

IPÊ
MINERAÇÃO
MORRO DO IPÊ


portosudeste



PORT INFORMATION

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1. Location

The Porto Sudeste is located at Ilha da Madeira, Baía de Sepetiba, city of Itaguaí, State of Rio de Janeiro – Brazil at Rua Felix Lopes Coelho nº222. It is situated in the northeast of Serra do Mar to the north the Serra de Madureira, southeast by Maciço da Pedra Branca, and the South of the Restinga da Marambaia.

The terminal has one pier with two berths in the following coordinates:

Berth 1: Lat.: 22° 55' 45" S and Long.: 43° 51' 28" W

Berth 2: Lat.: 22° 55' 56" S and Long.: 43° 51' 31" W

The Porto Sudeste is located around 10 kilometers from Itaguaí city and 80 kilometers from Rio de Janeiro city, both cities are connected by highway BR101.

The following nautical charts shall be used to sail into Sepetiba Bay and to approach the Porto Sudeste.

Brazilian Nautical Charts:

1621 – Baía da Ilha Grande – Parte Leste, **1622** – Baía de Sepetiba, **1623** – Porto de Itaguaí, **3970** General chart: Rio de Janeiro to São Sebastião, **431** – Porto Sudeste approaches.



2. Waterway Access

The waterway access to the port is by sea and the Sepetiba's road is located between Ponta dos Castelhanos at Ilha Grande and Ponta Grossa at Restinga da Marambaia. The ships sail 16 kilometers from Ponta dos Castelhanos to Ilha da Guaiba, and more 22 kilometers into the main channel with 180 m wide, dredged to 20,00 meters.

The draft authorized by the Port Authorities to traffic in the main channel and access channel to the Porto Sudeste is 18,30 meters, referred to the hydrographic zero of Directorate of Hydrography and Navigation (HND) of the Navy of Brazil.

Navigation shall be done in one flow and a ship takes about 2.5 hours to enter or leave the port. In some situations, the ships conclude the operation and go to an anchorage area, so the other ships can berth alongside (i.e., allowing the crossing in the channel).

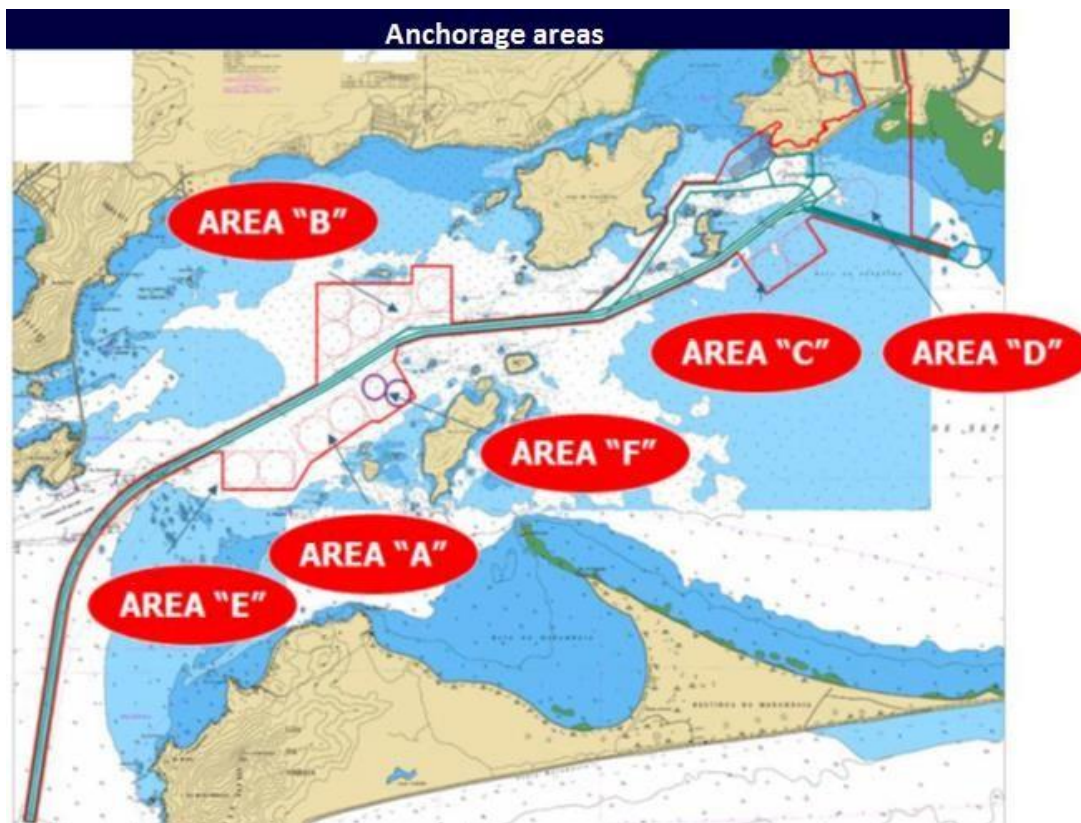
The empty iron ore vessels shall wait for berth alongside in the anchorage area and/or outer road and the maneuver starts at the exit of the loaded ships.

Note: The vessels destined to Porto Sudeste will follow a schedule previously established by port authorities together with the Port Operation Management and Maritime Agents.

The order of ship's berthing will be schedule as per terminal necessity.

ANCHORAGE AREAS:

There are 14 internal anchorages on Sepetiba bay, organized in six areas, as can be seen in the following figure:



Note below the maximum draft allowed by the Port Authority in these anchorages' areas:

Area A: 12.8 m

Area B: 11.8 m

Area C: 07.1 m

Area D: 06.5 m

Area E: 10.5 m

Area F: 11.2 m

CHANNEL ACCESS:

After crossing the main channel, access to Port Sudeste starts from the BL (Float) 14, in the south-west direction. The channel has 3.5 km of distance, 206 meters of width and 20,00 meters of depth.

