RULES FOR TRAFFIC AND STAY OF SHIPS AND VESSELS

PRIVATE USE TERMINAL
JURONG ARACRUZ SHIPYARD

IMO BRBAG - 0002
NTAP-EJA-02

ARACRUZ/2024

JURONG ARACRUZ SHIPYARD PRIVATE USE TERMINAL - EJA

Highway ES-010, Km 56, Barra do Sahy - Aracruz - ES

CEP 29198 - 025 - TEL: 027 3270 -6900

PORT ADMINISTRATION TECHNICAL STANDARD – EJA – 02 - RULES FOR THE TRAFFIC AND PERMANENCE OF SHIPS AND VESSELS IN THE PRIVATE USE TERMINAL OF THE JURONG ARACRUZ YARD - EJA

REGISTER OF REVISIONS

AMENDMENT	REVISION DATE	REVISION NUMBER
Alteration of the cover	08/30/2022	01
Revision of the opening paragraph of item 1 and sub-item 1-d	08/30/2022	01
Item 9.1.3 maximum breadth from 90.00m to 96.70m changed	08/30/2022	01
Inclusion of items: 9.1.3.1 – a - Self-propelled semi-submersible platforms 9.1.3.2- a - Self-propelled drillships	08/30/2022	01
Revision of item 9.1.3.5 - b	08/30/2022	01
Revision of item 9.2.1.4 - a	08/30/2022	01
Revision of item 9.2.1.4 - b	08/30/2022	01
Item 9.2.2.3 changed the maximum total length from 228.00m to 238.00m and the maximum width from 90.00m to 96.70m	08/30/2022	01
Inclusion of items: 9.2.2.3 – a - Self-propelled semi-submersible platforms 9.2.2.3- b - Self-propelled drillship	08/30/2022	01
Alteration of item 9.2.2.4	08/30/2022	01
Inclusion of items 9.2.3, 9.2.3.1, 9.2.3.2, 9.2.3.3 e 9.2.3.4	08/30/2022	01
In the items 10.1.1.2, 10.1.2.2, 10.2.1.2, 10.2.2.2, 10.3.1.2 and 10.3.2.2 the maximum width changed from 90.00m to 96.70m	08/30/2022	01
Titles and dates from items 11 and 12 updated	08/30/2022	01

JURONG ARACRUZ SHIPYARD PRIVATE USE TERMINAL – EJA

Port Management:

Jurong Aracruz Shipyard Terminal – EJA
IMO BRBAG – 0002
Highway ES-010, Km 56, Barra do Sahy - Aracruz - ES
CEP 29198 – 025

Asset Management, Sustainability and Port Administration
Lani Campostrini Tardin.
Telephone: (27) 3270-6912
Cell phone: (27) 9.9258-1281
E- mail: lani.tardin@jurong.com.br

Facilities Management
Sérgio Muniz
Telephone: (27)3270-6967
E-mail: sergio.muniz@jurong.com.br

SUMMARY

1 INTRODUCTION

The JURONG ARACRUZ SHIPYARD LTDA, located in the municipality of Aracruz, Espírito Santo, exercising the Administration of the Jurong Aracruz Shipyard Private Use Terminal, recognized by the Maritime Authority and other competent authorities and observing the legal precepts and in line with Law 12. 815 of June 5, 2013, Regulatory Standard NR-29, the Standards of the Brazilian Maritime Authority, the Standards and Procedures of the Captaincy of the Ports of Espírito Santo and the publications of the World Association for Maritime Transport Infrastructure (PIANC), scientifically subsidized by "Real-time" simulations, as well as the publication "Port Planning: Recommendations for Nautical Access".

Decides to,

a - Establish, maintain and operate the beaconing of the Terminal's Access Channel and Evolution Bay;

b - Delimit the anchorage, loading and unloading, health inspection and maritime police areas, as well as those for platforms and other special vessels, ships under repair or awaiting berthing and ships with flammable or explosive cargoes.

c - Establish and advertise the maximum operating draft for ships and vessels, based on bathymetric surveys carried out under its responsibility; and

d - Establish and advertise the maximum deadweight and the maximum dimensions of the ships and vessels that will be traveling, depending on the limitations and physical characteristics of the quay, berth bays, evolution bays, access channel, as well as the hydrodynamic and operational characteristics of the ships.

ESTALEIRO JURONG ARACRUZ LTDA.
CNPJ: 11.200.595/0001-45
Rodovia ES 010 Km 56 Barra do Sahy, Aracruz / ES
Tel: (27) 3270-6900

2 LOCATION OF THE JURONG ARACRUZ SHIPYARD TERMINAL

2.1 GENERAL LOCATION

The Jurong Aracruz Shipyard is located in the municipality of Aracruz, in the north of the state of Espírito Santo. The terminal is located at Km-56 of the ES-010 highway and to the south of the Barra do Riacho Organized Port.

