# PORT INFORMATION

## Terminal Information Booklet (TIB)

Almirante Barroso Maritime Terminal –
**TEBAR**

**São Sebastião, SP.**

# SÃO SEBASTIÃO TERMINAL

**TEBAR Management Full Address:** Av. Guarda-Mor Lobo Viana, nº 1.111 – Porto Grande 11608-200 – São Sebastião, SP
**Phone:** (55 12) 3891-4702

## Contacts

| Organization | Time | Phone / Fax | Mobile | VHF/ UHF Call Channel | VHF / UHF Conversation Channel |
|---|---|---|---|---|---|
| **Management – Transpetro – TEBAR** | 08 am to 4:30 pm | (55 12) 3891-4702 | - | - | - |
| **Terminal – Operational Control COTUR** | 24/7 | + 55 12-3891-4713 | + 55 12-99627-0902 | 16 | 14 |
| **Safety Inspector** | 24/7 | + 55 12-3891-4475 | | 16 | 14 |
| **Port Facility Safety Officer - PFSO** | 24/7 | + 55 12-3891-4119<br>+ 55 12-3891-4241 | + 55 12-99715-8033 | | |
| **Port Captaincy DELEMAR** | 24/7 | + 55 12-3892-3133<br>+ 55 12-3892-1555 | | 16 | |

# INTRODUÇÃO

This Port Information was prepared by Petrobras Transportes S.A. **(TRANSPETRO)** which operates the Almirante Barroso Maritime Terminal – TEBAR, in the area of the Organized Port of São Sebastião, SP.

It presents essential information for ships that require operating at the terminal. It is distributed to the interested parties of the Organized Port and National Authorities. Port Information is presented in Portuguese and English versions.

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.

**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 content. If you find erroneous information that needs to be corrected, please contact:

**Terminal Marítimo Almirante Barroso – TEBAR**
Av. Guarda Mor Lobo Viana, nº 1.111 – Porto Grande
11608-200 – São Sebastião, SP
Phone: (55 12) 3891-4702

**Petrobras Transportes S/A - TRANSPETRO**

Av. Presidente Vargas, nº 328, Centro.

CEP 20091-060, Rio de Janeiro – RJ.

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

Informações Portuárias | default

# SUMMARY

# REVISIONS

| Revision | Changes | Date | Prepared by | Approved by |
|---|---|---|---|---|
| V.0 | Initial Version | 09/25/2025 | CLC **DIONISIO FERRUCIO FILGUEIRAS NETO**<br>**André Scharlach Cabral**<br>ON Jacqueline Ferreira Vieira<br>Ives Marcelo Xavier | CLC **DIONISIO FERRUCIO FILGUEIRAS NETO** |
| | | | | |

# 1. Emergency Procedures

## 1.1 GENERAL

**EMERGENCY CONTACTS**

| Organization | Opening Hours | Phone | Mobile | VHF / UHF Call | VHF / UHF Conversation |
|---|---|---|---|---|---|
| **Tugboats** | **24 hours** | - | - | 16 | 13 |
| **Pilotage** | **24 hours** | 12-38921332 | - | 16 | 11 |
| **Civil Defense** | **24 hours** | 199 / 153 | - | - | - |
| **Internal Revenue Service** | **8:00 am to 12:00 am** | (12) 3891-2600 | - | - | - |
| **Federal Police** | **24 hours** | 12-21631600 | - | - | - |
| **Military Civil Police** | **24 hours** | 190 | - | - | - |
| **Fireman** | **24 hours** | 193 | - | - | - |
| **Emergency Medical Care (SAMU)** | **24 hours** | 192 | - | - | - |
| **CETESB** | **24 hours** | +55 11 0800 011 35 60 | - | - | - |
| **Captaincy's Office (DELSEBASTIÃO)** | **Mondays from 1:15 pm to 4:00 pm and Tuesdays to Fridays from 8:15 am to 11:00 am** | (12) 3892-1550 (12) 3892-1555 | - | 16 | - |

## ENVIRONMENTALLY SENSITIVE AREAS

TEBAR's PEI has Environmental Sensitivity Charts that indicate environmentally sensitive areas highlighting, depending on the selected area, the points subject to the greatest impact in the event of oil spills in the São Sebastião canal and which are a priority for protection..

## 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 | | |
| **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 | |
| **Pollution** | TRANSPETRO or Ship | Port Captaincy | PAPOSS | CETESB | IBAMA |

## EMERGENCY PLANS

### EMERGENCY ON SHIP

Any and all emergencies on the ship must be communicated immediately via VHF to the Safety Inspector and the Terminal Operational Control. Ships must have the emergency plans (SOPEP) required by MARPOL and SOLAS, as well as comply with the recommendations established in their safety management system.

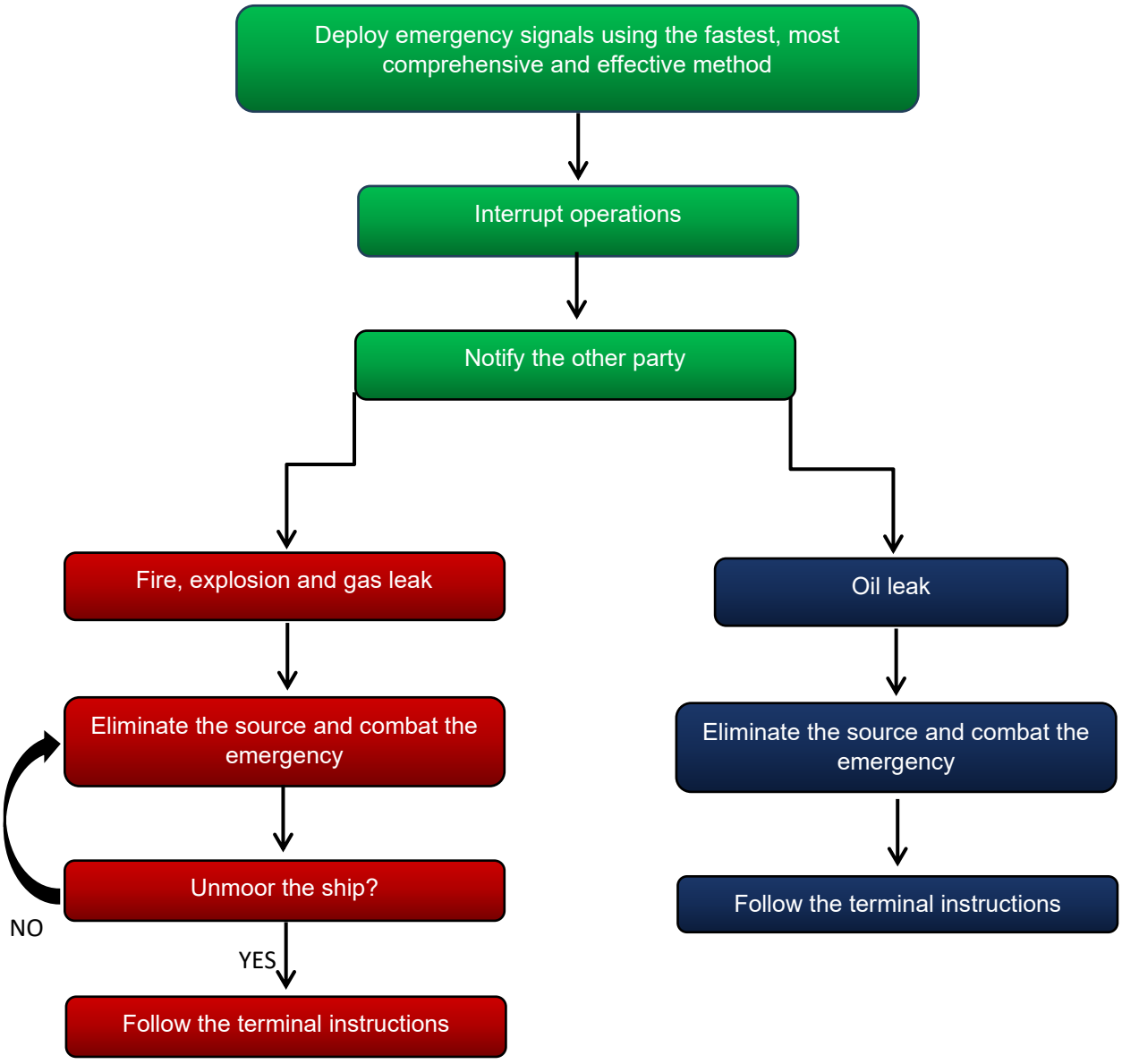
At the discretion of their Masters, berthed vessels may leave emergency towing lines passed through the onboard bollards and hanging up to 2 m above sea level throughout the operation, along the tack and quarter-fin on the side opposite to the berthing side. Vessels must keep the equipment provided for in the SOPEP kit ready for use, as established by MARPOL.

### TERMINAL EMERGENCY

TEBAR has an Emergency Response Plan (PRE) and an Individual Emergency Plan (PEI) to handle emergencies in all its facilities. The Organized Port of São Sebastião has a mutual plan for sharing resources in response to environmental emergencies called the Area Plan – PAPOSS (Organized Port of São Sebastião Area Plan), composed of resources from TEBAR and other port or nautical facilities located in the São Sebastião Canal region. These plans adhere to national and international laws in terms of preparedness, response and cooperation in the event of emergencies and oil pollution.

TEBAR has an Emergency Response Center (CRE) equipped with equipment and facilities for use in responding to oil pollution incidents, 24 hours a day

# SHIP/TERMINAL EMERGENCY FLOWCHART



## LOCAL EMERGENCY SERVICES

The Fire Department, Civil Defense, Military Police, Mobile Emergency Care Service (SAMU) and São Sebastião Municipal Hospital have resources according to their intended purposes and are deployed according to the contacts below.