Note: It is not allowed the vessel's crossing on the main or access channel while there is any maneuver is occurring.

EVOLUTION BASIN:

The evolution basin has 20,00 meters of depth and diameter of 600 meters, in the following coordinates:

POINTS	COORDINATES	
	N	L
PT-01	7464159,452	616872,739
PT-02	7464076,674	617197,735
PT-03	7463307,408	616558,915
PT-05	7463335,347	617008,862
PT-06	7463194,271	616448,092
PT-07	7462940,091	617078,43
PT-08	7462911,228	616382,607
PT-09	7462776,286	616912,428
PT-10	7462603,614	616376,604
PT-11	7460012,342	614497,855
PT-12	7459757,476	614551,378
PT-13	7459485,482	613816,358

3. ROAD'S ACCESS

The Porto Sudeste road's access is through Arco Metropolitano Road, BR-101 (known as Rio-Santos), the BR-040 and BR-116 (known as Presidente Dutra Highway) which connect to each other through the highways RJ-099 and BR-465.

The following figure illustrates the ways to the main roads to the port:



4. Terminal's Facilities

➤ CAR DUMPER – DISCHARGE OPERATION

Two Sets of rotary car dumper (Manufacturer: Thyssenkrupp), with dumping angle of 160 ° normal / 180° max, discharging two wagons simultaneously into a 90 second cycle. The Car Dumpers relate to two railroads with the capacity to receive trains with up to 160 wagons (type GDT/GDU) from MRS Logistic S/A.

The complete system of each car dumper was designed to discharge 8,880 t/h of iron ore.



➤ **STOCKYARD'S CAPACITY**

Stockyard's total area of 145.596 m² (two stockyards), allowing a stock operational capacity of up to 2,5 KT.

Stockyard nº 06: 83,486 m² / 1,670 Kt;

Stockyard nº 32: 62,110 m² / 1,230 Kt.



➤ **STOCKYARD'S EQUIPMENT**

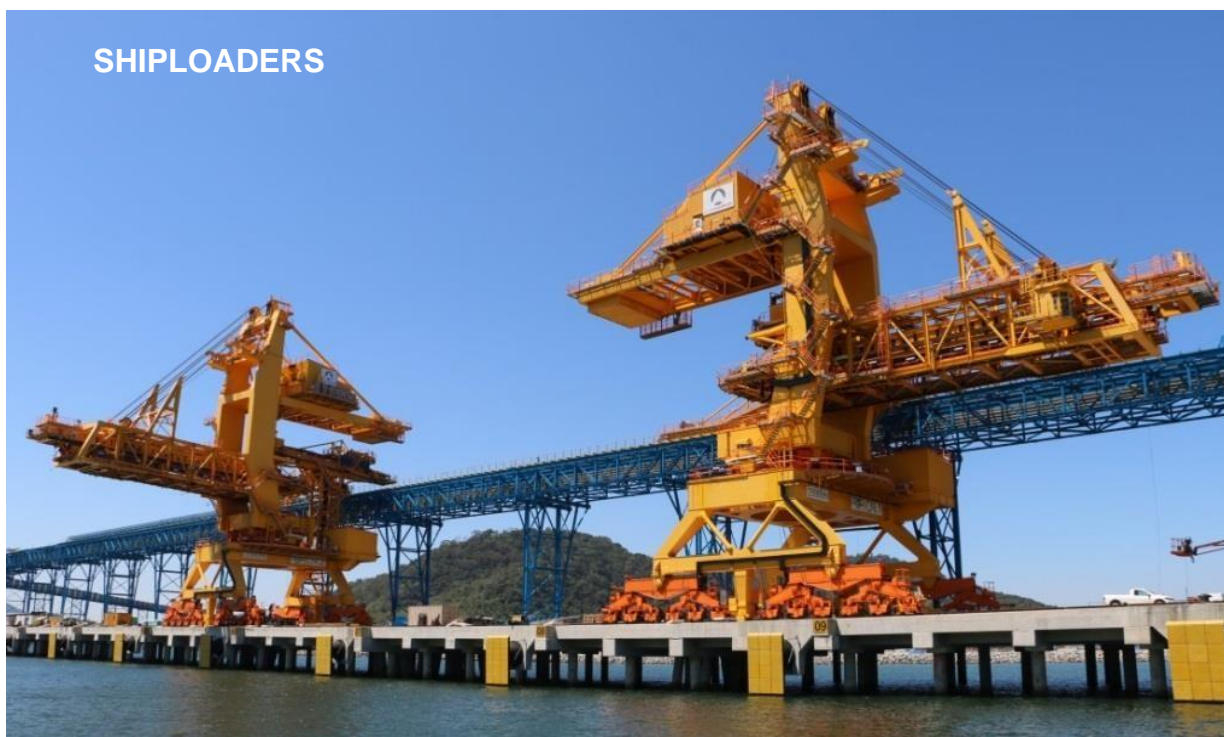
Porto Sudeste has Four stackers-reclaimers (Manufacturer: Taim Weser) two for each stockyard, with the following nominal capacities:

Stockpiling: 10,000 tons per hour and reclaiming: 12,000 tons per hour.



