agent, by email. Any change or confirmation of the ship's arrival must be communicated at least 24 hours in advance. In the ETA information, the ship must specify whether the time mentioned is local or GMT. The arrival time is considered to be the moment the ship reaches the anchorage area or in bad weather conditions that make anchoring impossible, the moment of the end of the ship's voyage plan (End of Sea Passage - EOSP). The notification of readiness to operate will only be accepted if the ship is actually, in all respects, ready to commence operation. The order in which ships dock at the Port of Vila do Conde is defined by the Port Authority (CDP).

7.1.3 CONDITIONS OF RECEIPT AND CHARACTERIZATION OF SLOP

In the Port of Vila do Conde there is no facility for receiving oily waste (SLOP).

7.1.4 UPON ARRIVAL

The Port Operator, shipowner or its Representative must provide the Port Administration with:

a. The technical name of the cargo, in Portuguese, according to the classification of the code of the International Maritime Organization - IMO, when applicable, and the UN No. (identification number established by the United Nations Committee) of the same;

b. The quantity of dangerous goods on board, indicating the quantity that must be unloaded at the port and the quantity that will remain on board, with the location of the latter on the vessel;

c. Type of packaging;

d. The condition of the dangerous goods and the possibility of accidents; e. Information on whether the vessel has any insurance certificate for the transport of the dangerous goods;

f. Emergency sheet.

The lack of any information provided in the items above, in the scheduling, will release the Port Administration from providing the service.

When the omission or inaccuracy of data results in a harmful event, the responsibility for any resulting losses or accidents will lie with the Port Operator or the Shipowner or its Representative, specifically the person who requested the service from the Port Administration.

A vessel in port carrying dangerous goods or which, having unloaded such dangerous goods, is not entirely free of flammable vapors, must display, when moored, anchored or underway, flag "B" of the International Code of Signals during the day, and a red light, visible across the horizon at a distance of at least 3 (three) nautical miles, at night.

Authorization for this type of operation may only be issued by the Port Administration if this type of operation is provided for in the Port Operating License (REP, 2020).

Port authorities are notified by ship agents regarding arrival and expected docking times. As a general rule, the visit and dispatch are carried out by the shipping agency, after docking.

There is no bunker supply at the Vila do Conde Terminal, this operation being carried out by barges to ships.
The information to be exchanged between the Terminal and the Ship, prior to arrival, is described in **APPENDIX C – Information to be Exchanged prior to Cargo Transfer**, as per ISGOTT recommendations.

Emergency contacts, see item **1.1 GENERAL**

7.1.5 SHIP MOORING SYSTEM

Mooring lines require constant care to keep the ship moored within safe distances from the pier. All cables must be kept under adequate tension during operation, taking into account the fact that the crossbars are of reduced length and, consequently, have less elasticity capacity, resulting in a greater probability of rupture when subjected to excessive stress.
All mooring cables must be of the same type, gauge and material (fiber or steel), and the use of mixed moorings is not permitted. Mooring lines must be arranged as symmetrically as possible in relation to the ship's midships. Beams must be oriented as perpendicularly 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.

7.2 INFORMATION FROM SHIP TO TERMINAL

Terminal Form (ISGOTT Chapter 22).
See appendix B

8. Operational Information

8.1 SHIP/PORT ACCESS

The Terminal does not have telescopic ladders for access to docked vessels. Access is then via the ship's gangplank, which is positioned directly on the pier. These planks must be correctly supported on the ship's balcony and have a protective net installed. Crewmembers who, upon disembarking, use the Terminal facilities, must not circulate through the industrial area, limiting themselves to using the lanes designated for pedestrian circulation, which will take them to the Main Entrance.

8.2 FIRST RELEASE

The operation only begins after the initial letter has been completed by the ground and onboard representatives. The Load Plan and the sequence of operations must be presented to the Terminal Operator and discussed before commencement. **See item 8.3**

8.3 OPERATIONAL SECURITY CHECKLIST (LVSO)

The Ship/Terminal Security Checklist (ISGOTT Security Checklist) is checked and completed by the terminal representative (Nautical Inspector) during the initial release of the ship when all safety recommendations are addressed.

8.4 BALLAST / DEBALLAST POLICY

The Port Authority does not allow the loading/unloading of ballast water inside the port. This action can cause microbiological imbalance in the region, causing damage to marine fauna and flora, causing a negative impact on the local community and the port's estuarine influence area.