- ✓ Fire Department: 193;
- ✓ Civil Defense: 199/156;
- ✓ Military Police: 190;
- ✓ SAMU: 192;
- ✓ São Sebastião Hospital: 12 3893-3200

## 1.2 OIL SPILL AND VAPOR RELEASE

In the event of an oil spill caused by the vessel, the Shipowner will be unconditionally responsible for full reimbursement of the costs involved.

## 1.3 FIRE AND EXPLOSION

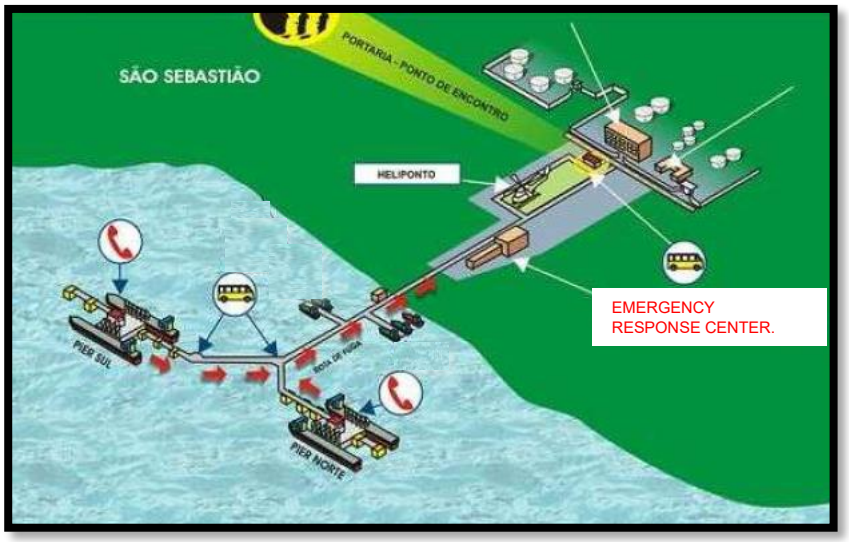
Procedures to be adopted are found in the São Sebastião Terminal Emergency Response Plan – PRE.

## 1.4 EVACUATIONS (Escape Routes and Muster Points))

**Primary escape route for ships:** Sea-board lifeboat.

Secondary escape route for ships: The outermost Dolphin located to windward.

**Tertiary escape route for ships**: Identical to personnel on shore.




The ship and its crew must be familiar with the terminal's emergency siren signals as per the information contained in the initial letter signed by the ship and terminal.

## 1.5 COLLISION / DAMAGE TO BERTH

In the event of a collision or damage to the berths, masters must inform the Safety Inspector, the Brazilian Navy and the protective agency.

## 1.6 MEDICAL EMERGENCY

The Terminal has the means available to provide resources to respond to medical emergencies.

## 1.7 SAFETY VIOLATION

Commanders must instruct their crews on the need for **strict** compliance with the ISPS CODE.

## 1.8 MAN OVERBOARD

Masters must IMMEDIATELY alert the Man Overboard emergency on VHF channel 16, inform the Brazilian Navy, the Terminal Safety Inspector and the ship's protective agency.

### 1.9 DRIFT OF BERTHED SHIP

Onboard personnel must alert the Tebar safety inspector as soon as possible. The Terminal has tugboats to assist in mitigating and correcting the drift.

### 1.10 EMERGENCY STOP (ESD)

The emergency stop will be negotiated with the ship at the time of initial clearance. Transpetro encourages crews to **"When in doubt, STOP".**

### 1.11 INCIDENT NOTICE POLICY

The instructions for reporting incidents must be followed by Commanders as follows:

- **Pollution Incident**

It must be recorded in a specific document, to be sent to the TEBAR shift coordinator, as soon as possible. This document may be prepared in phases (initial alert, incident alert update, and final incident report).

- **Safety Incident**

Similar action as for pollution incident.

- **Protection Incident**

Generate report as recommended by the ISPS Code.

# 2. Safety, Environment and Health Policies

### 2.1 PERSONAL PROTECTIVE EQUIPMENT (PPE) REQUIREMENTS

Crew members in areas outside the superstructures must continue to wear their PPE. Crew members in transit "going to" or "coming from" the Terminal entrance will be exempt from using PPE.

## 2.2 TERMINAL ACCESS (SHORE CREW AND SHIP VISITORS)

For further information, the Terminal's port safety supervisor, who is trained in accordance with IMO requirements, can be contacted. (see table "contacts").

## 2.3 SAFETY STATEMENT (ISPS CODE)

The terminal has implemented safety protection measures applicable to ships and port facilities, in accordance with IMO requirements, through the adoption of the ISPS Code. If necessary, specific protection measures can be deployed by the ship through the Terminal's port safety supervisor - PFSO - or via VHF radio. The terminal operates normally at safety level 1.

## 2.4 ALCOHOL AND OTHER DRUGS

According to ISGOTT, item 13.4, for reasons of personnel safety and health, the use of alcohol or other drugs has a dangerous effect on performance, behavior and safety practices in the workplace and its use is prohibited at TEBAR..

**Transpetro,** aiming to support national and international authorities in combating drug trafficking and the use of alcohol in prohibited places, it complies with the relevant preventive measures regarding the criminal use, possession or distribution of these substances.

## 2.5 SMOKING

TEBAR does not have safe and designated smoking areas, so no one is allowed to smoke within the terminal facilities.

## 2.6 PORTABLE ELECTRONIC EQUIPMENT AND UNPROTECTED LIGHTS

All portable electrical equipment used in areas subject to ambient air contamination by flammable or explosive gases must be of the intrinsically safe and explosion-proof type.

On the deck and adjacent compartments, only intrinsically safe and explosion-proof electrical lighting will be permitted, and must strictly comply with the safety recommendations contained in the ISGOTT (latest edition) during the ship's stay at the pier.

**Taking photographs of any area, equipment or people within the Terminal facilities is prohibited without prior authorization from the Terminal management.**

## 2.7 ONBOARD MAINTENANCE WHILE BERTHED

No repairs or maintenance work of any nature that involves or may involve a risk of sparks or other means of ignition may be carried out while the ship is docked without prior authorization from the Terminal management. Cold repairs that imply any restriction of the ship during the stay must be previously authorized by the shore team and the request for such repairs must be made

at least 24 hours in advance. Any repairs
must be carried out in accordance with the recommendations in the most recent edition of ISGOTT.

### 2.8 MATERIAL HANDLING

The movement of materials must be agreed with the terminal. (contact the nautical inspector via VHF channel 16)

### 2.9 SAFETY DATA SHEET (SDS)

For the storage, transportation or use of chemicals classified as hazardous or whose intended or recommended uses give rise to risks to the safety and health of workers, the SDS is mandatory (NBR 14725/2023) and must be available at the place of storage and/or use.

### 2.10 BENZENE AND H2S

The risks associated with benzene, H2S and any other toxic substances present in the cargo being handled must be properly identified and understood.

Transpetro encourages ship Masters to require crew members to wear benzene and H2S detectors when outside the ship's superstructure.

### 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

### 3.1 CHARTS AND REFERENCE DOCUMENTS

Information about the Terminal can be obtained from the following publications listed below, as well as from the Guide to Port Entry:

### Nautical Charts

| Area | Chart Number |
|---|---|
| | Brazil (DHN) |
| South Coast - From Rio de Janeiro to Santos | 23100 (INT 2124) |
| Nearby Port of São Sebastião | 1640 |
| São Sebastião Canal – Northern Part | 1643 |
| São Sebastião Canal – Southern Part | 1644 |

### Other Publications

| Type / Subject | Editor or Source |
|---|---|
| NPCP/SP - Rules and Procedures of the Port Authority of São Paulo | Brazilian Navy – Port Captaincy of São Paulo. |
| SOUTH COAST Itinerary - FROM CABO FRIO TO ARROIO CHUÍ, LAGOA DOS PATOS AND LAGOA MIRIM. | CHM - Hydrographic Center of the Brazilian Navy |

## 3.2 SHIP/TERMINAL COMMUNICATION POLICY

See items below.

## 3.3 DOCUMENTS AND INFORMATION EXCHANGE

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

| Information | Prepared by: | | | Delivered to: | | | Comment |
|---|---|---|---|---|---|---|---|
| | Terminal | Ships | Both | Terminal | Ships | Both | |
| **Before Arrival** | | | | | | | |
| Estimated Time of Arrival (ETA) and vessel information | | X | | X | | | Anticipate information on situations that may impact navigation or operational safety. |
| Before Transfer of Cargo or Bunker | | | | | | | |
| Details of cargo/slop/ballast on board | | X | | X | | | Submit a copy of the RMQB from the port of origin or inspection of empty tanks. |
| Essential information for the operation (complete on site) | X | | | | X | | Report, in advance, the expected transfer capacity for the operation. |
| Ship/Shore Safety Checklist | | | X | | | X | As per Appendix A of ISGOTT.<br>Send a copy of the checklist contained in the ISGOTT, less than 12 hours before arrival. |
| **During Transfer of Cargo or Bunker** | | | | | | | |
| Repeat Ship/Shore Safety Checklist | | | X | | | X | As per Appendix A of ISGOTT. |
| Information necessary for unberthing the ship | | | X | | | X | Quantity of fuel and water on board. |
| **After Transfer of Cargo or Bunker, before departure** | | | | | | | |
| Information required for unberthing the ship | | | X | | | X | Inform the quantities of fuel and water expected for the arrival and departure of the ship. |
| **After unberthing, leaving the Port** | | | | | | | |
| Information regarding data related to departure from Port | | X | | | X | | Inform the Shift Coordinator, via email, of the pilot's disembark and departure times from the port. |

### 3.4 OPERATION HOURS

In the STS (Ship-to-Ship) operation, the berthing of the daughter ship alongside the mother ship will only occur during the **daytime**.