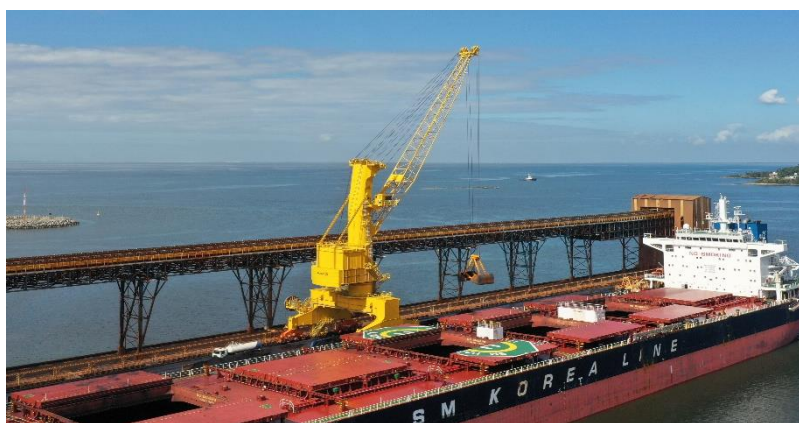
➤ **LOADING SYSTEM:**

Porto Sudeste has two ship loaders (Manufacturer: ZPMC), and two conveyor belt's systems, with a nominal loading rate capacity of 12,000 Tons per hour each one.



➤ **DISCHARGE SYSTEM:**

Porto Sudeste has one MHC – Mobile Harbor Crane (Manufacturer: GENMA), with capacity of discharge a diary rate of 10.000 tons.



➤ **SAMPLING SYSTEM:**

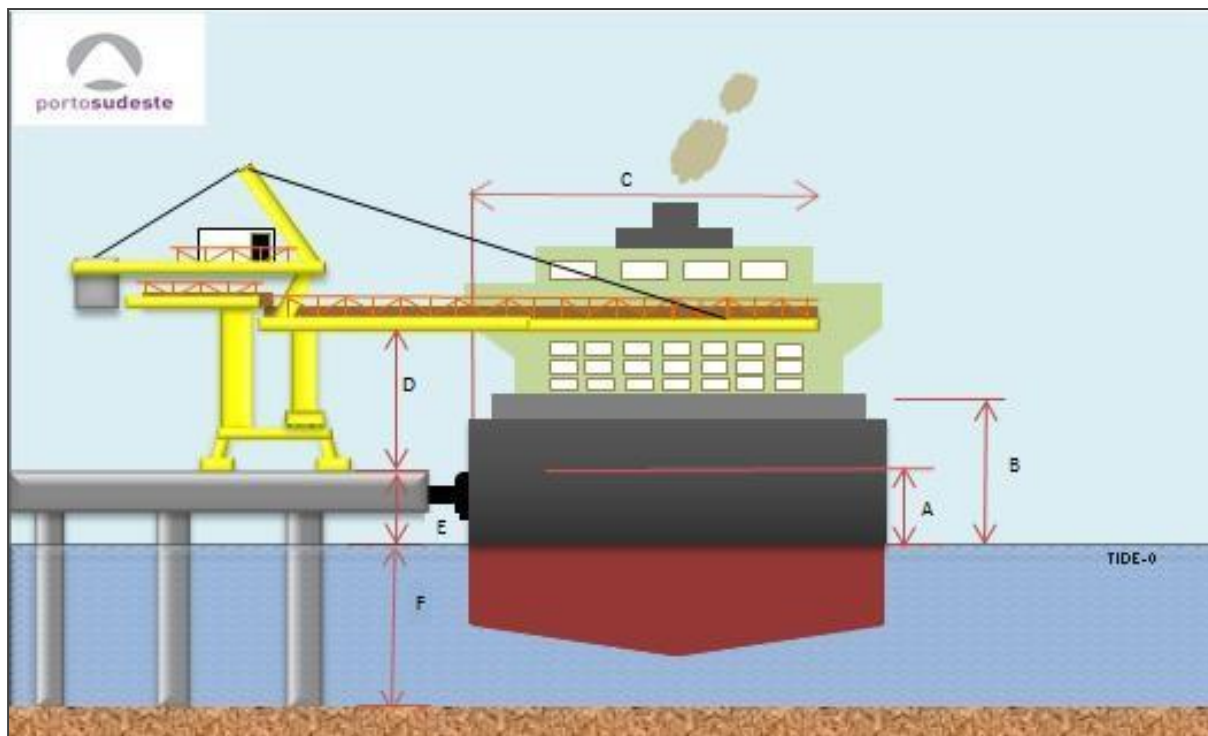
The Porto Sudeste has a sampling system, completely automated, which follow the ISO 3082:2019 guidelines, the system is composed of four sample towers, two of them installed on the railroads access for the discharge process, and another two on the loading operation process. The iron ore sampling collected from the products received and shipped are processed and analyzed to certify the quality, in accordance with the international's standards applicable. In August 2017, Porto Sudeste acquired its own laboratory for sample preparation and physical analysis (moisture, granulometry, density and transportable moisture limit (TML)) of iron ore. In February 2018, the laboratory acquired accreditation from Marinha do Brasil to carry out and certify moisture and TML tests, renewed in 2023 for five years. In January 2019, consolidating operational and management processes, Porto Sudeste was awarded the "ISO 9001:2015 Certification", by Bureau Veritas do Brasil, renewed in 2021.

➤ **ELECTRICAL DISTRIBUTION: Distribution**

Porto Sudeste is powered by "Light" distributor for a transmission line with a voltage level of 13.8 kV in the Principal Substation, where the voltage is reduced and transmitted to the six secondary substations responsible to supply the port equipment and facilities.

5. Berths Characteristics and Equipment Description:

LOADING SYSTEM:



CAPTION:

A - Minimum Free Board: 5.40 m

B - Maximum Air draft: 21.50 m

C - Horizontal Reach of Boom: 34.70 m (max) / 16.70 m (min)

D – 19.20 m

E – 6.50 m (Tide: 0.00m)

F - Depht: 20.6 m

Tide Variation: From 0,00 m up to 1,80 m.