8.5 PROCEDURES FOR CONNECTING/DISCONNECTING HOSES

CONNECTING HOSES

The resources required for connection are agreed upon the ship's first contact with the terminal, during initial clearance.

The ship must arrange the diameter of the cargo inlets in such a way as to allow the connection of the hoses. (Inform previously).

After connecting the hoses, they are tested for tightness, using the static pressure of the terminal column for this purpose.

An onboard representative must monitor the entire operation and must be close to the ship's loading port.

8.6 PROCEDURES FOR CARGO TRANSFER.

See APPENDIX C – Information to be Exchanged Prior to Cargo Transfer

THERE IS NO CARGO TRANSFER AT THE VILA DO CONDE TERMINAL.

TRANSSHIPMENT OPERATIONS

The transshipment operation will be carried out with the vessel anchored and the barge tied to its side (Ship-to-barge).

SPECIAL LPG REQUIREMENTS

Not applicable.

RESTRICTION ON EXCESSIVE SMOKING AND BURNING

It is prohibited to perform branching or cleaning of boiler pipes with the ship docked. Every precaution must be taken to prevent sparks from escaping up the chimney. Failure to comply with this regulation will result in one or more of the following sanctions:

- Immediate interruption of operations;

- Communication of the violation to the shipowners;

- Holding the ship responsible for fines, loss of time and all other related expenses arising from this fact.

RESTRICTION / CONDITION OF VESSEL ON THE SIDE

The prohibition on the presence of unauthorized small vessels on the side or in the vicinity of berthed ships must be strictly observed. Only vessels authorized by the terminal may remain nearby or alongside, provided they meet all safety conditions. Any breach of this rule must be reported to the competent authority.

PROPELLER MOVEMENT RESTRICTION

Berthed ships may not move their propeller(s) while they remain connected to the hoses. A ratchet may be used, after due notice to the terminal operator, but the propeller must be moved so slowly that absolute safety is achieved. Ships will be held liable for any damage resulting from these procedures.

INTERMEDIATE INSPECTIONS

According to appendix A of the “ISGOTT”, they are carried out by the GIAONT during the operation of the ship at intervals agreed upon at the time of initial release that may not exceed 6 hours, in accordance with operational safety criteria and recorded in the LVSO. In STS operations, the inspection cannot exceed 4 hours.

INTERRUPTION OF OPERATIONS

The interruption of the ship's loading or unloading operations may occur in any situation, whether on the Ship or at the Terminal, such as:

- Temporarily during storms, with incidence of lightning and/or strong winds (According to parameters listed in the ISGOTT LVSO);
- In the event of noncompliance with any of the rules and regulations concerning safety, universally accepted and adopted in the maritime transport of oil;
- If the ship's Master has reason to believe that operations on land are not safe, he must notify the pier operators in advance;
- Product leak on the ship or at the Terminal;
- High difference between what was unloaded and what was received on land or received on the ship;
- Failure to comply with any item of the LVSO Re-check

8.7 CARGO MEASUREMENT, SAMPLING AND DOCUMENTATION

Draining hoses used in transshipment (ship/barge) is the responsibility of the onboard personnel. After onboard release, the pier's contracted personnel for connection and disconnection are authorized to proceed with the disconnection.

Final onboard measurements will be carried out by ship personnel and monitored by terminal representatives and other inspectors. The material used must be properly grounded and the measuring accessories must be explosion-proof. The final release of the ship must take place after comparing the quantities moved and completing the stay documentation.

8.8 ENVIRONMENTAL LIMITS

In ship-to-barge operations with the ship at anchor, wind and current limits must always be observed.

- Stop operation (25 knots - wind);
- Disconnect hoses (30 knots - wind);
- Unmoor the Ship (35 knots - wind);

8.9 CLEANING POLICY AND ENTRY IN TANKS

Onboard repairs and washing of the ship's cargo tanks cannot be carried out with the ship at berth. They should preferably be carried out in the anchoring area. To carry out these services with the ship docked, prior authorization from the Terminal will be required.

8.10 INERT GAS

In the event of difficulties or problems with the ship's inert gas system, operations will be suspended until the system meets the minimum acceptable standards.

8.11 BUNKERING POLICY

Bunkering requests

Check with the terminal.

8.12 POLLUTION PREVENTION

Ship will send, in advance, a summary of its emergency plans.

8.13 DRINKING WATER

The supply of drinking water must be requested from the Port Authority – CDP.