Maneuvering ships during the night, **except at Pier 2**, is not restricted, unless specific conditions apply. See item **5.5 Main risks, subitem General Restrictions.**

### 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

Crew members on deck duty shall be instructed to maintain a constant watch over the sea areas adjacent to the ships. Any observation of the appearance of pollutants in the water, or the occurrence of marine or terrestrial animals, should alert safety inspectors or operations technicians.

# 4. Description of Port and Anchorages

### 4.1 OVERALL DESCRIPTION

TEBAR has a pier with four berths and is located in the city of São Sebastião - SP, and is operated by Petrobras Transporte S.A. (Transpetro). On the south pier are berths PP1 (external) and PP2 (internal). On the north pier are berths PP3 (external) and PP4 (internal).

The Terminal operates tankers that transport national and imported oil and byproducts, as well as formation water.

The movement of oil through the São Sebastião Terminal aims to serve the four refineries in the State of São Paulo:

REPLAN, REVAP, RECAP and RPBC.

The Terminal may provide bunker to vessels operating here (EX-Pipe).

Ship-to-Ship operations at berth (Double
Banking) may occur, provided that they are carried out on piers authorized by the Maritime Authority and the competent environmental agency.

## 4.2 LOCATION OF ANCHORAGES

**North Bar:** Area limited to the North by the alignment of São Sebastião Lighthouse and Ponta da Canas and to the South by the alignment of Ponta da Cruz and Trapiche da Vila de Ilhabela. The anchoring points are provided for in the DHN nautical chart no. 1643 and are intended for vessels with more than 100,000 DWT or that require emergency repairs. They can also be used as shelters in case of bad weather.

The anchorages to the north have a bottom made up of gravel, sand and mud, which can provide ships with safe anchorage. However, special care must be taken when strong winds occur, especially from SW, when the current becomes strong and anchored ships may run aground.

Anchoring with a mooring line of seven quarters is recommended, given the intensity of the current occasionally present in the area.

**South Bar:** Area limited to the north by the alignment of Ponta do Baleeiro with the central part of Praia das Fazendas and to the south by the parallel 23°54.0'S and the meridian 045°31.0'W, with capacity for four ships, at the following anchorage points. Use chart DHN 1644.

### Coordinates

- ✓ 23°50.2'S and 045°25.6'W
- ✓ 23°50,6'S and 045°26,1'W
- ✓ 23°51,0'S and 045°26,6'W
- ✓ 23°51,5'S and 045°27,1'W

The anchorages to the south have a bottom made of mud and sand that can provide ships with safe anchorage. However, special care must be taken when strong winds occur, especially from SW, when the current becomes strong and anchored ships may run aground.

Anchoring with a mooring line of seven or more quarters is recommended, given the intensity of the current occasionally present in the area.

It is expressly forbidden to anchor any vessel in the maneuvering area, which is comprised of the area of the canal limited to the north by the alignment of Pontal da Cruz with Trapiche da Vila de Ilhabela and to the south by the alignment of Ponta do Baleeiro with the central part of Praia da Fazenda.

The stay of ships at anchorages is limited to a maximum of 15 days. Exceptional cases will be judged by the Port Captaincy's Office in São Sebastião upon request.

Vessels, when underway, must keep their anchors above the waterline.

Ships with a draft of more than 18 meters must pay special attention when sailing within the São Sebastião canal. Nautical charts DHN no. 1640, 1643, 1644 indicate several dangers with a depth of 20 meters or less near the canal limits. Caution is recommended regarding the existence of areas with submarine cables, marked on DHN nautical charts no. 1643 and 1644.

## 4.3 APPROACHING THE TERMINAL

### GENERAL DESCRIPTION

For ships requesting TEBAR, access is shown on nautical charts DHN 1640, 1643 and 1644, and the South Coast Sailing Directions should be consulted, as well as the information published by CHM in the relevant Notices to Mariners. The access canal is 12.3 nautical miles long, as delimited on the referenced nautical charts, and Pilotage is mandatory.

The canal through the south bar, swept at 24 meters, consists of a strip 300 meters wide at its narrowest part, with the buoyage marked on nautical charts DHN 1640 and 1644, and allows the entry and exit of vessels with a draft of up to 22.3 meters.

The canal through the north bar consists of a strip 550 meters wide at its narrowest point, as shown on nautical charts DHN 1640 and 1643.

### NAVIGATIONAL AIDS

Maritime beacon signals comply with the IALA B System (International Association of Lighthouse Authorities Lateral System B).

Through south bar: The Ponta da Sela lighthouse, located at the SW end of Ilha de São Sebastião, marks the southern bar of the canal, displays a flash of white light and a tower painted white and red horizontal stripes (international no. G0480).
Laje dos Moleques, located on the NW bank of the canal, is marked by a quadrangular masonry lighthouse, painted green, and displays flashes of green light (international no. G0478).
The Pontinha Lighthouse, located on the SE bank of the canal near the ferry dock that crosses between Ilha de São Sebastião (Ilhabela) and the mainland, displays flashes of red light and is mounted on a red square metal frame (international no. G0477).
The access canal, 300 meters wide at its narrowest point and 24 meters deep, is demarcated by four articulated beacons (radar reflector) located as follows:

Buoys 1 and 3 – red in color, displaying red flashes, delimit the SE margin of the canal; Buoys 2 and 4 – green in color, displaying green flashes, delimit the NW margin of the canal. The buoyed canal is marked on charts DHN 1640 and 1644.

Through north bar: The Ponta das Canas Lighthouse, located at the northern end of São Sebastião Island (Ilhabela), marks the north bar of the canal and displays a flash of white light, a cylindrical reinforced concrete tower, with white and red horizontal stripes (international no. G0470). The São Sebastião Lighthouse, located on the west bank of the canal, displays a flash of red light, with a quadrangular tower of red masonry on a reinforced concrete platform, supported by a metal frame (all red international no. G0472). The Ponta do Viana Lighthouse, located on the east bank of the canal (on Ilha de São Sebastião), displays a flash of white light and a metal frame on a quadrangular column of white reinforced concrete. The Ilhabela Lighthouse, located on the west bank of the canal, displays a flash of red light and a quadrangular

tower of red masonry, on a reinforced concrete platform, supported by a metal frame (all red).

The north bar channel, in a strip 550 meters wide at its narrowest part, is represented on charts DHN 1640 and 1643.
Attention should be paid to the existence of an area with submarine cables marked on the charts in question.

The Terminal displays four private fixed yellow lights, with a range of 5 nautical miles, two indicating the limits of the berths on the south pier, and two indicating the limits of the berths on the north pier.

Details of the characteristics of lighthouses, beacons, buoys, etc. can be found in the DHN's LIST OF LIGHTHOUSES.

### PORT LIMITS

TEBAR is a privately owned terminal located outside the boundaries of the Organized Port Area of São Sebastião. However, to access the Terminal, ships sail in the Organized Port area limited by the parallels: 23°42,0'S and 23°54,0'S.

## 4.4 MANEUVERING AREAS

It is the maritime area limited by the Ponta do Araçá – Ilha das Cabras and Pontal da Cruz – Trapiche da Vila de Ilhabela alignments. The strip designated for ship maneuvers (docking and undocking) is approximately 750 meters wide at its narrowest point, along the piers, and the anchoring of any vessel in this area is expressly prohibited, except with prior authorization from the Port Captaincy's Office. Further information is available in item 9.3 Pilotage.

Vessels arriving to dock at TEBAR, regardless of the berth, must have their maneuvers assisted by tugboats with a towline passed to the ships as per Pilotage instructions, which is mandatory.

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

Ships with a displacement exceeding 150,000 metric tons must approach the pier slowly and gradually, from a distance of no less than 200 meters. When approaching the fenders, they must approach at a speed of less than 30 cm/s within 150 meters of the pier, and at a speed of less than 6 cm/s within 50 meters of the pier. Ships must not approach at an angle greater than 5° relative to the berths. They must remain parallel to the berth when touching the fenders.

Vessels with a displacement of less than 150,000 metric tons must be parallel to the pier from a minimum distance of 100 meters, maintaining the speed values previously mentioned.

The TEBAR team will assist in positioning the ship (relative position of the manifold) in relation to the loading arms/hoses in order to allow safe operation, considering all products to be moved.

## 4.5 ENVIRONMENTAL FACTORS

The Brazilian Navy, by means of the Navy Hydrography Center, is responsible for operating the Marine Meteorological Service (SMM) in compliance with the provisions of the Convention for the Safety of Life at Sea (SOLAS), of which Brazil is a signatory.

Weather analyses and forecasts for the maritime area of the Terminal, as well as any Severe Weather Warnings that may be in effect, can be found on the websites:

https://www.marinha.mil.br/chm/

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

Weather and sea reports are transmitted by the National Network of Coastal Stations (RENEC). Transmission frequencies and times are disseminated in the Notices to Mariners issued fortnightly and available on the website:

https://www.marinha.mil.br/chm/

Synoptic charts are prepared daily based on the 00:00 and 12:00 HMG analyses, and are made available on the website:

https://www.marinha.mil.br/chm/

Synoptic charts, together with forecasts of wind and significant wave heights for the South Atlantic, are transmitted by radiofacsimile at frequencies 12,665 kHz and 16,978 kHz. This information is transmitted at 7:45 am and 4:30 pm HMG.

Detailed information on radio-meteorological services, including the times and frequencies of transmission of meteoceanographic information, can be found in the Radio Aid List of the DHN, Brazilian Navy.

Further meteorological information is described in the following items.

### Prevailing Winds

SW winds, brought by cold fronts mainly in late fall, winter, and early spring, are the strongest and significantly raise the sea. Their intensity typically reaches forces of 7/8, occasionally exceeding this value due to the influence of the mountains located on the mainland and Ilha de São Sebastião (Ilhabela).

### Waves and swells

In the São Sebastião canal, there are no waves or swells that could affect ship maneuvers or their stay at berths.