DISCHARGE SYSTEM (USING VESSEL'S SELF UNLOAD SYSTEM):



CAPTION:

A - Minimum Free Board: 5.40 m

B - Maximum Air draft: 21.50 m

C – Minimum outreach: 9.80 m

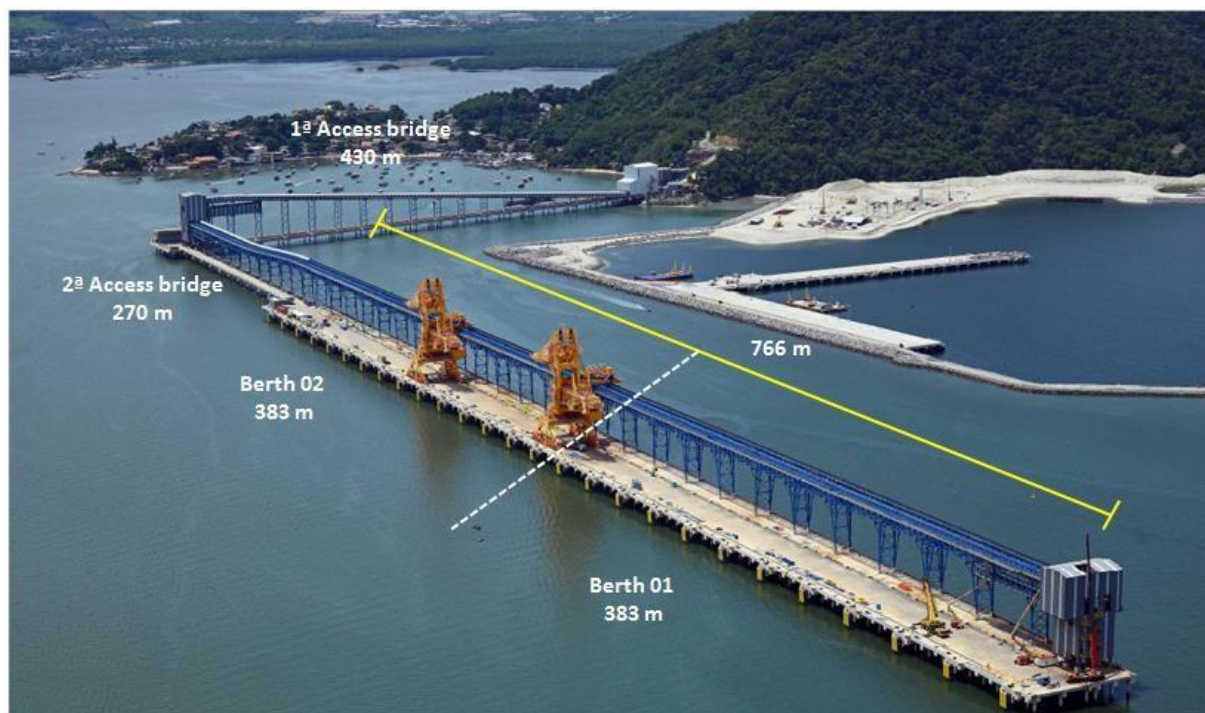
D – 6.50 m (Tide: 0.00m)

E - Depth: 20.0 m

Tide Variation: From 0,00 m up to 1,80 m.

The pier and the iron ore loading system were dimensioned to load bulk carriers class CAPESIZE and NEWCASTLE (LOA: 300m / Beam: 50m) in the range of **60.000 DWT** up to **210.000 DWT**, bulk carriers class WOZMAX (LOA: 330m / Beam: 57m) up to **250.000 DWT** and discharge bulk carriers in the range of **30.000 DWT** up to **80.000 DWT** (Operations with vessels which has DWT higher or lower than described, only upon previous approval).

PIER:

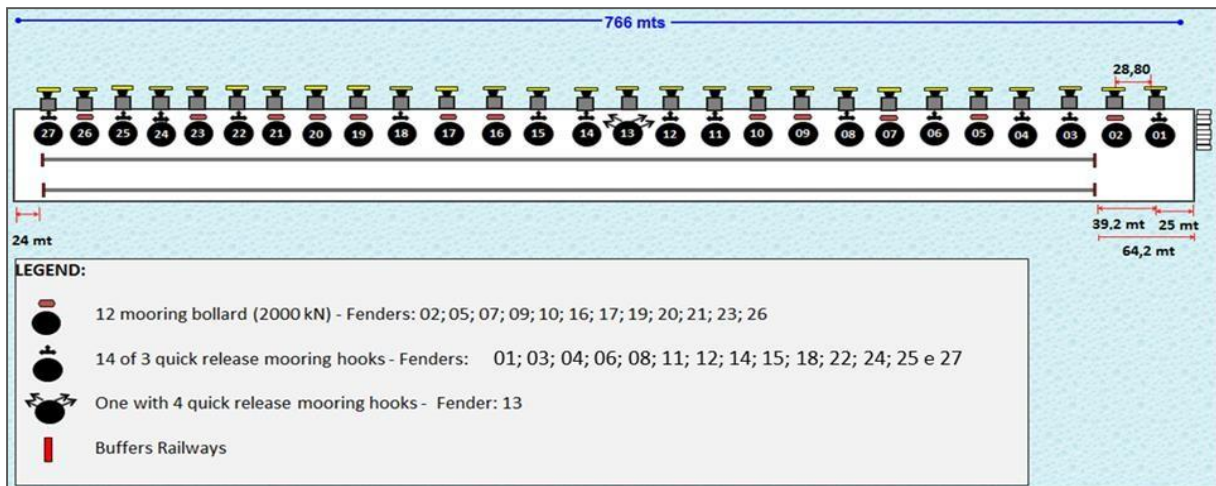


The pier has a total length of 766 meters (two berths) equipped with 27 fenders spaced 28.8 meters from each other.