8.14 UNBERTHING AND DEPARTURE FROM PORT

During the unberthing maneuver and departure from the port, the channel limits and the dangers reported in item **5.5 MAIN RISKS / PORT LIMITS** and its subitems. Once the aforementioned

departure condition is met, the Pilot normally begins the unberthing maneuver immediately after the final release, that is, after completing/signing the documents.

Safe conditions must be observed for the Pilot's disembarkation.

8.15 COMPLIANCE WITH THE ISPS CODE

At the Port of Vila do Conde, actions related to ISPS CODE controls are the responsibility of Companhia Docas do Pará (CDP), which owns the port. Port of Vila do Conde has a term of suitability no. 35/2005 granted by CONPORTOS on 08/30/2005. For further details, the Terminal's Port Facility Security Supervisor (PFSO) - trained in accordance with IMO requirements - can be contacted via the terminal telephone number.

Contact: See item **2.3 SECURITY STATEMENT (ISPS CODE)**

9. Port or Anchorage Organization

9.1 PORT CONTROL OR VTS

The Port of Vila do Conde does not have a special traffic and navigation control service. Port control of the Vila do Conde terminal is the responsibility of Companhias Docas do Pará – CDP, which is carried out via VHF radio communication on channel 16.
For additional information, current regulations and notices, please consult the Port Authority website directly.: http://www.cpaor.mar.mil.br or Email **secom@cpaor.mar.mil.br.**

9.2 MARITIME AUTHORITY

Maritime Authority is the Port Captaincy of Eastern Amazonia

It is its responsibility to determine actions and prosecute those responsible for any incident within the port's limits.

9.3 PILOTAGE

The pilotage service is carried out by qualified professionals to ensure the safety of navigable waters for ships entering or leaving the port. In addition to the *atalaia* (pilot station) in Belém, the Barra do Pará Pilotage already had an *atalaia* in the City of Salinópolis, in the northeast of the State, which later moved to the Vista Alegre area (a village in the municipality of Marapanim, also in the northeast of Pará), where it is still located today. The pilots of the Barra do Pará Pilotage are qualified to work in ZP 03 (Pilotage Zone 03), which includes access via the Quiriri (or Marajó) canal, or the Espadarte Canal, on the Pará River, from the Pilots' waiting points, located downstream from the external end of the Xingu Bank and Cabeço do Norte and the one located downstream of the Lower Espadarte up to the Port of Belém, Capim anchorage and the Vila do Conde Port Complex. The Quiriri Canal, considered optional, only applies to national and foreign ships that do not carry dangerous cargo. Pilotage in this ZP is mandatory, except for the section considered optional.

BOARDING OF THE PILOT

PILOT WAITING POINTS			
ZP *	**PORT/TERMINAL**	**LAT./LONG.**	**REMARKS**
3	Port of Belém, Vila do Conde and *Madeireira* of the Breves Strait.	00° 17' 00" S 047º 49' 00" W	Point No. 01 – ships coming from the North and West directions, heading towards the Pará River.
3	Port of Belém, Vila do Conde and *Madeireira* of the Breves Strait.	00° 24' 30" S 047° 46' 00" W	Point No. 02 – ships coming from the East, basically originating from Brazilian ports, that reach the Pará River.
3	Port of Belém, Vila do Conde and *Madeireira* of the Breves Strait.	01° 06' 00" S 048° 29' 30" W	Ships coming from the high seas, which have not received a pilot for the optional section, receive a pilot off the Vila de Mosqueiro, marking the Ponta do Chapéu Virado lighthouse, at 146° true, at a distance of 2.5 NM.

SOURCE: NORMAM 12/DPC Mod. 21; NPCP-CPAOR.

*** PILOTAGE ZONE.**

Pilotage Service in ZP-03 is performed by the following companies:

I) Baia do Marajó Serviços de Praticagem S/S Ltda – MARAJÓ PILOTS;

II) Espadarte Serviços de Praticagem S/S Ltda – ESPADARTE PILOTS;

III) Canal do Quiriri Serviços de Praticagem S/S Ltda – QUIRIRI PILOTS;

IV) Rio Pará Serviços de Praticagem S/S LTDA;

V) Empresa de Praticagem do Rio Pará and Portos da Região S/S Ltda (PARÁ RIVER PILOT);

VI) CRISTIAN ANTONIO CIPRIANO S/S LTDA

Ships heading to or coming from the Amazon Basin, through the straits region: will change pilots near Ponta do Pinheiro, in Icoaraci.