2.2 GEOGRAPHICAL COORDINATES

The Jurong Aracruz Shipyard terminal is located at the following geographical coordinates:

- Latitude: 19°52,00’ South
- Longitude: 040°04,00’ West

2.3 LIMITS

The Jurong Aracruz Shipyard terminal has an access channel and inland waters delimited by the following geographical coordinates:

Lat. 19°51,50’ South	Long. 040°03,16’ West
Lat. 19°51,65’ South	Long. 040°03,05’ West
Lat. 19°51,64’ South	Long. 040°03,51’ West
Lat. 19°51,78’ South	Long. 040°03,40’ West
Lat. 19°51,85’ South	Long. 040°03,61’ West
Lat. 19°51,95’ South	Long. 040°03,80’ West
Lat. 19°52,11’ South	Long. 040°04,01’ West
Lat. 19°52,08’ South	Long. 040°04,14’ West
Lat. 19°52,30’ South	Long. 040°04,38’ West
Lat. 19°52,21’ South	Long. 040°04,50’ West
Lat. 19°51,65’ South	Long. 040°04,05’ West
Lat. 19°51,74’ South	Long. 040°03,78’ West

2.4 NAUTICAL CHARTS

The Brazilian Navy nautical charts covering the Jurong Aracruz Shipyard area are shown below:

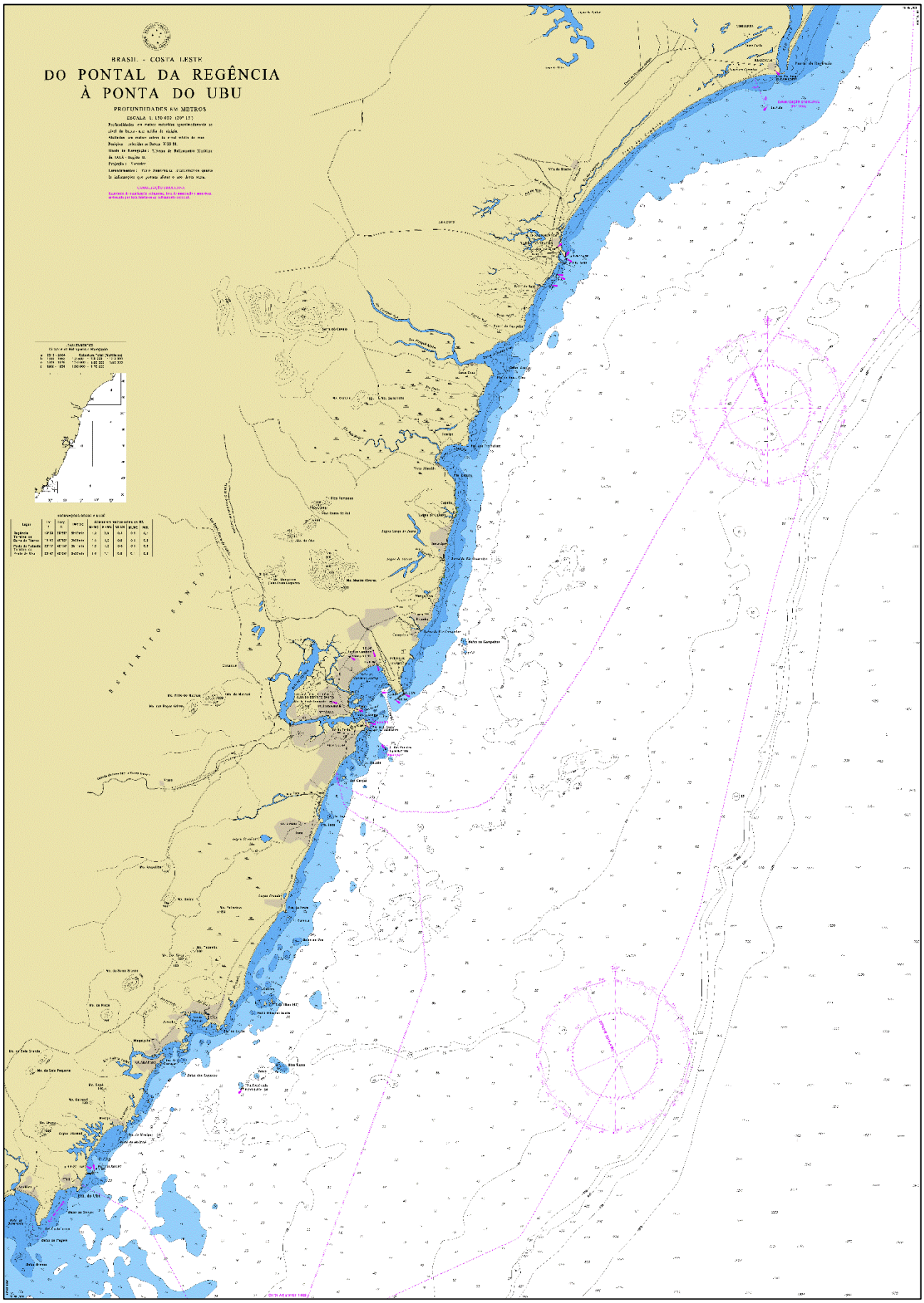

Figure 1: Nautical Chart 1402 - FROM PONTAL DA REGÊNCIA TO PONTA DO UBÚ

ESTALEIRO JURONG ARACRUZ LTDA.
CNPJ: 11.200.595/0001-45
Rodovia ES 010 Km 56 Barra do Sahy, Aracruz / ES
Tel: (27) 3270-6900