MOORING EQUIPMENTS:

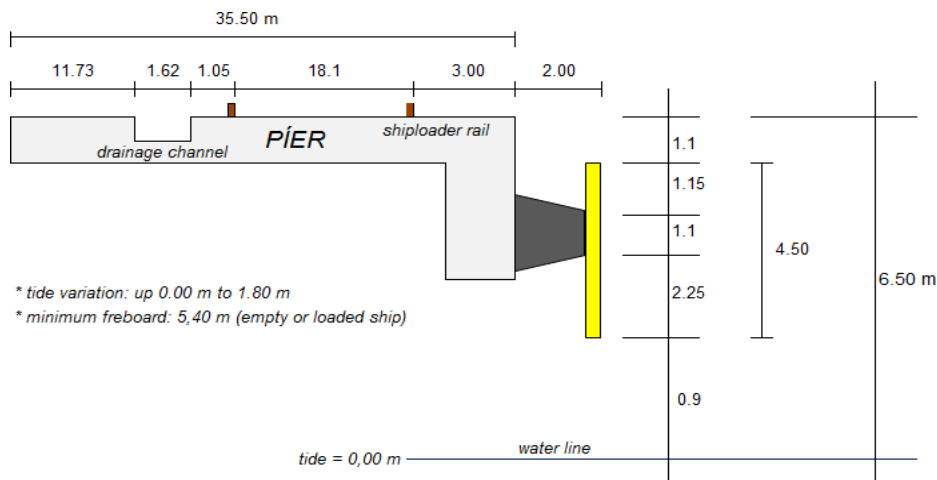
The pier has 27 mooring points, containing 12 mooring bollard (2000 kN), 14 capstan with 3 quick release mooring hooks (3x600 kN), and in the middle of the pier one capstan with 4 quick release mooring hooks (4x450kN), both equipped with electrical winch to pull messenger ropes tied to mooring cable.

DISTRIBUTION OF LASHING EQUIPMENT:



PIER AND BERTH'S DIMENSIONS:

The pier has a total length of 766 meters, with 02 berths, which one with 383 meters length, 35.5 meters wide, depth of 20.0 meters, considering the tide 0,00 m the high from water lineup to floor of the pier 6.50 meters.



6. Vetting and vessel's acceptance:

BASIC DIMENSIONS:

Maximum LOA: 330 meters.

Minimum LOA: 220 meters.

Maximum Beam: 57 meters.

Minimum Beam: 32 meters.

Maximum Air draft: 21.50 meters (High Tide: 1.8 meters).

Minimum Freeboard: 5,40 meters.

Tide Variation: 0,00 m up to 1,80 m.

Note:

Vessels with different dimension than above-mentioned will be considered as specialcases, being evaluated by our team in charge of the vessel's acceptance.

THE PORTO SUDESTE DEFINES THE STATUS BELOW TO VESSELS'S ACCEPTANCE:

Full Acceptance - Vessel is considered fully accepted when there is no pendency or restriction for schedule the berthing maneuver.

Conditional Acceptance – The conditional acceptance occurs there is any restrictions on vessel's acceptance.

Accepted with attention – This status occurs when the vessel is able to berth alongside, however there is any document which is closer to expire during the layday/laycan.

Note:

All the nominations are answered in up to 24 hours (or in the first working day) after the receipt of the nomination.

BASIC CONDITIONS TO VESSEL'S NOT ACCEPTANCE:

The acceptance of the vessels will be denied in case of the nominations fit in any of the following items:

- Vessels refused by RightShip.
- Vessels older than 20 years (starting the Count from the keel laid date) in the moment of the nomination or closer the laycan/layday.
- Vessels class CAPESIZE and NEWCASTLE (LOA: 300m / Beam: 57m) with Summer DeadWeight equal or greater than 210.000 tons, not reclassified.

DOCUMENTS ANALYZED FOR VESSEL ACCEPTANCE:

List of required documents for ships loading or unloading solid bulk cargoes, containing information regarding expiration dates, inspections, and their specific requirements.

CLASSIFICATION SOCIETY:

CLASSIFICATION CERTIFICATE

P&I CLUB CERTIFICATE OF ENTRY

COMPLIANCE AND SECURITY:

DOCUMENT OF COMPLIANCE

INTERNATIONAL SHIP SECURITY CERTIFICATE

SAFETY MANAGEMENT CERTIFICATE

STRUCTURE:

CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

INTERNATIONAL LOADLINE CERTIFICATE

CERTIFICATE OF ALL MOORING ROPES

BRAZILIAN NAVY CONDITION CERTIFICATE

ENVIRONMENT:

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE + FORM
INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE + SUPPLEMENT
SHIP SANITATION CONTROL EXEMPTION CERTIFICATE.
INTERNATIONAL SEWAGE POLLUTION PREVENTION CERTIFICATE
INTERNATIONAL BALLAST WATER MANAGEMENT

GENERAL:

SHIP'S PARTICULARS
SUDESTE PORT QUESTIONNAIRE

LIST OF REQUIRED DOCUMENTS AND PARTICULARS (UNLOADING):

The following document list contains additional documents that are required only for Handysize-class vessels handling solid bulk cargoes upon disembarkation. These documents do not have an expiration date or require inspection.