The request for a pilot to enter must be made by the company, its agent or representative, on a specific form, 48 hours before the ship's arrival in Salinópolis, the time of which must be confirmed 24 hours, 12 hours and 8 hours in advance. For departure from Belém or Vila do Conde, the request must be made 24 hours in advance.

9.4 TUGBOATS AND OTHER MARITIME SERVICES

Port of Vila do Conde does not have its own towing service. However, there are private companies providing this service in the port region, listed in Table 03.

Table 03: Towing companies

Company Name	Address
CAMORIM SERVIÇOS MARÍTIMOS LTDA	Rua Dezesseis de Abril, S/N Quadra 314 Lote 1 - Sala 37 Vila dos Cabanos, Barcarena – PA Brasil - CEP: 68447-000
WILSON SONS SERVIÇOS MARÍTIMOS LTDA	Rua Municipalidade, 985 - Ed. Mirai Office, Sala 1305 - Umarizal, Belém - PA, 66055-200
SAAM SMITH	Avenida Gerônimo Pimentel QD 234 Lote 17/18 Vila dos Cabanos, Barcarena - PA, 68447-000
STARNAV	Rodovia PA-481, Km 2.3, s/n - Vila Murucupi, Barcarena - PA, 68447-000

Source: CDP, 2021.

LIST OF COMPANIES OPERATING TUGBOATS:

- WILSON SONS;
- SAAM SMITH;
- CAMORIM;
- STARNAV.

10. Contacts

Below is a list of telephone numbers for the main authorities.

CONTACT OF AUTHORITIES	
AUTHORITY	**TELEPHONE**
Capitania dos Portos da Amazônia Oriental (Port Captaincy of Eastern Amazonia)	(91) 3218-3950
IBAMA	(91) 3284-5800
Federal Police – Immigration Sector of the Port of Belém	(91) 3214-8000/8002
Internal Revenue Service – Belém Port Customs	(91) 99309-0430
Fire Department	(91) 4006-8399
Val-de-Cães Naval Base	(91) 3216-4444
Health surveillance	(91) 3184-6106/3184-6115

Barra do Pará Pilotage	(91) 4006-6550
União dos Práticos da Bacia Amazônica Oriental Ltda	(91) 3116-6360/99225-5991
CDP – Companhia Docas do Pará – Port Authority	(91) 3182-9000
Northern Nautical Signaling Service (4th Naval District)	(91) 3216-4062
Military and Civil Police (CIOPE)	190

11. DEFINITIONS

ANP - National Petroleum Agency.
BP - Bollard-Pull
BTX – Benzene, Toluene and Xylene.
Bunker – Marine fuel intended for ships.
Port Captaincy - Maritime authority.
CIS – International Signal Code.
COW (Crude Oil Washing) – Cleaning of the Ship's Cargo Tanks with the product it transports.
CRE – Emergency Response Center.
Squat Effect – Increase in a ship's draft as a result of an increase in its speed.
Gangway ladder – Straight metal structure, with side balusters and handrails. The steps are self-leveling, according to the slope, and have a non-slip tread. This type of ladder is placed parallel to the ship's side, from a retractable platform fixed to the deck.
Chest-breaking ladder – Flexible ladder made up of cables with wooden and/or rubber steps in accordance with the Safety of Life at Sea (SOLAS) convention.
Beaufort Scale – Scale that measures wind intensity based on sea conditions.
ETA (Estimated Time of Arrival) – Estimated time of arrival.
FEPAM - State Foundation for Environmental Protection.
GIAONT – Ship/Terminal Operational Inspection and Monitoring Group.
IMO – International Marine Organization.
IBAMA - Brazilian Institute of the Environment.
ISGOTT – International Safety Guide for Oil Tankers and Terminals.
ISPS - International Ship and Port Facility Code
Neap tide – A small tide that follows the first quarter or last quarter.
Spring tide – The largest tidal ranges observed during new and full moons, producing the highest high tides and the lowest low tides.
NPCP – *Normas e Procedimentos da Capitania dos Portos* (Rules and Procedures of the Port Captaincy).
NT – Tanker.
OCIMF – Oil Companies International Marine Forum
PRE – Emergency Response Plan.
Pilotage – Professional duly qualified and authorized by the maritime authority to carry out maneuvers.
SIGTTO – Society of International Gas Tanker & Terminal Operators
Slop – Waste tank.
Safety of Life at Sea (Solas) –– International Convention dealing with the safety of human life at sea.
SIGTTO – Society of International Gas tanker and Terminal Operators
STCW – Standards of Training, Certification and Watchkeeping
SUPRG – Superintendence of the Port of Rio Grande, port authority.
DWT – Deadweight Tonnage
VHF (Very High Frequency) – Radio frequency used in maritime operations.
VTS - Vessel Traffic Service.