### Rainfall

The greatest rainfall in the region occurs in spring and summer. The average annual rainfall in the region is around 2,000 mm.

### Lightning Storm

Lightning storms are more frequent in spring and summer, in the afternoon and early evening. The Terminal adopts a lightning warning system and, at the discretion of the master and terminal team, must assess the need to suspend activities.

### Visibility

Visibility is reduced due to the occasional appearance of fog in the early morning hours, especially in spring and summer, or when experiencing heavy rain throughout the year.

### Currents

The waters flow either north or south, and the current intensity reaches considerable values, sometimes exceeding 1.5 knots depending on the meteorological conditions. Depending on the direction, intensity and duration of the wind, the current reaches even higher values, which can hinder ship maneuvers in the canal, especially when a cold front from the SW enters, when the winds reach significant values with a predominance of SW and NW, and the current can occasionally reach speeds of 3 knots. Masters must keep their crews informed about this feature, so that there is strict control over the mooring and positioning of the ship at the pier.

### Tides

The tide at the Port of São Sebastião is semidiurnal and the amplitude varies around 1.2 meters during spring tides, with an average sea level of 0.64 meters from the reduction level.

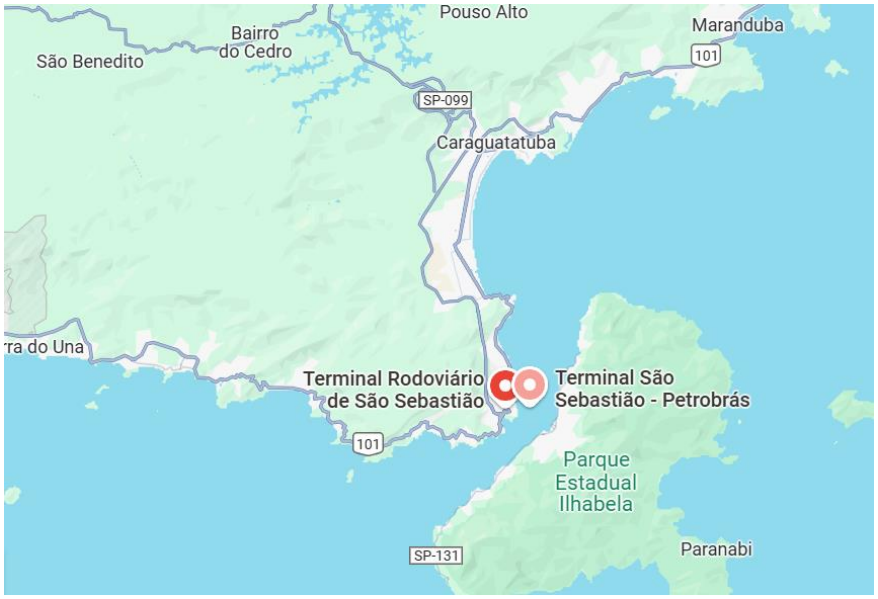
### Operational Wind and Current Monitoring

TEBAR provides instant information on wind and current intensity and direction. This information is made available via VHF radio upon request from the onboard representative to the Safety Inspector.

# 5. Description of the Terminal

The TEBAR pier departs from the southern end of Praia do Porto Grande via an access bridge approximately 1,300 meters long in a southeast direction, where it takes on the shape of a “T” located in front of the central part of Ilha de São Sebastião (Ilhabela).

## 5.1 LOCATION OF THE TERMINAL




## 5.2 TERMINAL LAYOUT


## 5.3 SHIP ACCEPTANCE CONDITIONS

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

Vessels that present previous and untreated problems will not be accepted and will be denied permission to operate at the oil pier. 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

TEBAR's control center is located in the tanking area, approximately 7 km from the main pier. This center controls all Terminal operations through the supervision and data acquisition system.

Communications are carried out with ships via VHF or UHF radio, on a previously agreed and registered maritime frequency. A secondary means, via terrestrial VHF or UHF radio, is arranged in case of failure of the main system.

## 5.5 MAIN RISKS

There are no records of terrorist activity or piracy in the Terminal region.

It highlights possible risks associated with the movement of cargo ships, passengers, pleasure boats, fishing vessels and ferry crossings that connect the mainland and Ilha de São Sebastião (Ilhabela).

Considering that the main risks are associated with certain operational conditions, the occurrence of winds, currents, tides and atmospheric discharges, safety precautions are presented in the item below:

### BAD WEATHER

The following safety precautions are recommended for managing meteorological and oceanographic conditions while the ship is moored at the pier.:

| MAIN PRECAUTIONS | | | |
|---|---|---|---|
| **Status** | **Determining Factors** | **Preventive and Corrective Measures** | **Objectives** |
| **Normal** | Mooring according to minimum requirements;<br>Wind up to Force 4 (0 to 16 knots);<br>Current up to 2 knots;<br>Ship's mooring equipment in good condition. | Routine Checks. | Maintain normal mooring and operating conditions. |
| **Attention** | Mooring contrary to certain minimum requirements;<br>Winches or mooring lines in poor condition;<br>Incidence of atmospheric discharges in the warm zone (5 to 16 miles away from the pier);<br>Elevated trim;<br>Low potential operational abnormality;<br>Severe weather warning;<br>Wind Force 5 (17 to 21 knots);<br>Current greater than 2 knots. | Frequent inspections of the mooring system;<br>Increase in the frequency of monitoring weather information;<br>Dissemination of information about operational abnormalities to ground crew. | Immediately identify any deviations from safe mooring conditions and make corrections;<br>Act in advance in case of bad weather;<br>Keep ground crew informed to act in case of incidents. |
| **Readiness** | Warning of imminent bad weather reported by the Safety Inspector;<br>Wind Force 6 (22 to 27 knots) with forecast intensification to Force 7 (27 to 33 knots);<br>Wind Force 7 (27 to 33 knots);<br>Current greater than 3 knots;<br>Failure in the integrity of mooring lines;<br>Incidence of atmospheric discharges in the hot zone (up to 5 nautical miles from the Pier); | Permanent inspection of the mooring system;<br>Keep Pilot, tugboats and riggers ready;<br>For vessels moored at PP-1 and PP-3, keep two tugboats alongside each ships, with passed hawser;<br>Have machine ready;<br>Man maneuvering posts;<br>Interrupt cargo transfer;<br>Drain arms and loading hoses;<br>Disconnect loading arms and hoses in case of prior confirmation of the occurrence of wind force 7/8. | Maintain safe positioning of the ship;<br>Readiness of assistance resources in case of need for unberthing;<br>Avoid sea pollution. |

| | | | |
|---|---|---|---|
| **Emergency** | Wind Force 8 (34 to 40 knots) or greater;<br>Current greater than 3.5 knots;<br>Excessive tension on mooring lines;<br>Ship with excessive longitudinal or transverse course. | Request immediate boarding of the Pilot;<br>Do not engage mooring line brakes;<br>Relieve the mooring line brakes only if undocking is necessary;<br>The loading arms have an emergency disconnect valve if they are still connected to the vessel. | Do not change the brake tightening settings of the power devices, in order to allow the automatic release of mooring lines;<br>Ensure the best assistance to the Master to maneuver if he chooses to unberth the ship; |

**Notes about the Table:**

**Note 1:** In the event of bad weather warnings reported by the Safety Inspector, i.e., forecast of Force 7 winds (27 to 33 knots) or greater, the Master of a ship moored at PP-1 or PP-3 may request tugboats to assist, remaining alongside the ship, always with a passed hawser.

**Note 2**: In emergencies, whether due to accidents on ships, in the Terminal facilities or due to bad weather, the decision to unberth the ship is the responsibility of the Master.

**Note 3**: For cargo transfer activities between vessels alongside – Berthed STS – the Terminal has a specific operational meteorological protocol aimed at disconnecting load lines, and eventual unberthing and anchoring of the ship tied alongside, prior to the onset of bad weather. The application of the protocol with the ship's Masters is the responsibility of the Terminal's Safety Inspector and STS Superintendent, and will be informed directly on board or via VHF radio if necessary.

**Note 4**: In winds above 28 knots, ships must be disconnected and parked.

## RISKS TO NAVIGATION

Ships with a draft of more than 15 meters must pay special attention when navigating the São Sebastião Canal. Nautical charts DHN 1643 and 1644 indicate several dangers with depths of 20 meters or less near the limits of the navigation canal or near the anchorages. Additional care is recommended regarding the existence of submarine cables marked on the nautical charts in reference.

At the southern bar, attention must also be paid to the crossing of the access canal to TEBAR by ferryboats that carry passengers and motor vehicles between the mainland and São Sebastião Island (Ilhabela).

Due to the existence of an important environmental feeding and reproduction site for large cetaceans off the coast of São Sebastião and Ilhabela, TEBAR has a procedure for managing the risk of collisions between ships and whales in the vicinity of the Port of São Sebastião, anchorages and access canals to the terminal. During the breeding season of these animals in the region (May to November), the ship will receive a guide with recommendations to be followed, called "*Recommended Routing Guidelines for São Sebastião, SP - Brazil*".

### GENERAL RESTRICTIONS

The rules and restrictions imposed by the Maritime Authority for the São Sebastião Terminal and the Organized Port area must be followed, in accordance with the Rules and Procedures of the Port Authority of São Paulo – NPCP/SP.

The following special restrictions contained in the NPCP/SP for the São Sebastião Canal are highlighted: the maximum speed permitted for ships in the São Sebastião Canal is 9 knots; ships will not be allowed to dock at TEBAR when the current is greater than or equal to 3 knots or in bad weather; ships moving in the Canal are prohibited from crossing the bow of ships anchored less than 500 meters away.

### NAVIGATIONAL AND MOORING AIDS

The Terminal has docking radar equipment to measure the distance, speed and angle of approach of the ship to the berth.

A current meter is installed at TEBAR, an equipment that indicates the direction and speed of the current in real time, as well as an anemometer and an anemoscope, which indicate the speed and direction of the wind, in addition to the meteorological station, with information available via an online access system.