CERTIFICATE OF TEST AND EXAMINATION OF WINCHES, DERRICKS AND THEIR ACCESSORY GEAR, BEFORE BEING TAKEN INTO USE.
CERTIFICATE OF TEST AND THOROUGH EXAMINATION OF LIFTING APPLIANCES.
ATTESTATION OF CARGO GEAR SURVEY.
CERTIFICATE OF TEST AND THOROUGH EXAMINATION OF CRANES OR HOISTS AND THEIR ACCESSORY GEAR BEFORE BEING TAKEN INTO USE.
CERTIFICATE OF WIRE ROPES.
INSPECTION CERTIFICATE GRAB.
CERTIFICATE OF GRAB BUCKET.
UPER DECK PLAN.
GENERAL ARRANGEMENT.
CAPACITY PLAN WITH DEADWEIGHT SCALE.
BASIC MEASURES QUESTIONNAIRE.

DRAFT RESTRICTIONS AT PORTO SUDESTE:

Maximum currently permitted operational draft by the Port Authority: 18.30 meters, considering 0,1m of tide.

7. Terminal's Rules

To protect the terminal, just as their performance, facilities and people against the possibility of any environmental and safety incident, vessels with age between 18 and 20 years completed shall be inspected by a classification society, accordingly Brazilian Maritime rules before berth alongside at Porto Sudeste. **(CONDITION SURVEY STATEMENT (CSS) DPC – Inspection)**.

Vessels older than 20 years completed are not authorized to berth at Porto Sudeste. The vessel's age is counts from the keel laid date, according to chapter V on SOLAS regulation.

The ships intended to berth at Porto Sudeste are subject to the items described below, besides the Brazilian Government Regulations.

- **LOADING RATE:** All vessel berthed at Porto Sudeste shall be prepared to receive the cargo at a nominal loading rate up to 12.000 tons per hour.
- **SMOKING:** Smoking on board of ships berthed alongside at the terminal is allowed only in the areas and chambers indicated by the Master.
- The lanterns and communication equipment shall be "Explosion Proof".
- **MOORING:** All the mooring lines must be in safely condition and a messenger rope of 1" of diameter and 30 meters long tied to the mooring equipment is mandatory.

Mooring should be done conveniently according to the instruction received from terminal's representative and pilot.

- The animal's protection shall be fitted on all mooring lines whilst docked at Porto Sudeste.
- Shoot blowing, rust removal and hull painting is not allowed on vessels moored at Porto Sudeste.

EMERGENCY UNBERTHING:

The ship must have conditions for immediate unberthing in cases of emergency, keeping in mind that tugboat support is mandatory.

It is not allowed to carry out repairs on the ship driving system or any other repair that may hinder the emergency unberthing. In case of emergency repairs, the Porto Sudeste and Port Authorities shall be previously advised.

REPAIRS ON DECK AND NEIGHBOUR AREAS:

It is not allowed to make repairs that may endanger the loading operation or affect the environment.

DEBALLAST OPERATION:

The deballast of dirty ballast water is strictly forbidden. Noncompliance with this rule will be subjected to very heavy fines and penalties from Brazilian Laws enforcing environmental protection and ports operations.

The deballasting over the pier is not allowed to avoid damages on electrical equipment.

DEGASSING:

All the vessels must have the holds and side tanks in a gas free condition.

Vessel that has been converted from gas and/or oil, which will receive bulk cargo must present a certificate, issued by an independent surveyor affirming that air in the ship is in a gas free and/or inert condition at the loading operation must be given to the Foreman of the Porto Sudeste before starting the loading operation or while the loading operation of the first hold.

The degassing operation cannot be carried out whilst the ship is moored or in the port neighborhood considered dangerous by Port Authorities.

POLLUTION:

The emission of any pollutants by the ships is subjected to heavy penalties stated on Brazilian Laws enforcing environmental protection.

Note: Terminal has no responsibility on cleanliness of deck's, hatch coamings, holds or other places of the vessel during the loading operation and/or while vessel is berthed.

The ship must berth alongside completely clean, without any potential pollution sources such as cargo residue, oil's spill, greases, garbage and other sources which could result on environmental incident. The above described according decree 2.508/98 issued of Brazilian government based on the International Convention for the Prevention of Pollution from Ships (MARPOL).

Non-compliance with the guidelines regarding issues used to avoid sea's pollution is considered non-compliance with the decree 2.508/98 issued of Brazilian government based on the International Convention for the Prevention of Pollution from Ships (MARPOL).

SHIP CHANDLER:

The supply of ship chandler must be schedule according to the port's security and clearance sector instructions, previously agreed between ship's agency and port's security/clearance sector by e-mail or telephones, being necessary port authorities and custom's clearance, all costs and expense are on fully responsibility of suppliers and ship's agency.

WATER AND FUEL SUPPLY:

Not applicable at terminal.

FUMIGATION AND PEST CONTROL:

Not applicable by the terminal.

REPAIRS AND DRY DOCK:

Not applicable at terminal.

FIRE FIGHTING:

The terminal is equipped with firefight system to actuate on its facilities; however, it is not equipped with firefight equipment to actuate on onboard; the firefighting system on board must be ready to be use at any time.

COMMUNICATION OF ARRIVAL – (ETA):

Vessels shall communicate through their agents to Porto Sudeste operations manager their ETA on chronological order, starting by the 10^o day preceding up to the arrival day.

NOTICE OF READINESS (NOR):

For the NOR acceptance will be considered the agreement in contract/charterparty, as laydayperiods, arrival at outer roads and/or cargo formation conclusion on terminal.

OPENING OF HATCHES:

Vessels shall be moored with closed hatches, only the first one of the loading sequences shall be opened on the berthing maneuver. After initial draft survey, ship's crew shall open all hatchesfor holds inspection by terminal's foreman.

In case of heavy rains, the terminal's foreman will instruct the shipmaster on the operational procedures to be adopted.

HATCH SHIFTING:

It is mandatory for crewmembers stay out of the reach of ship loader boom during shiftingand loading.