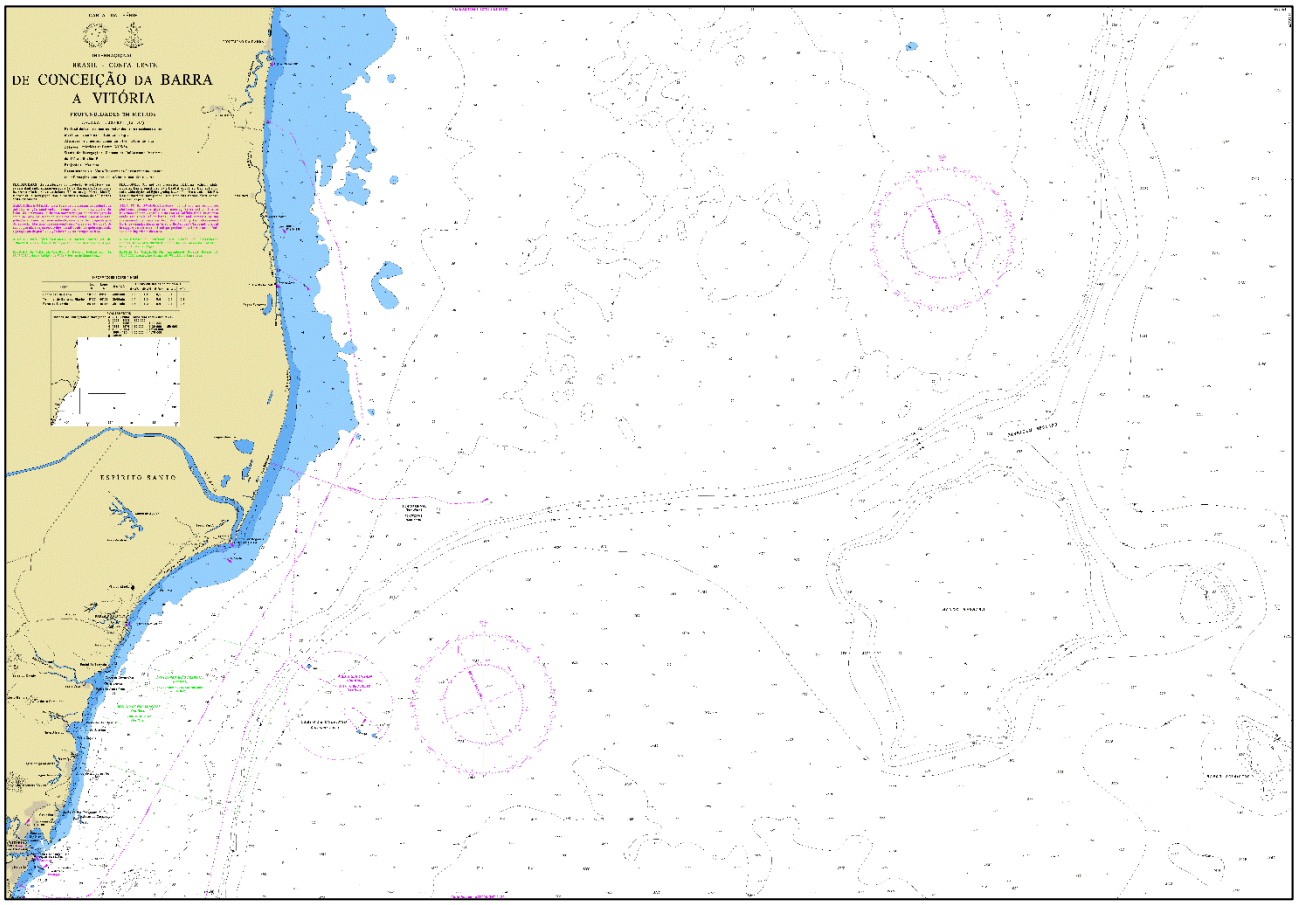

Figure 2: Nautical Chart 22800 - FROM CONCEIÇÃO DA BARRA TO VITÓRIA

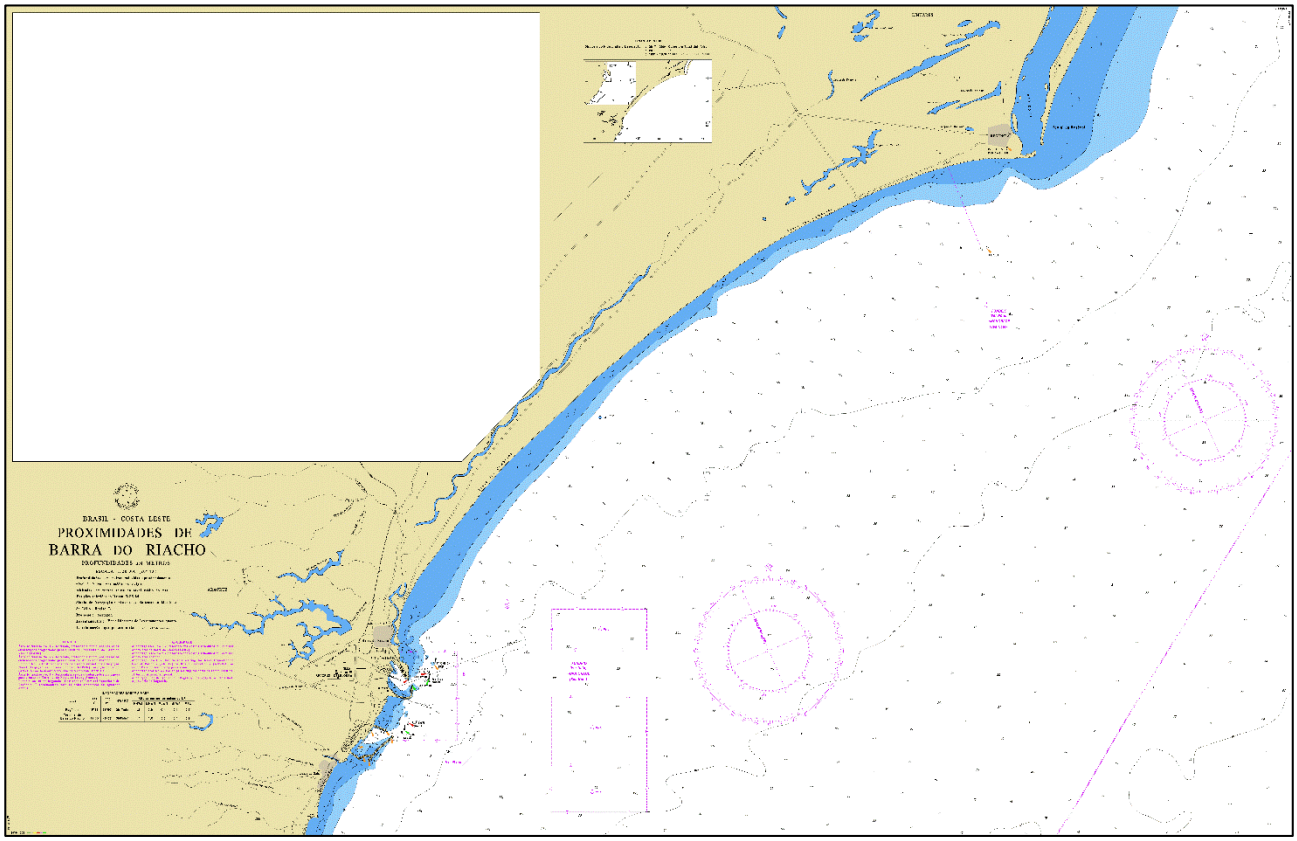

Figure 3: Nautical Chart 1420 - PROXIMITIES TO BARRA DO RIACHO

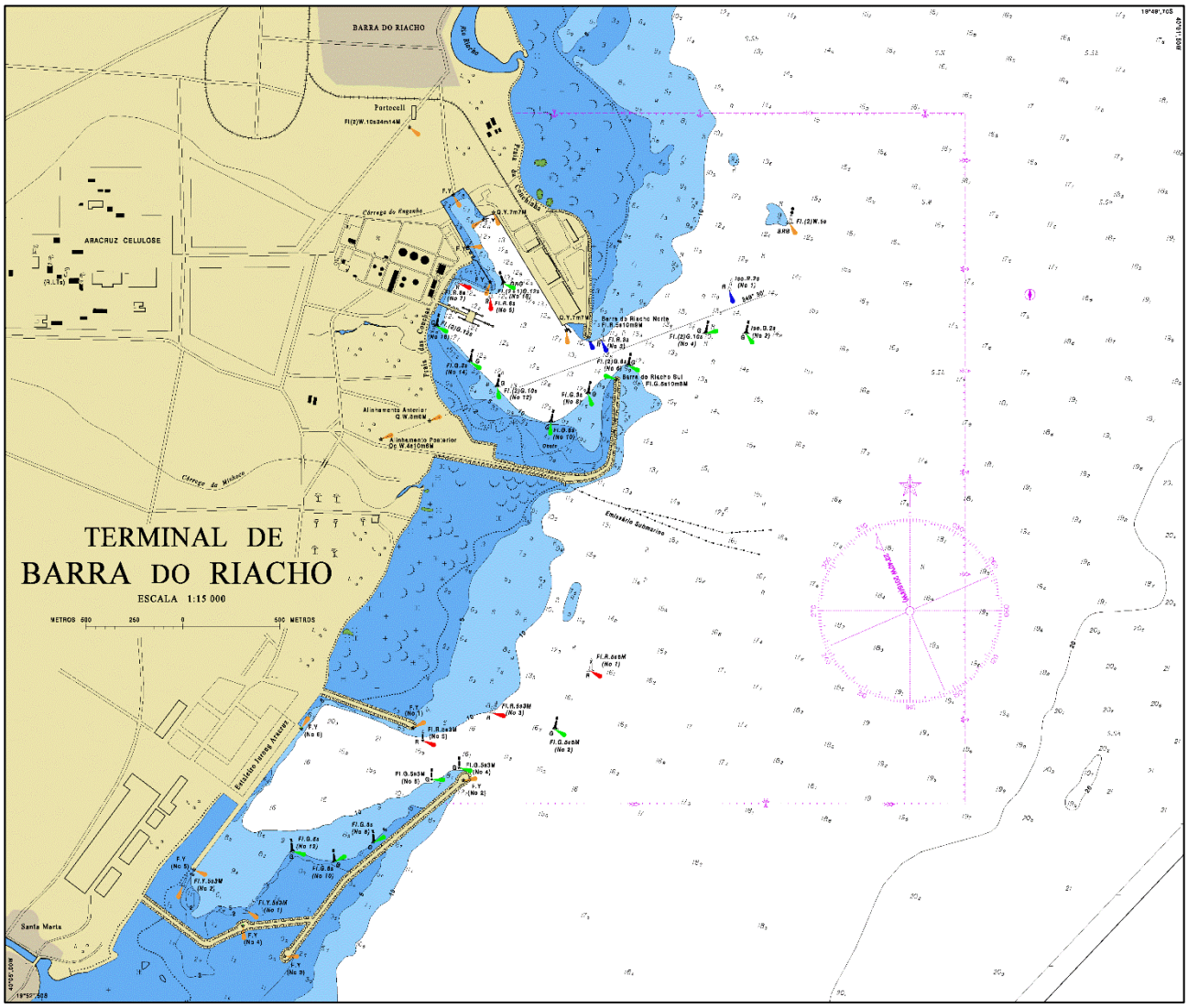

Figure 4: Nautical Chart PL1420 - BARRA DO RIACHO TERMINAL

3 EXCLUSION AREA FOR BOATS TO ANCHOR OR STAY IN

In order to contribute to navigation safety, port support vessels, tugboats, speedboats, barges and the like, and vessels engaged in professional or amateur fishing must observe the ban on anchoring and staying in the exclusion area for anchoring or staying vessels, as demarcated on Nautical Chart 1420.

4 ANCHORAGE

4.1 EXTERNALS

Anchorage Area No. 4, demarcated on Nautical Chart 1420, for ships and vessels with a normal waiting period.

Area delimited by geographical coordinate positions:

Lat. 19°52,50’ South	Long. 040°00,00’ West
Lat. 19°52,50’ South	Long. 039°57,80’ West
Lat. 19°53,50’ South	Long. 039°57,80’ West
Lat. 19°53,50’ South	Long. 040°00,00’ West

Anchorage No. 3, demarcated on Nautical Chart 1420, intended for ships or boats to be submitted to Naval Inspection, Federal Police Inspection (NEPOM), Health Inspection (ANVISA) or by concession of the Maritime Authority.

Lat. 19°49,00’ South	Long. 040°01,00’ West

4.2 INTERNALS

Not available.

At the discretion of the Terminal Administration, and with the consent of the Maritime Authority, the Evolution Bay may be used as an internal anchorage in emergency situations or to safeguard human life at sea.