Information regarding the approach movements of vessels (speed and angle of approach), wind and current conditions, can be consulted via an application, and such information can be requested from the Safety Inspector via radio channel 16 VHF.

# 6. Description of Berths

## 6.1 BERTH DETAILS

ANNEX B contains drawings of the piers indicating fenders, dolphins and the location of the mooring points.

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

| Berth Number | Berth Length (meters) | Maximum Ship Draft (meters) | Minimum Parallel Body Length (meters) | Ship Length (meters) | | Handled Products | TPB* |
|---|---|---|---|---|---|---|---|
| | | | | Maximum | Minimum | | |
| PP1 | 508 | 22.3 | 60 | 350 | 120 | Oil, Oily Water and Bunker | 300,000 |
| PP2 | 508 | 16.9 (17,5**) | 60 | 280 | 120 | Oil, Oily Water and Bunker | 155,000 |
| PP3 | 395 | 19 | 60 | 280 | 120 | Oil, Byproducts, Oily Water and Bunker | 150,000 |
| PP4 | 395 | 12.5 | 60 | 260 | 120 | Oil, Byproducts, Oily Water and Bunker | 65,000 |
| *Note 1: In the case of ships whose sizes exceed those mentioned above, the Terminal and the Port Captaincy's Office in São Sebastião may be consulted regarding possible authorizations. | | | | | | | |
| **Note 2: Up to 17.5 meters if maneuvered during daylight and high tide. | | | | | | | |
| ***Note 3: There is no maximum breadth limit. | | | | | | | |

## DEPTH CONTROL

In TEBAR, the maximum permissible draft of ships for berthing and unberthing is as follows:

- Access canal required by South Bar:
  Limited to a maximum draft of 22.3 meters with no restrictions on tide height or day/night hours.

- Access canal required by North Bar:
  At the discretion of the Master according to information on the Nautical Charts.

Berth draft:

- South Pier:
  Berth PP-1 – 22.3 meters

  Berth PP-2 – 16.9 meters and up to 17.5 meters if carried out during daylight and at high tide.

- North Pier:
  Berth PP-3 – 19.0 meters

Berth PP-4 – 12.5 meters

The following Load Line stands out for ships maneuvering in TEBAR: Tropical Saltwater.

Information about bathymetric surveys is the responsibility of the Brazilian Navy and is duly recorded in the DHN Nautical Charts in reference.

### MAX DIMENSIONS

The maximum size of vessels for berthing at TEBAR is 300,000 DWT for berthing at PP1, 155,000 DWT at PP2, 150,000 DWT at PP3 and 65,000 DWT at PP4, determined by engineering studies during project development. In the case of ships whose sizes exceed those mentioned above, the Terminal and the Port Captaincy's Office in São Sebastião may be consulted regarding possible authorizations.

## 6.2 BERTHING AND MOORING ARRANGEMENT

For landing, anchoring and berthing, ship masters must pay attention to the information contained in the following items: 4. Description of Port and Anchorages / subitems 4.2, 4.3, 4.4 and 6. Description of berths / subitem 6.1.

With regard to mooring, mooring lines must be constantly monitored when being maneuvered, in order to keep the ship in the indicated position at all times. All lines must be kept under adequate tension at all times. Winches must have constant tension, maintained by means of manual brakes. The use of automatic tension winches is not permitted. Mooring lines with similar functions must have the same type of material, length and SWL.

For mooring oil tankers at TEBAR, it is recommended:

**Ships over 130,000 DWT**

- 4 steel mooring lines, bow and stern; 2 steel breadth lines, bow and stern; 2 steel spring lines, bow and stern.

**Ships between 80,000 and 130,000 DWT**

- 4 steel or fiberglass mooring lines, bow and stern; 2 steel breadth lines, bow and stern; 2 steel spring lines, bow and stern.

**Ships with less than 80,000 DWT**

- 4 fiberglass mooring lines, bow and stern; 2 fiberglass breadth lines, bow and stern and 2 fiberglass spring lines, bow and stern.
- Wire ropes such as steel breadth lines and spring lines will be well accepted by the Terminal.
- The Terminal reserves the right to request the Master to make changes to the mooring, if it deems it inadequate for the safety of the pier and the ship, and may even request the unberthing of the ship.

For ships up to 160,000 DWT, equipped
with coiled wire ropes, a satisfactory minimum of 4 mooring lines, 2 breadth lines and 2 spring lines, bow and stern, will be considered.

Lines made from HMFR (high modulus fiber rope) may be used, provided they are duly approved by the classification society and included in the documents relating to the mooring plan.

Mooring lines must be arranged as symmetrically as possible in relation to amidships. Breadth lines must be oriented as perpendicularly as possible to the longitudinal axis of the ship and moved as far forward and aft as possible. Spring lines should be oriented as parallel as possible to the longitudinal axis of the ship.

If fiber whips are used on the wire ropes (synthetic tails), the whips must be of the same type, with an MBL 25% greater than the MBL of the wire cable, of the same material and of the same length.

The horizontal angle of the bow and stern mooring lines in relation to the direction of a breadth line perpendicular to the longitudinal axis of the ship should preferably not exceed 45°.

Wire ropes cables must have their hands made of pressed steel gloves (cable glands), hands made by means of stitching are not permitted.

Onboard teams must be notified that the Terminal will provide at least one mooring support vessel.

The assistance will only include the transfer of messenger lines from dolphins to board.

Messenger lines must be retrieved by the onboard teams, with the help of the ships' lines.

Support vessels are not authorized to tow the lines to the dolphins as a way to save time, as this may contribute to accidents involving people or equipment.

Under no circumstances may safety factors be overlooked for any other reasons.

Orders issued by masters or pilots to mooring teams must only be issued by the GIAONT Nautical Inspector or a person designated by him/her and must be duly communicated to the masters or pilots. Likewise, communications between the mooring teams and the masters or pilots will necessarily go through the GIAONT or a person designated by it.

The Terminal maintains a minimum of 4 port support tugboats with a minimum capacity of 70 T of Static Traction.

## 6.3 CHARACTERISTICS OF THE BERTH FOR LOADING, UNLOADING AND SUPPLY

| Berth Number | Product | Number and Diameter of Arms | Receives or Transfers | Temperature | | Max Flow Rate (m³/h) | Max Pressure (kgf/cm²) | Remarks |
|---|---|---|---|---|---|---|---|---|
| | | | | Minimum | Maximum | | | |
| PP-1 | Oil and Ballast | 4x16" | Receives and Transfers | Environment | 55 °C | 9000 (1 line) 18000 (2 lines) | 10 | Line 07 of 34" Line 11 of 34" |
| | Ballast | 2x16" | Receives and Transfers | Environment | 80 °C | 1600 | 10 | Line 43 of 16" |
| | Marine Fuel | 1x8" | Receives and Transfers | Environment | 80 °C | 500 | 10 | Line 22 of 12" |
| | Marine Gasoil | 1x8" or | Receives and Transfers | Environment | Environment | 500 | 10 | Line 31 of 8" |
| | | 1x4" (hose) | Receives and Transfers | Environment | Environment | 200 | 10 | Line 31 of 8" |
| PP-2 | Oil and Ballast | 3x16" | Receives and Transfers | Environment | 55 °C | 9000 (1 line) 13500 (2 lines) | 10 | Line 08 of 34" Line 10 of 34" |
| | Ballast | 2x16" | Receives and Transfers | Environment | 80 °C | 1600 | 10 | Line 43 of 16" |
| | Marine Fuel | 1x8" | Receives and Transfers | Environment | 80 °C | 500 | 10 | Line 22 of 12" |
| | Marine Gasoil | 1x8" or | Receives and Transfers | Environment | Environment | 500 | 10 | Line 31 of 8" |
| | | 1x4" (hose) | Receives and Transfers | Environment | Environment | 200 | 10 | Line 31 of 8" |
| PP-3 | Oil and Ballast | 1x12" 1x10" (hose) | Receives and Transfers | Environment | 55 °C | 2000 2000 | 10 | Line 10 of 34" Line 10 of 34" |
| | Ballast | 1x6" | Receives and Transfers | Environment | 55 °C | 450 | 10 | Line 43 of 16" |
| | Diesel S10 | 2x12" | Receives and Transfers | Environment | 80 °C | 4000 | 10 | Line 02 of 24" |
| | Diesel ATE | 1x12" | Receives and Transfers | Environment | Environment | 2000 | 10 | Line 42 of 24" |
| | QAV-1 | 2x12" | Receives and Transfers | Environment | Environment | 4000 | 10 | Line 41 of 24" |
| | Gasoline and Naphtha | 1x12" | Receives and Transfers | Environment | Environment | 2000 | 10 | Line 44 of 24" |
| | Marine Fuel | 1x8" or | Receives and Transfers | Environment | 80 °C | 500 | 10 | Line 21 of 12" |
| | | 1x6" (hose) | | | 80 °C | 450 | | Line 21 of 12" |
| | Marine Gasoil | 1x4 (hose) | Receives and Transfers | Environment | Environment | 200 | 10 | Line 31 of 08" |
| PP-4 | Ballast | 1x10" (hose) | Receives and Transfers | Environment | 55 °C | 1200 | 10 | Line 10 of 34" |
| | Ballast | 1x6" (hose) | Receives and Transfers | Environment | 55 °C | 450 | 10 | Line 43 of 16" |
| | Diesel S10 | 1x10" (hose) | Receives and Transfers | Environment | 55 °C | 1200 | 10 | Line 02 of 24" |
| | Diesel ATE | 1x10" (hose) | Receives and Transfers | Environment | Environment | 1200 | 10 | Line 42 of 24" |
| | QAV-1 | 1x12" | Receives and Transfers | Environment | Environment | 2000 | 10 | Line 41 of 24" |
| | | 1x10" (hose) | Receives and Transfers | Environment | Environment | 1200 | 10 | Line 41 of 24" |
| | Gasoline and Naphtha | 1x12" or | Receives and Transfers | Environment | Environment | 2000 | 10 | Line 44 of 24" |
| | | 1x10" (hose) | Receives and Transfers | Environment | Environment | 1200 | 10 | Line 44 of 24" |
| | Marine Fuel | 1x8" (hose) | Receives and Transfers | Environment | 80 °C | 500 | 10 | Line 21 of 12" |
| | | 1x6" (hose) | Receives and Transfers | Environment | 80 °C | 450 | 10 | Line 21 of 12" |
| | Marine Gasoil | 1x4" (hose) | Receives and Transfers | Environment | Environment | 200 | 10 | Line 31 of 08" |

# 7. Communication Before Arrival

The ship's Master must comply with the provisions of the ISPS Code.