APPENDIXES

APPENDIX A – Emergency Communication

EMERGENCY COMMUNICATION

EMERGENCY COMMUNICATION METHODS

AT THE BEGINNING OF THE EMERGENCY: STOP X STOP X STOP

.... THEN DESCRIBE THE EMERGENCY.

AT THE END OF THE EMERGENCY: END OF EMERGENCY (ALL CLEAR)

EVACUATION OF AREA AND ABANDON SHIP

EVACUATION OF THE AREA

The Shift Supervisor or Terminal Manager, when ordering the evacuation of the area where the Emergency is occurring in port, must ensure that all operations support personnel, employees of service provider companies, maintenance personnel listed in the PTWs (Permits to Work) released on the pier, Operation Technicians and Nautical Inspectors, have left the port area, ensuring that no one has been left behind, contacting those responsible for the employees, using the VHF on the work channel and 06.

Instruct them to go to the Support Posts in accordance with the Emergency Control Plan (PCE) of Port of Vila do Conde.

ABANDON SHIP

When ordering abandonment, the vessel's Master must ensure that all crewmembers on board have left the vessel, ensuring that none remain on board.

Instruct them to go to the Support Posts in accordance with the Emergency Control Plan (PCE) of Port of Vila do Conde.

APPENDIX B - Vessel Information for the Terminal

PETROBRAS TRANSPORTE S/A – TRANSPETRO OUTEIRO TERMINAL PARÁ - BRAZIL	
Request for Ship Information	
Name of the Ship:	Estimated Time of Arrival (ETA):
Flag:	Last Port:
Name of the Master:	Next Port:
Shipowner:	Agents:
Does the ship have an inert gas system?	Oxygen content in cargo tanks:
Does the ship intend to wash with crude oil?	If the vessel is to undertake COW, has the pre-arrival checklist been satisfactorily completed?
Ship movement upon arrival:	Length between perpendiculars:
Length Overall (LOA):	Max draft during transfer:
Bow < = > manifold distance:	Freeboard on arrival:
Draft on arrival:	Draft on departure:
Propulsion	**Transverse propulsion**
Number of engines: Number of propellers: Pitch type:	Bow (Qty and Power): Aft (Qty and Power):
Quantity and size of manifold ports	**Maximum crane capacity (SWL)**
Loading scheduling	
• Type and quantity:	(m³)
• Type and quantity:	(m³)
• Type and quantity:	(m³)
Discharge schedule	
• Type and quantity:	(m³)
• Type and quantity:	(m³)
• Type and quantity:	(m³)

APPENDIX C – Information to be Exchanged Prior to Cargo Transfer

Information between Ship and Terminal			
Name of the Ship: Voyage Number:		Mooring berth: Berthing date:	
Contractual data			
Number of existing pumps on board:			
98% Volumetric capacity: **m^3**			
Guaranteed pressure at discharge: (when performing discharge operations): **Kgf/cm^2**			
Ballasting/deballasting capacity simultaneous 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:			
Did the ship request bunker?			
Means of communication between ship and Terminal:			
Information on cargo			
Product:	Quantity:	Temperature:	API:
SLOP			
Quantity:	Temperature:	API:	
Fluidity:	Origin: Contaminants:		
Ballast			
Dirty Ballast: Quantity: Temperature:		**Segregated Ballast:** Quantity:	
Information on operation			
For discharges: Will the ship carry out a special operation? (COW, Inertization, etc.)			
Estimated time for the special operation:			
Time required to stop pumps:			
For Cargo: Advance notice period for TOP:			
Flow rate for the TOP period:			
Quantity of ballast to be discharged:			
Maximum flow rate allowed for deballast:			
Are there any restrictions on electrostatic properties?			
Are there any restrictions on the use of self-closing valves?			
Ship and Terminal Conditions for Product Loading and Unloading Operations			

Ship: Pressure: Flow rate: **Temperature:** MAX: MIN:	**Terminal:** Pressure: Flow rate: **Temperature:** MAX: MIN:
Sequence of operations per product:	
Quantity to be loaded/unloaded: Origin / Destination tanks: Board/shore lines: Loading arms / hoses used: Forecast for start and end of operation:	
Additional information on operation and safety	