5 PILOTING

In accordance with the concepts and instructions defined in the Norms of the Maritime Authority (NORMAM's) and the Norms and Procedures of the Captaincy of the Ports of Espírito Santo (NPCP-ES).

6 TUGBOATS

It is compulsory to use a tugboat when maneuvering ships and vessels at the Jurong Aracruz Shipyard terminal, in accordance with the concepts and instructions defined in the Maritime Authority Standards (NORMAMs) and the Espírito Santo Port Authority Standards and Procedures (NPCP-ES). It is permitted to use a tugboat when maneuvering vessels that have auxiliary maneuvering devices: Bow-Thrusters, Stern-Thrusters and/or Azimuthal Thrusters; which are operational and have sufficient power to enable them to turn, approach, moor and unmoor without the aid of tugboats.

7 OPERATIONAL RESTRICTION

In order to preserve the safety of navigation and avoid potential risks to the Jurong Aracruz Shipyard terminal, ships, people and the environment, it is forbidden to: supply, remain, pump, embark or disembark liquids, people, parts or any other material, by vessels against the port side of a ship or vessel moored at the Jurong Aracruz Shipyard terminal, during the transit of other vessels that require adjacent berths.

8 MAXIMUM SHIP SPEED

The speed allowed for ship traffic in the access channel is 8.0 (eight) knots.