Ships bound for TEBAR facilities must indicate their estimated time of arrival (ETA) 72 and 48 hours in advance, directly to the respective shipping agent appointed by the shipowner/charterer. Any change or confirmation of the ship's arrival must be communicated at least 24 hours in advance. The ETA information must specify whether the time mentioned is local mean time or HMG.

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

All documentation for initial clearance of the ship must preferably be exchanged (signed and stamped) electronically with TEBAR, including the operational safety checklist (Ship/Shore Safety Check List).

## 7.1 INFORMATION FROM TERMINAL TO SHIP

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

### 7.1.1 UPON ARRIVAL

Contact Pilotage (VHF channel 16 / channel 11) and Maritime Agency (by phone) informing the official time of arrival. Contact the Terminal Safety Inspector if there are any restrictions on maneuvering. The Master must check whether his crew is able to begin the activities inherent to the planned maneuvers and operations (rest hours). Authorities at the Port of São Sebastião will only visit the ships after they dock at the Terminal.

#### Ship / Terminal Information Exchange

Information from the terminal to the ship and vice versa is exchanged before arrival and during the initial clearance after docking, as well as relevant Safety information, such as escape routes, Emergency flowchart, emergency contacts, list of port telephone numbers according to item **1. Emergency Procedures**, and details of Exit Routes in case of emergency evacuation of the ship's crew.

## 7.2 INFORMATION FROM SHIP TO TERMINAL

Terminal Form (ISGOTT Chapter 22)

# 8. Operational Information

## 8.1 SHIP/PORT ACCESS

TEBAR piers do not have ladders for access to ships. This access is made via the ship's gangway ladder combined with the Terminal's access gangway. If this arrangement is not possible, the Terminal will provide a support boat to ensure safe access. Crew members must walk within the safety lane marked on the floor (pier bridge, loading platforms and dolphins). In the safety zone, the use of PPE by crew members or visitors is not mandatory.

## 8.2 FIRST CLEARANCE

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 SHIP/SHORE SAFETY CHECKLIST (LVSO)

Immediately after Berthing and before the Start of Operation, in order to verify its operational safety conditions, equipment and procedures, the GIAONT carries out the Safety Inspection, according to the Operational Safety Checklist, based on the latest edition of ISGOTT, and in accordance with the type of ship.
In the end, this must reflect the exact condition of the ship, at which time the Giaont Inspector must present the result to the ship's Master or his legal representative. If any non-conforming item is observed that could affect the safety of the operation, the operation will only begin after the issue has been resolved and the ship is considered safe to operate.

## 8.4 BALLAST, DEBALLAST AND SLOP POLICY

The ships' ballast and deballast networks and tanks must be used only for this purpose, when they are isolated from other networks on board. Ballast water to be discharged into the sea must be completely free of oil, any oily waste, or any other substance capable of causing seawater pollution. All ballast water control regulations must be strictly adhered to by the Masters, and evidence of compliance may be requested at any time by the onshore team.

### SLOP

The Terminal provides tanks for receiving waste water (slop) from ships. When it is necessary to unload slop, the ship must previously inform, via agent, the quantity to be unloaded, its composition and origin, according to the Slop Unloading Certificate, **provided it is authorized by Petrobras.**

During STS operations in the TEBAR moored mode, TEBAR procedures may allow for the receipt of slop or the supply of fuel to the ship, simultaneously with the transfer of STS cargo, in accordance with the terminal's specific rules and restrictions.

## 8.5 PROCEDURES FOR CONNECTING/DISCONNECTING HOSES

### BEFORE CARGO TRANSFER

See item 8.3 Operational Safety Checklist (LVSO).

### CONNECTING HOSES

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

Resources required for the ship's connection are agreed upon the ship's first contact with the Terminal. The vessel must arrange the diameter of the loading inlets in such a way as to allow the connection of the loading arms. Before the start of the operation, an onboard representative must monitor the entire operation of connecting the arms and their watertightness during the start of the operation, and must be close to the ship's loading intake.

## 8.6 PROCEDURES FOR CARGO TRANSFER.

The operation only begins after the initial chart has been completed and signed by the Terminal and onboard representatives.

Pressure monitoring in the ship's manifold is carried out during cargo transfer, hourly and recorded by representatives on board and on shore.

The Terminal controls internal pressure variables through the centralized supervisory control system. The accumulated flows and volumes are obtained hourly and compared between the parties, with the limit defined in the Operational Monitoring letter, which is delivered and discussed with the ship's representative upon initial clearance. Any changes in operating conditions must be communicated and documented between the parties. During operation, it is expressly prohibited to close valves that cause back pressure in the system.

For better control of onboard gas emissions (VOCs) during gasoline and/or naphtha loading operations on ships operating at the north pier, the use of a volatile organic compound capture system – Vapor Combustion Unit – installed at the terminal pier may be required. Ships must keep their “VECs” sockets in satisfactory condition and ready for use. Depending on legal, contractual or operational aspects, the Terminal may require connection of a vapor return hose line (8 inches). Inert gas may be required from vessels, before and after cargo transfer, to ensure the operational safety of the Vapor Combustion Unit. Operations technicians will instruct ships on the procedures to be adopted for the proper and safe use of the terminal's volatile organic compound capture system.

Cargo transfer must be interrupted in any situation that may pose a danger, either to the ship or to the Terminal. The onshore team is authorized to interrupt or suspend the cargo transfer operation in the event of noncompliance with any of the rules and regulations concerning safety universally accepted and adopted in the maritime transportation of oil. The ship's master has the right to interrupt the cargo transfer operation if he has reason to believe that operations on land are unsafe, provided he gives advance notice to the shore team.

In any emergency, the Terminal interrupts operations so that all resources are focused on mitigating the loss. The actions and contacts for each type of emergency are described in the TEBAR Emergency Response Plan (PRE) and the Individual Emergency Plan (PEI), and the main telephone numbers are provided in item 1.

## TRANSSHIPMENT OPERATIONS

At TEBAR berths PP-1, PP-2 and PP-3, transshipment operations may take place between ships moored alongside.

## RESTRICTION ON EXCESSIVE SMOKING AND BURNING

It is prohibited to discharge dense smoke from the chimney of ships moored at piers (MARPOL). Precautions must be taken to prevent sparks from escaping up the chimney. It is prohibited to discharge water containing soot or other substances directly into the sea (MARPOL). Failure to comply with this regulation will result in one or several of the following sanctions:

- Immediate interruption of operations;
- Fine from the competent authorities;
- Compulsory unberthing of the ship from the pier;
- Communication of the violation to the shipowners;
- Fines, loss of time and all other related expenses will be charged to the vessel.

## RESTRICTION / CONDITION OF VESSEL ON THE SIDE

The strict prohibition on the presence of small vessels alongside or in the vicinity of berthed and operating ships must be carefully observed. Only service vessels at the Terminal itself or those authorized by the port authorities or the Terminal may be located nearby or alongside, provided they meet all safety conditions. Any violation of this rule will be reported to the competent authority.

## PROPELLER MOVEMENT RESTRICTION

Berthed ships may not move their propeller(s) without express authorization from the Terminal Management after a formal request made by the Shipowner to Transpetro.

## 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 clearance 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, strong winds or currents (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.

See item 5.5 Main risks/Bad Weather

## 8.7 DRAINING, CARGO MEASUREMENT, SAMPLING AND DOCUMENTATION

Draining hoses used in transshipment (ship/ship) is the responsibility of the onboard personnel. After onboard clearance, onshore personnel for connection and disconnection are authorized to proceed with the disconnection.

Measurements and sampling will always be carried out at the beginning and end of operations. Measurements may be taken during operations, if necessary, as authorized by the Terminal. For measurements and sampling, the tanks will not be depressurized. If this is necessary, the Terminal must be notified for prior analysis and approval.

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 clearance of the ship must take place after comparison of the quantities moved and complete exchange of the stay documentation.

## 8.8 ENVIRONMENTAL LIMITS

- Stop operation, drain loading arms and hoses: 30 knots – wind / 3 knots current (one tugboat must be kept pushing on the side of the ship up to 100,000 DWT and two tugboats must be kept pushing on the side of the ship above 100,000 DWT when moored to PP-1 and PP-3, always with a passed hawser in case of unmooring need);
- Interrupt operation in case of atmospheric discharges less than 15 km away;

## 8.9 CLEANING AND ENTRY IN TANKS

Conventional tank cleaning operations are not normally accepted. However, COW operations may be accepted, subject to prior authorization from the schedule and the Terminal.

## 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.
Ships must have atmospheres inert to flammability and explosion in the tanks to be loaded.

## 8.11 BUNKERING

### Bunkering requests

Fuel supply requests must be forwarded to Petrobrás Bunker in RJ through its agent or Shipowner/Operator.

## 8.12 POLLUTION PREVENTION

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

## 8.13 DRINKING WATER

Water can be supplied at a maximum flow rate of 50 t/h.