All the stoppages occurred during the loading operation regarding awaiting the opening and /or closing hatches will put on vessel's account.

SHIP'S CLEARANCE:

Authorities will be onboard for clearance at inner/Outer anchorage.

DRAFT VERIFICATION AND DRAFT SURVEY:

LOADING OPERATION:

It will be carried out at least 03(Three) draft surveys:

- Initial survey with closed hatches, unless the first cargo hold of the loading sequence, with vessels just moored, carried out by the Foreman/Draft Surveyor of Porto Sudeste;
- Intermediate draft survey carried out by ship's representative and Foreman/Draft Surveyor during the loading for trimming purposes.
- Final draft survey carried out by Foreman/Draft Surveyor and ship's representative.

DISCHARGE OPERATION:

- Initial survey with closed hatches, unless the first cargo hold of the loading sequence, with vessels just moored, carried out by the Foreman/Draft Surveyor of Porto Sudeste;
- Intermediate draft survey carried out by ship's representative and Foreman/Draft Surveyor during the discharging operation for knowledge cargo quantity discharged purposes (every 12 hours);
- Final draft survey carried out by Foreman/Draft Surveyor and ship's representative.

All draft survey requested by Vessel which affect straight on the loading operation time, will be charge on ship's account.

All draft survey requested by Vessel which affect straight on the loading operation time, will be charge on ship's account.

LOADING PLAN AND LOADING SEQUENCE:

The loading plan must be agreed and sent at least 48 hours before vessel's berthing maneuver , with the loading quantity per hold and loading sequence, and stating the loading stop for trimming.

Note: The loading sequence plan must follow the guidelines instructed by terminal's representative on vessel's nomination.

DISCHARGING PLAN AND DISCHARGING SEQUENCE:

The discharging plan must be agreed and sent at least 48 hours before vessel's berthing maneuver with the discharging quantity per hold and discharging sequence.

Note: The discharging sequence plan must follow the guidelines instructed by terminal's representative on vessel's nomination.

TRIMMING:

The trimming stoppage shall be considered on the loading plan and if necessary additional stoppage on the loading operation, a letter duly signed and stamped by captain must be addressed to the terminal.

The minimum quantity to be loaded is 700 metric tons.

BERTHING AND UNBERTHING MANEUVER:

Vessel crew shall handle onboard mooring lines in agreement with terminal's foreman and mooring team. The communications shall be made by radio using the VHF Channel 13 or 14, following pilot's instructions.

DEBALLAST OPERATION:

It must occur according to time previously agreed between vessel and terminal.

Whether the deballast rate is not enough to reach on the loading rate, the foreman in charge must be advised in advance. Vessel's representative shall keep a close watch on deballasting performance.

All stoppages during loading operation due to insufficient ballast pump capacity in relation to loading rate will be on vessel's account.

Communications during the Loading Operation and Discharging Operation

For this purpose, the terminal will provide a UHF radio and an asper battery to be used during the loading operation, therefore the contact between vessel and foreman's team can be done fulltime.

The terminal also will provide a term of use, with the purpose of ship's representative be aware and sign the receipt, the communication can also be done on VHF radio, channel 16.

PROBLEM'S REGISTER:

All the problems faced on the operation shall be address to Porto Sudeste OperationsManager.

TARIFFS:

The tariffs of pilotage services shall be negotiated between Ship owners / Agents and the Association of Pilots of Rio de Janeiro.

The mooring teams and boats used in berthing and unberthing maneuvers will be provided bythe port/agency, and the tariff's applicable to these services should be paid by Ship's ownersand Agents to Porto Sudeste - per vessel (berthing and unberthing).

The Ship owner /Agent shall pay this tariff to Porto Sudeste for the use and maintenance of piers, turning basins and access' channels of Porto Sudeste.

To calculate the tariff shall be considered DWT of the vessel multiply by the estimated pricefrom Porto Sudeste.

SEA WATER DENSITY:

From 1.020 kg/m³ up to 1.023 kg/m³.

Note: In some periods of the year, the seawater density has a small variation.

PILOTAGE:

Pilotage is compulsory for all ships which attends at Porto Sudeste. All pilots that attend Porto Sudeste are fully authorized by Brazilian Marine Authorities.

“Ships that intend to berth at Porto Sudeste shall wait for pilot at position **23°08’39” S - 044°04’36” W** with Castelhanos lighthouse on **true bearing 212º at 1.6 miles range**.

A Pilot's operational base is located at Mangaratiba city and may be contacted through **VHF radio on channels 16, 13 or 12** – 156.800 Mhz and on the telephone numbers: **(55+21) 2789- 1278, (55+21) 2789-1344, (55+21) 8483-2043 and (55+21) 8483-2044;** E-mail: atalaiamangaratiba@praticagem-rj.org.br.

These communications means are available 24h per day and 7 days per week.

Pilot shall be request at any time any day, including Sundays and holidays with 3:00 hours inadvance notice, the schedule follow a previously line up agreed by terminal.

Pilot boat can be recognized according to its colors and lights: Boat’s hulls has red and white colors and during the night may be recognized by the lights on the same color.

Vessels shall provide pilot ladder according to the Maritime Authority Regulations, andwhenever necessary, accommodation / combination ladder correctly rigged and lighted ensuring safe conditions for pilot boarding.

During the berthing maneuver, there is a life buoys tied on the pier with 60 m line and are ready to be used during pilot boarding, if necessary.

For further details check Attachment nº 1 or visit IMPA – International Maritime Pilots Association site at <http://members.aol.com/impahq/>.

The mooring plan must be used as 2 headlines, 2 breast lines and 2 spring lines in each extremity.