9 ACCESS, DIMENSIONS AND RESTRICTIONS

Maritime access to the Jurong Aracruz Shipyard terminal is via a marked channel made up of six buoys, the light pattern being arranged with compact LED lanterns equipped with radar reflectors, one (1) in red and one (1) in green, both with a range of 5 nautical miles, two (2) in green and two (2) in red, both with a range of 3 nautical miles, positioned as described in table 1 below, totaling a length of 1452 meters. In addition to the floating light signals, the Jurong Aracruz Shipyard terminal is equipped with 6 (six) light beacons. These are: 2 (two) installed at the ends of the north and east breakwaters (Ftes.1 and 2), 2 (two) installed at the ends of the east and south breakwaters (Ftes. 3 and 4), 2 (two) type 1, installed at the two ends of the shipyard quay (Ftes. 5 and 6) and their coordinates are shown in table 2 below.

Table 1: Coordinates of the access channel light buoys.

Signal	Geographical coordinates		Coordinates UTM		Type	Depth (m)
	Lat. (S)	Long. (W)	N	E		
BL-1 (E)	19°51,57’	040°03,26’	7.803.713,06	389.608,00	BL-1	15,80
BL-2 (V)	19°51,73’	040°03,36’	7.803.418,77	389.421,41	BL-1	16,40
BL-3 (E)	19°51,69’	040°03,55’	7.803.492,09	389.102,32	BL-2	16,00
BL-4 (V)	19°51,84’	040°03,65’	7.803.219,87	388.924,86	BA	16,20
BL-5 (E)	19°51,77’	040°03,76’	7.803.346,47	388.738,78	BA	16,10
BL-6 (V)	19°51,87’	040°03,73’	7.803.158,51	388.783,31	BA	15,90

Table 2: Lightbeacons coordinates.