### 8.13.1 OTHERS SERVICES

**Electric energy:** The Terminal does not have facilities to supply electrical power to vessels.

**Nautical charts and publications:** There is no availability in São Sebastião, but they can be obtained through agents, if requested in advance.

**Needle compensation:** There are technicians available to perform this service in the region.

**Petroleum product inspectors**: There are companies that provide certified technical personnel to quantify and/or qualify oil products.

**Classification Societies:** There are no representatives in São Sebastião.

**Consulates:** There is no consular representation in São Sebastião.

**Deratization:** There are representatives from the National Health Surveillance Agency in São Sebastião to renew the certificate.

**Federal Police / Internal Revenue Service:** There are Federal Police and Internal Revenue Service stations in São Sebastião.

**Garbage, waste and wastewater**: Garbage collection is carried out by specialized companies that collect garbage, waste and debris from docked and anchored ships. Must be requested through the shipping agent.

**Painting**: The Terminal does not authorize painting services on the side or main deck during the ship's stay.

**Bunker supply barges:** There is no availability in São Sebastião.

**Supplies:** There are specialized suppliers for the supply of costing materials, paints, spare parts, etc. Ships should contact their agents in advance.

**Foodstuffs:** There are specialized companies for this purpose. Materials and foodstuffs must be supplied by vessels. Food supplements and small materials can be provided via Terminal facilities. The request must be addressed to the ship's agent.

### 8.13.2 FORBIDDEN ACTIVITIES

In addition to the rules and prohibitions set out in the ISPS Code and other rules pertaining to the ship, it is important to note that in the Terminal areas, crew members are not permitted to:

a) Fishing or capturing organisms of terrestrial or aquatic fauna, including eggs from seabird nests that may be present on the pier;
b) Bathing in the sea or walk around in swimwear;
c) Allow access to unauthorized persons;
d) Sell, carry or consume alcoholic beverages or illicit drugs;
e) Driving under the influence of alcohol or other psychoactive substances.

### 8.14 UNBERTHING AND DEPARTURE FROM PORT

See items 4.3 , 4.4 and 4.5.
During unberthing maneuver and departure from port, the canal limits and dangers reported in section **5.5 MAIN RISKS** subitem **RISKS TO NAVIGATION** must be observed

As indicated on the nautical chart, the pilot's disembarkation point is the same as the embarkation point, where a boat will be waiting for him. See item **9.3 PILOTAGE**

### 8.15 COMPLIANCE WITH THE ISPS CODE

In case of need (safety incident), safety measures can be activated by the ship through the Terminal's port safety supervisor - PFSO - or via VHF radio. The terminal operates normally at safety level 1.

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

### 8.16 OTHER IMPORTANT INFORMATION

#### DIVING

Diving activities may be authorized in exceptional cases and will depend on prior approval from the Terminal management.

# 9. Port or Anchorage Organization

### 9.1 PORT CONTROL OR VTS

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

### 9.2 MARITIME AUTHORITY

The Maritime Authority to which the Terminal is subordinate is the Port Captaincy of the State of São Paulo, in São Sebastião.

The delegate of the Port Authority in São
Sebastião determines that the visit by the authorities be carried out only when the vessel anchors within the limits of the port area or after the ship docks at the TEBAR pier.

### 9.3 PILOTAGE

Pilotage is mandatory for all ships bound for TEBAR and whenever there is a need to change berths or anchor in the Organized Port area. The embarkation and disembarkation points for Pilots are marked on DHN Charts 1640, 1643 and 1644.

For movements (shifting) with the assistance of port support tugboats, ship masters must request the presence of a pilot.

If movements are made using exclusive mooring lines, the presence of a pilot will become optional.

The following are considered as Pilotage Zones:

- By the north bar: from the alignment formed by points 23°43'03S / 045°20.2'W and 23°43.0'S / 045°29.0'W to the docking.

- By the south bar: from the alignment formed by points 23°53.6'S / 045°28.0'W and 23°52.7'S / 045°29.0'W to the docking.

The request for a Pilot for maneuvering tasks must be made through the shipping company agent or through TEBAR, in the case of Transpetro's own or chartered ships, 24 hours in advance, specifying the vessel's ETA. The São Sebastião Pilotage maintains permanent monitoring on VHF channels 16 and 11.

Pilots are advised to strictly comply with the Pilotage Service Regulations with regard to reporting irregularities occurring during maneuvers to the head of the Port Captaincy's Office in São Sebastião. Irregularities are understood as damaged or out-of-position buoyage, ships with engine or maneuverability deficiencies, movement of other vessels that put merchant ships navigating the canal at risk, tugboat deficiencies, and others.

Once docked, ships must be in safety conditions deemed satisfactory by the Captain and Terminal team.

Pilotage organizations that provide services in the port of São Sebastião:

SP Pilots - Phones: (12) 3892-1332 / 3892-1107

SP Marine Pilots – Phone Numbers: (13) 4040-4712 / (13) 3040-2166

### 9.4 TUGBOATS AND OTHER MARITIME SERVICES

It is up to the shipowner or his representative, maritime agent, to request the tugboats necessary for the maneuvers to be carried out. Whenever a tugboat presents operational restrictions that compromise its static traction force, the Master, together with the Pilot, must immediately communicate the fact to the TEBAR Safety Inspector via VHF radio and to the Port Captaincy's Office in São Sebastião.

In the event of a dispute between the ship's Master and the Pilot regarding the number of tugboats and the towing device to be used, the Master's decision will prevail, and he must justify it in writing to the Port Captaincy's Office in São Sebastião, immediately after the maneuver.

Among the tugboats designated to assist ship maneuvers at TEBAR, there will be a tugboat with a firefighting system available to assist in ship emergencies.

It is mandatory for tugboats to accompany the ship in the maritime area between the Ponta do Baleeiro – Praia da Fazenda and São Sebastião Lighthouse – Ponta das Canas alignments. Ships equipped with bow thruster and stern thruster, operating normally, may be authorized to access the anchoring area within the São Sebastião canal without the use of tugboats, provided that weather and sea conditions permit.

The terminal normally has four contracted azimuth tugboats available, of the ASD type, each with a static traction of over 70 tons.

Communication between tugboats and ships during berthing and unberthing maneuvers is via VHF radio on a channel determined by the Pilot.

When the state of the sea, the intensity of the wind or the visibility do not allow a safe maneuver, the Pilotage must officially inform the Port Captaincy's Office in writing.

TEBAR does not have speedboats for transporting personnel. This service can be requested through the ship's protective agent. For own ships, transportation of Terminal employees or ships moored alongside, the Terminal may provide a speedboat.

Provision delivery boat: This service is provided by the ship's protective agent.
Provisions should be supplied to the ship when docked, preferably during daylight hours from the seaward side. Contracted boats must also request authorization from the Terminal Safety Inspector before approaching the ship. Only boats authorized by GIAONT may provide this service.

The Terminal has a contracted mooring service to assist in line maneuvering. This service is activated one hour in advance by the shore team, after the Pilot's request by the agents representing the ship's owner.

# 10. Contacts

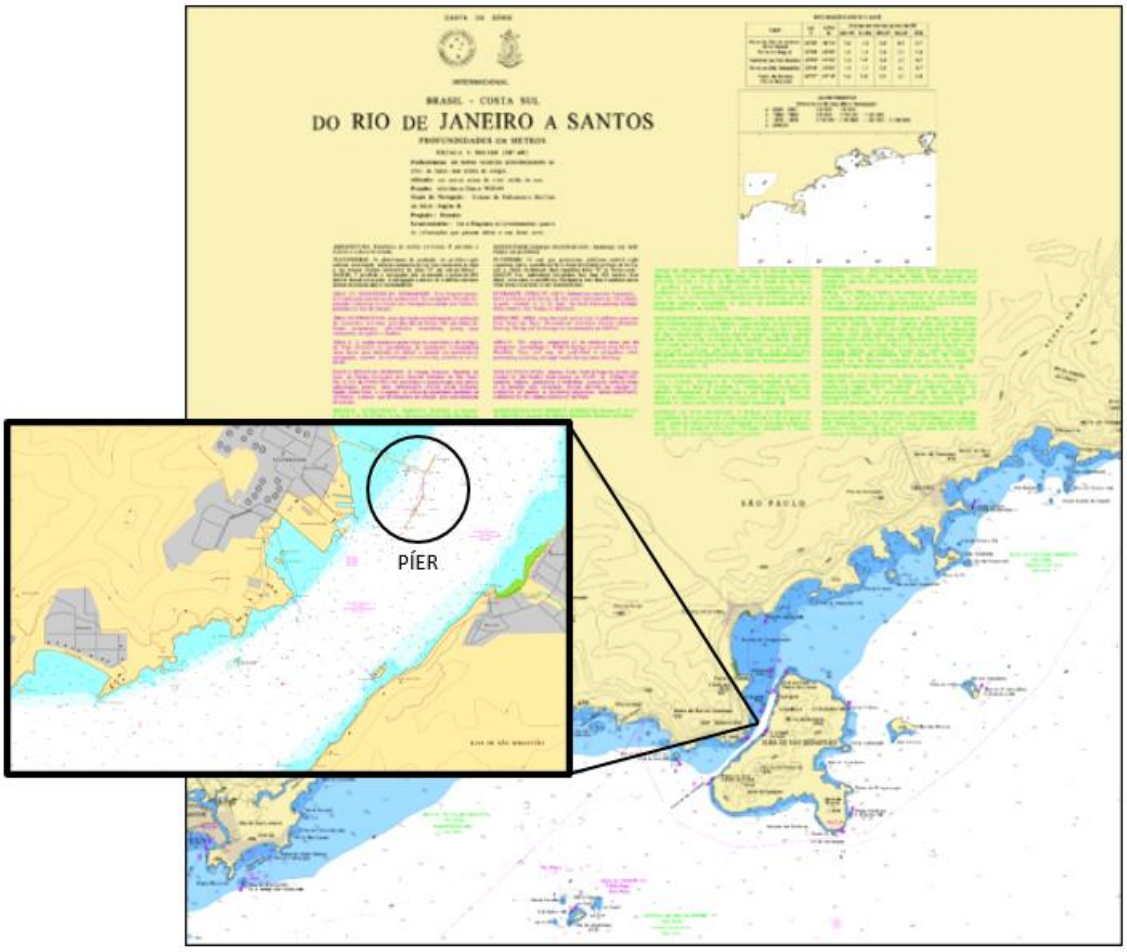
See table "contacts" page 02

# 11. DEFINITIONS

**ANP -** National Petroleum Agency.
**BP -** Bollard-Pull
**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 Authority).
**NT** – Tanker.
**OCIMF** – Oil Companies International Marine Forum
**PEI -** Individual Emergency Plan**.**
**PRE** – Emergency Response Plan.
**Piotage** – 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) – International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
**STS** – Ship to Ship, alongside transshipment operations
**STS SUPERINTENDENT** - Member of GIAONT (Ship and Terminal Operational Inspection and Monitoring Group), responsible for the full advisory control of STS/STB operations berthed or anchored in sheltered areas, and acting as IN when necessary..
**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.