TUGBOATS:

The use of tugboats is mandatory, and they are available at Sepetiba Bay attending all terminals within a ray of 12 kilometers, upon ship's agent requirement.

WATHER CONDITIONS:

The climate is tropical with an average humidity of 77%, average atmospheric pressure of: 1.010 Mb, average temperature of 23.5º Celsius. During summer season (January and February) the maximum may reach above 40º Celsius and the minimum on winter reaches about 15º Celsius.

Average rainfall on summer is 200 mm monthly and 10 rainy days per month. On winter, average rainfall is 100 mm monthly and 8 rainy days per month.

The prevailing winds during spring and summer are NE, NW and SW during autumn. The velocity range is between 6 to 14 knots. Wind's shorts gusts may occur reaching 17 knots on summer and 35 knots on winter, mainly at dawn.

Fog may occur on winter season during dawn and morning hours.

The following table indicates the impact of winds on the Guaiba Island measurement location closest to the Porto Sudeste:

MONTHES	MAXIMUM SPEED (AVERAGE)		AVERAGE SPEED		PREDOMINANT DIRECTION
	m/s	knots	m/s	knots	
JAN	2.78	5.39	0.89	1.72	O
FEV	4.39	8.52	0.89	1.72	S
MAR	2.31	4.47	0.86	1.67	S
ABR	2.5	4.85	0.81	1.56	O
MAI	2.22	4.31	0.78	1.51	O
JUN	3.42	6.63	0.81	1.56	O
JUL	3.36	6.52	0.89	1.72	O
AGO	3.69	7.17	0.94	1.83	S
SET	2.53	4.9	1.08	2.1	S
OUT	3.97	7.71	0.92	1.78	S
NOV	2.25	4.37	0.78	1.51	S
DEZ	3.06	5.93	0.89	1.72	S

SAFETY AND OCCUPATIONAL REQUIREMENTS:

At Porto Sudeste, all the employees or visitors must use the PPEs.

Free Pratique, Customs and Health Authorities

Free pratique shall be requested at least 72 hours before arrival from Port Health Authorities through ship's agents.

The health certificate must be prepared to be submitted to health authorities together with the following documents:

- Vaccination certificates of all crewmembers and passengers.
- Seaman's book or passports.
- Updated crewlist;
- List of passengers in transit or disembarking.
- List of crew's belongings.
- List of materials and stuffs on board the ship.
- Pest's control certificate.

The master must be ready for inspection, the clearing document issued by Health Authorities from the last port of call.

Permission to go onboard, Customs and Immigration Authorities

Ships that schedule to Porto Sudeste going to be visit by authority. Apart from the pilot, no one is allowed to go on board or leave the ship before the clearance.

Crewmembers and passengers must not go ashore until permission is granted by Customs, Immigration Authorities and terminal's representative.

In case of disease, lack of foodstuff or other urgent request, exception will be made with special permission by the port authorities.

VISITORS:

Only the persons duly authorized by Port Authorities shall go on board.

8. Environmental Considerations

Brazil is signatory of MARPOL convention. Law enforces the environmental protection and special attention over the Federal Law nº 9605/98 and 9966/00 heavy penalties punishing environmental crimes. All costs arising from contamination caused by the vessel will be the responsibility of the vessel, master, owners and/or agents.

Garbage and Solid Wastes: Porto Sudeste is not equipped to receive.

Wastewater from Holding Tanks: Porto Sudeste not equipped to receive.

Ballast Water: All vessels destined to arrive at the Porto Sudeste shall follow the actualcountry rules.

For consult, use IMO Resolution 868(20): Guidelines for Control and Management of ShipsBallast to Minimize the Transfer of Harmful Aquatic Organism and Pathogens (1998 edition) and Brazilian Norman 20, which recommends keeping a detailed register of this ballast waterprogram.

9. Communication

PORTO SUDESTE DO BRASIL S/A

Telephone: +55 (21) 3609.5992

E-mail: dl_ccoportosudeste@portosudeste.comVHF:

Channel 16 – 156.800 Mhz

HARBOR MASTER OFFICE

Telephone: +55 (21) 2680 7303 / 2680 7024

Fax: +55 (21)2680 7025

E-mail: secom@dlitacur.mar.mil.br / VHF: Channel 16 – 156.800 Mhz



Porto Sudeste do Brasil
Tels.: 21 3609-5980
www.portosudeste.com.br
Rua Felix Lopes Coelho 222, Ilha da Madeira
CEP: 23826-580 – Itaguaí - RJ

Site: www.mar.mil.br

PILOTS OFFICE

Telephones & Fax: +55 (21) 2789 1278 / 2789 1344 / 98483 2043 / 98483 2044

VHF – Channel 16 – 156.800 MHz

E-mail: pilots@riopilots.com.br / atalaiamangaratiba@praticagem-rj.org.br

COMPANHIA DOCAS DO RIO DE JANEIRO – CDRJ - Port AuthorityPhone:

+55 (21) 3781 2161 / 3781 2162 / 3781 2163 / 7723 3809

Fax: +55 (21) 3781 2175

VHF: channel 16 –156.800 MHz

POST OFFICE & FAX SERVICES

Operated by “Companhia Brasileira de Correios e Telegrafos” at the city of Itaguaí, located about 10 km from Porto Sudeste.

AIRPORT

International and domestic airport is located at Rio de Janeiro that is 80 km from Porto Sudeste.

BUS STATION

At Itaguaí city, bus service connecting to Rio de Janeiro city bus station, where passenger transportation services can be found, covering the whole country and some neighbor countries.

10. Medical and Dental Assistance

Available at municipality of Itaguaí, located at 10 km from Porto Sudeste.

11. Consulates.

Located at Rio de Janeiro City 80 km from Porto Sudeste by roads access.