Signal	Geographical coordinates		Coordinates UTM		Height (m)	Focal Height (m)
	Lat. (S)	Long. (W)	N	E		
FTE-1	19º51,73’	040º03,79’	7.803.418,76	388.686,08	3,65	9,70
FTE-2	19º51,88’	040º03,64’	7.803.151,10	388.949,55	3,65	9,70
FTE-3	19º52,37’	040º04,17’	7.802.231,27	388.028,39	3.00	9,00
FTE-4	19º52,29’	040º04,29’	7.802.388,21	387.810,13	3,00	9,00
FTE-5	19º52,13’	040º04,44’	7.802.677,74	387.555,24	3,00	7,00
FTE-6	19º51,73’	040º04,12’	7.803.412,03	388.108,16	3,00	7,00

9.1 ACCESS CHANNEL

9.1.1 Operational characteristics

Lenght	1452,00 meters
Project width	280,00 meters (190.00 meters in the passage between the breakwaters)
Dredging depth	16,00 meters
Project depth	15,50 meters (mud bottom)

9.1.2 Delimitations and Alignment

The access channel is delimited by the following geographical coordinates / UTM:

Table 3: Coordinates and alignment of the access channel.

Point	Geographic coordinates		Coordinates UTM	
	Lat. (S)	Long. (W)	N	E
1 (BLE-1)	19°51,57’	040°03,26’	7.803.713,06	389.608,00
2 (BLE-3)	19°51,69'	040°03,55'	7.803.492,09	389.102,32
3 (BLE-5)	19°51,77’	040°03,76’	7.803.346,47	388.738,78
4	19°51,85’	040°04,03’	7.803.165,27	388.263,90
5	19°51,96’	040°03,99’	7.802.979,18	388.337,19
6 (BLV-6)	19°51,87’	040°03,73’	7.803.158,51	388.783,31
7 (BLV-4)	19°51,84'	040°03,65'	7.803.219,87	388.924,86
8 (BLV-2)	19°51,73’	040°03,36’	7.803.418,77	389.421,41
9	19°51,67’	040°03,22’	7.803.535,77	389.677,93
Azimuth of the central axis		247°	Central axis direction	67° SW

9.1.3 Restrictions on ships and boats

Maximum deadweight 200.000 metric tons

Maximum total length 362,00 meters

Maximum breadth 96,70 meters

Maximum draft 14.00 meters plus tide limited to 15.50 meters

9.1.3.1 Semi-submersible and similar platforms

Maximum total length 121,00 meters

Maximum breadth 90,00 meters

Maximum draft 14,00 meters plus tide limited to 15,50 meters

a. Self-propelled semi-submersible platforms

Maximum total length	121,00 meters
Maximum breadth	96,70 meters
Maximum draft	14,00 meters plus tide limited to 15,50 meters

Note: Semi-submersible platforms with a maximum breadth of more than 90.00 meters, the maximum draft will be 13.50 meters plus tide limited to 15.00 meters.

9.1.3.2 Drillships and similar vessels

Maximum total length	228,00 meters
Maximum breadth	42,00 meters
Maximum draft	14,00 meters plus tide limited to 15,50 meters

a. Self-propelled drillships

Maximum total length	238,00 meters
Maximum breadth	42,00 meters
Maximum draft	14,00 meters plus tide limited to 15,50 meters

Note: Drillships with a total length of more than 228.00 meters, the maximum draft will be 13.50 meters plus tide limited to 15.00 meters.

9.1.3.3 FPSO (Floating Production Storage Offloading)

Maximum total length	340,00 meters
Maximum breadth	60,00 meters
Maximum draft	08,00 meters

9.1.3.4 VALEMAX, VLCC (Very Large Crud Carrier), Q Max, and other ships and boats

Maximum total length	362,00 meters
Maximum breadth	65,00 meters
Maximum draft	11,20 meters (VALEMAX and other ships and boats)
	11,50 meters (VLCC)
	12,20 meters (Q Max)

9.1.3.5 Maneuverability restrictions

a – Vessel entry and exit maneuvers are only carried out during the daytime, apart from vessels exempt from the Pilotage Service, in accordance with NORMAM 12/DPC.

b – Semi-submersible platforms, drillships and FPSOs may have aerial appendages of structures and organic equipment that establish a maximum beam (extreme beam) greater than the beam limits established for each type of ship/vessel defined in items 9.1.3.1 to 9.1.3.3, provided that the molded beam does not exceed the limit of 42.00 meters for drillships and 60.00 meters for FPSOs, and for semi-submersible platforms the beam outside point does not exceed 80.00 meters.

c – Maneuvers of towed vessels without propulsion only carried out in winds of up to 10 knots, currents of up to 1 knot and waves of 0.5 meter.