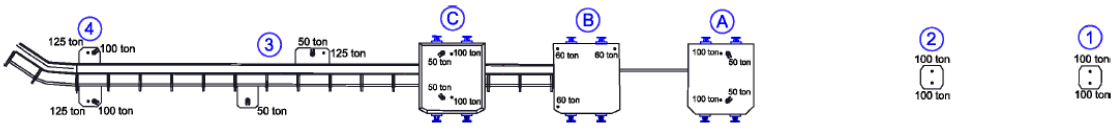
# APPENDIXES

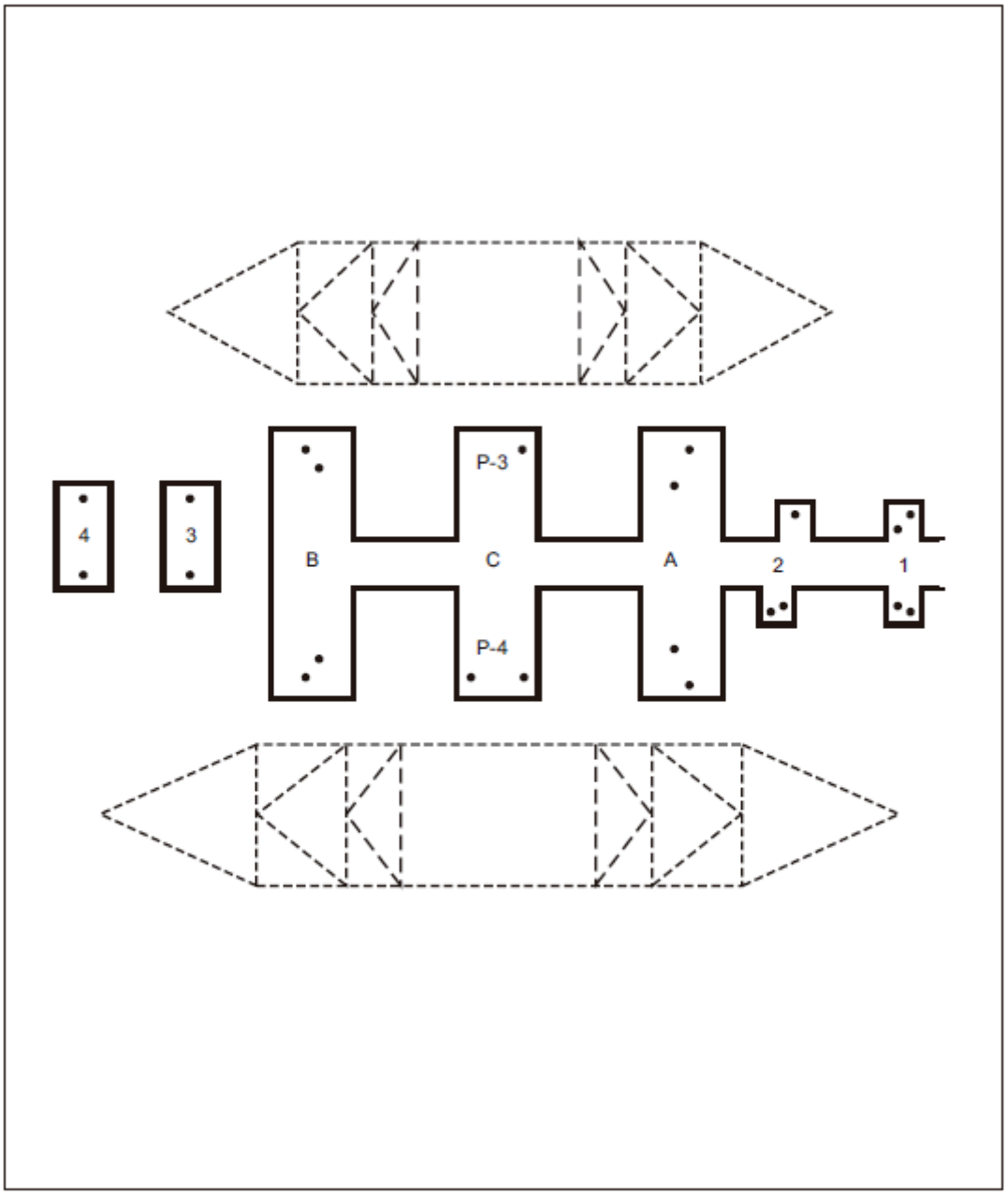
## APPENDIX A – Pier location at TEBAR



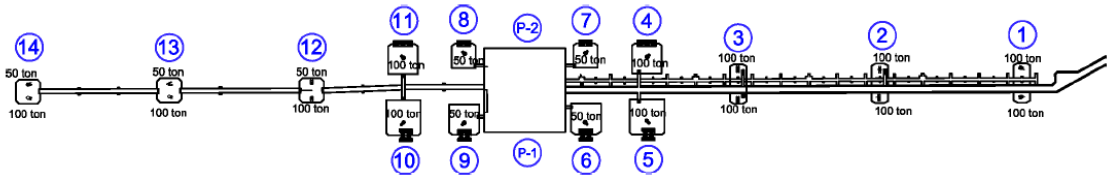
## APPENDIX B - Diagram of each berth, indicating fenders, dolphins and location of mooring points.

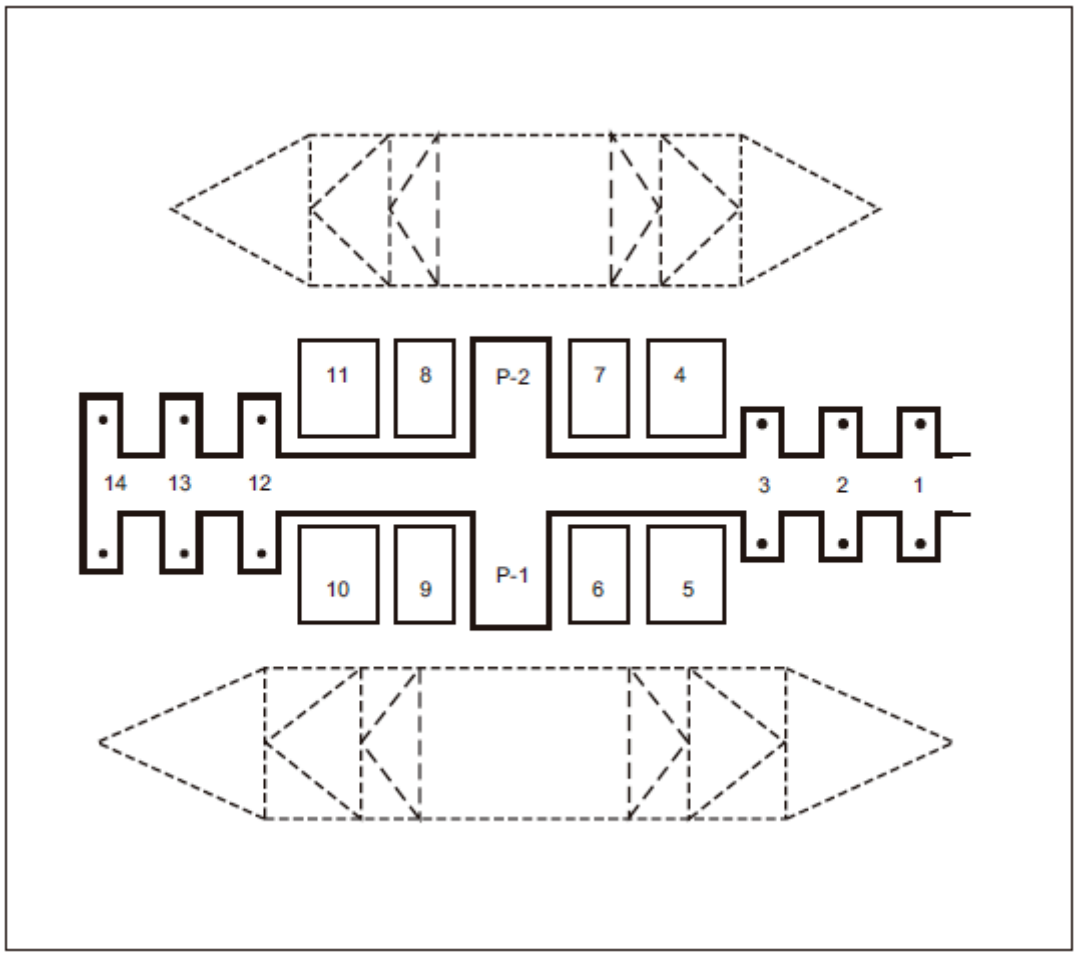
### B1 – North Pier



## B2 – South Pier



## APPENDIX C – Diagram with load connections and flange dimensions.