9.2 EVOLUTION BAY

9.2.1 Evolution Bay for FPSO (Floating Production Storage and Offloading), VLCC (Very Large Crude Carrier) and other vessels

9.2.1.1 Operational characteristics

Diameter	636,00 meters
Radius	318,00 meters
Dredging depth	09,00 meters
Project depth	08,50 meters (mud bottom)

9.2.1.2 Delimitations

Center Lat. 19°51,93' South Long. 040°04,04' West

Delimitations The bay is delimited by the buoys BLV-08, BLV-10, BLV-12 (breakwaters) and the lighthouses FTE-6 and FTE-1.

Table 4: Coordinates of the evolution bay delimitation buoys for FPSOs and other vessels

Buoy	Geographical coordinates		Coordinates UTM	
	Lat. (S)	Long. (W)	N	E
BLV-08	19°52,05'	040°03,90'	7.802.824,77	388.487,59
BLV-10	19°52,11'	040°04,02'	7.802.722,77	388.283,73
BLV-12	19°52,08'	040°04,15'	7.802.774,84	388.064,86

9.2.1.3 Restrictions on ships and boats

Maximum deadweight 200.000 metric tons

Maximum total length 362,00 meters

Maximum breadth 65,00 meters

Maximum draft 07,50 plus tide limited to 09,00 meters

9.2.1.4 Maneuverability restrictions

a - The diameter will be reduced by 2 (two) times the size of the maximum breadth of the vessel moored at Berth 3 (south quay extension).

b – Semi-submersible platforms, drillships and FPSOs may have aerial appendages of structures and organic equipment that establish a maximum beam (extreme beam) greater than the beam limits established for each type of ship/vessel defined in items 9.1.3.1 to 9.1.3.3, provided that the molded beam does not exceed the limit of 42.00 meters for drillships, 60.00 meters for FPSOs and for semi-submersible platforms the beam outside point does not exceed 80.00 meters.

9.2.2 Evolution bay for platforms, drill ships and other vessels

9.2.2.1 Operational characteristics

Diameter	400,00 meters
Radius	200,00 meters
Dredging depth	16,00 meters
Project depth	15,50 meters (mud bottom)

9.2.2.2 Delimitations

Center	Lat. 19°51,89’ South	Long. 040°04,09' West
Delimitations	The bay is delimited by buoy BLV-06 and beacons FTE-5, FTE-6 and FTE-1.	

9.2.2.3 Restrictions on ships and boats

Maximum deadweight	200.000 metric tons
Maximum total length	238,00 meters
Maximum breadth	96,70 meters
Maximum draft	14,50 meters plus tide limited to 15,50 meters

a. Self-propelled semi-submersible platforms

Maximum total length	121,00 meters
Maximum breadth	96,70 meters
Maximum draft	14,00 meters plus tide limited to 15,50 meters

b. Self-propelled drill ships

Maximum total length	238,00 meters
Maximum breadth	42,00 meters
Maximum draft	14,00 meters plus tide limited to 15,50 meters

9.2.2.4 Ship maneuverability restrictions

The diameter of the bay (D) will be reduced by 1.20 times (Port Planning) the maximum breadth (B) of the vessel moored at Berth 3 (south quay extension).

The maximum length of the ship will be limited to:

For towed vessels: (D-1.2B) /1.75, limited to 228.00 meters.

For self-propelled vessels: (D-1.2B) /1.68, limited to 238.00 meters.

9.2.3 Evolution Bay for platforms, drill ships and other vessels, taking into account the absence of a floating dyke

9.2.3.1 Operational characteristics

Diameter	500,00 meters
Radius	250,00 meters
Dredging depth	16,00 meters
Project depth	15,50 meters (mud bottom)

9.2.3.2 Delimitations

Center	Lat. 19°51,83’ South	Long. 040°04,00' West
Delimitations	The bay is delimited by buoy BLE-05 and beacons FTE-1 (north breakwater) and FTE-6 (north end of the quay).	

9.2.3.3 Restrictions on ships and boats (without propulsion)

Maximum total length	228,00 meters
Maximum breadth	90,00 meters
Maximum draft	14,50 meters plus tide limited to 15,50 meters

a. Self-propelled semi-submersible platforms

Maximum total length	121,00 meters
Maximum breadth	96,70 meters
Maximum draft	14,00 meters plus tide limited to 15,00 meters

b. Self-propelled drillships

Maximum total length	238,00 meters
Maximum breadth	42,00 meters
Maximum draft	14,00 meters plus tide limited to 15,00 meters

9.2.3.4 Ship maneuverability restrictions

The diameter of the bay (D) will be reduced by 1.20 times (Port Planning) the maximum breadth (B) of the vessel moored at Berth 3 (south quay extension).

The maximum length of the ship will be limited to:

For towed vessels: (D-1.2B) /1.75, limited to 228.00 meters.

For self-propelled vessels: (D-1.2B) /1.68, limited to 238.00 meters.

10 BERTHS

10.1 BERTH 01 (SOUTH PIER - BERTH 00 TO BERTH 14)

10.1.1 Berth Approach Channel

10.1.1.1 Operational characteristics

Length	930,00 meters (central axis)
Project width	300,00 meters
Dredging depth	09,00 meters
Project depth	08,25 meters (mud bottom)

10.1.1.2 Restrictions on Ships and Vessels

Maximum deadweight	200.000 metric tons
Maximum total length	362,00 meters
Maximum breadth	96,70 meters
Maximum draft	07,25 meters plus tide limited to 08,75 meters.

10.1.2 Berth Bay

10.1.1.3 Operational characteristics

Operational length	412,50 meters
Project width	125,00 meters
Berths	407,00 meters (from berth 00 to 14)
Dredging depth	09,00 meters
Project depth	04,80 meters (sand bottom) (quay fender)
Project depth	07,95 meters (sand bottom) (floating fender 4,80m x 12,00m)
Project depth	08,30 meters (sand bottom) (floating fender 12,00m x 4,80m)
Project depth	08,30 meters (sand bottom) (floating fender 22,00m x 12,00m)

10.1.2.1 Restrictions on Ships and Vessels

Maximum deadweight	200.000 metric tons
Maximum total length	362,00 meters
Maximum breadth	96,70 meters
Maximum draft	04,30 meters (quay fender from berth 00 to 14)
Maximum draft	07,45 meters (floating fender 4,80m x 12,00m from berth 00 to 14)
Maximum draft	07,80 meters (floating fender 12,00m x 4,80m from berth 00 to 14)
Maximum draft	07,80 meters (floating fender 22,00m x 12,00m from berth 00 to 14)

a - Ships and boats can be programmed to dock at Berth 1 and part of the other subsequent berths in the same alignment.

b – Berthing is allowed on the backboard, provided that the vacancy of ships/vessels berthed on the backboard in berth 2 is observed.

10.2 BERTH 2 (SOUTH QUAY - BERTH 14 TO BERTH 23)

10.2.1 Berth Approach Channel

10.1.1.4 Operational characteristics

Length	460,00 meters (central axis)
Project width	330,00 meters
Dredging depth	16,00 meters
Project depth	15,50 meters (sand bottom)

10.2.1.1 Restrictions on Ships and Vessels

Maximum deadweight	200.000 metric tons
Maximum total length	362,00 meters
Maximum breadth	96,70 meters
Maximum draft	14,50 meters plus tide limited to 15,50 meters

10.2.2 Berth bay

10.2.2.1 Operational characteristics

Operational length	412,50 meters
Project width	137,50 meters
Berth	252,60 meters (from berth 14 to 23)
Dredging depth	16,00 meters
Project depth	04,40 meters (quay fender) (sand bottom)
Project depth	08,00 meters (floating fender 4,80m x 12,00m)
Project depth	15,70 meters (floating fender 12,00m x 4,80m)
Project depth	15,70 meters (floating fender 22,00m x 12,00m)

10.2.2.2 Restrictions on Ships and Vessels

Maximum deadweight	200.000 metric tons
Maximum total length	362,00 meters
Maximum breadth	96,70 meters

Maximum draft	03,90 meters (quay fender)
Maximum draft	07,50 meters (floating fender 4,80m x 12,00m)
Maximum draft	15,20 meters (floating fender 12,00m x 4,80m)
Maximum draft	15,20 meters (floating fender 22,00m x 12,00m)

a - Ships and boats can be programmed to dock at Berth 2 and part of the other subsequent berths in the same alignment;

b – Berths on the starboard side authorized.

10.3 BERTH 3 (SOUTH QUAY EXTENSION - BERTH 23 TO BERTH 32)

10.3.1 Berth Approach Channel

10.3.1.1 Operational characteristics

Length	645,00 meters (central axis)
Project width	330,00 meters
Dredging depth	16,00 meters
Project depth	15,50 meters (mud bottom)

10.3.1.2 Restrictions on Ships and Vessels

Maximum deadweight	200.000 metric tons
Maximum total length	362,00 meters
Maximum breadth	96,70 meters
Maximum draft	14,50 meters plus tide limited to 15,50 meters

10.3.2 Berth Bay

10.3.2.1 Operational characteristics

Operational length	412,50 meters
Project width	137,50 meters
Dredging depth	16,00 meters
Berth	263,20 meters (from berth 23 to 32)
Project depth	07,00 meters (quay fender) (sand bottom)

Project depth	13,95 meters (floating fender 4,80m x 12,00m)
Project depth	15,70 meters (floating fender 12,00m x 4,80m)
Project depth	15,70 meters (floating fender 22,00m x 12,00m)

10.3.2.2 Restrictions on Ships and Vessels

Maximum deadweight	200.000 metric tons
Maximum total length	362,00 meters
Maximum breadth	96,70 meters
Maximum draft	06,50 meters (quay fender)
Maximum draft	13,45 meters (floating fender 4,80m x 12,00m
Maximum draft	15,20 meters (floating fender 12,00m x 4,80m)
Maximum draft	15,20 meters (floating fender 22,00m x 12,00m)

a - Ships and boats can be scheduled to dock at Berth 3 and part of the next berth in the same alignment, as long as the maximum draft is observed;

b – Berthing on the starboard side authorized.

11 VALIDITY OF THE RESOLUTION NTAP-EJA-02

This resolution enters into force on August 30, 2022.

12 DISTRIBUTION OF THE RESOLUTION NTAP-EJA-02

Espírito Santo Port Authority - CPES

Union of Practitioners of the State of Espírito Santo - PILOTAGE ESPÍRITO SANTO

Union of Maritime Navigation Agencies of the State of Espírito Santo - Sindamares.

Aracruz, August 30, 2022.

Lani Campostrini Tardin

Security, Sustainability and Port Administration Manager

Jurong Aracruz Shipyard Private Use Terminal