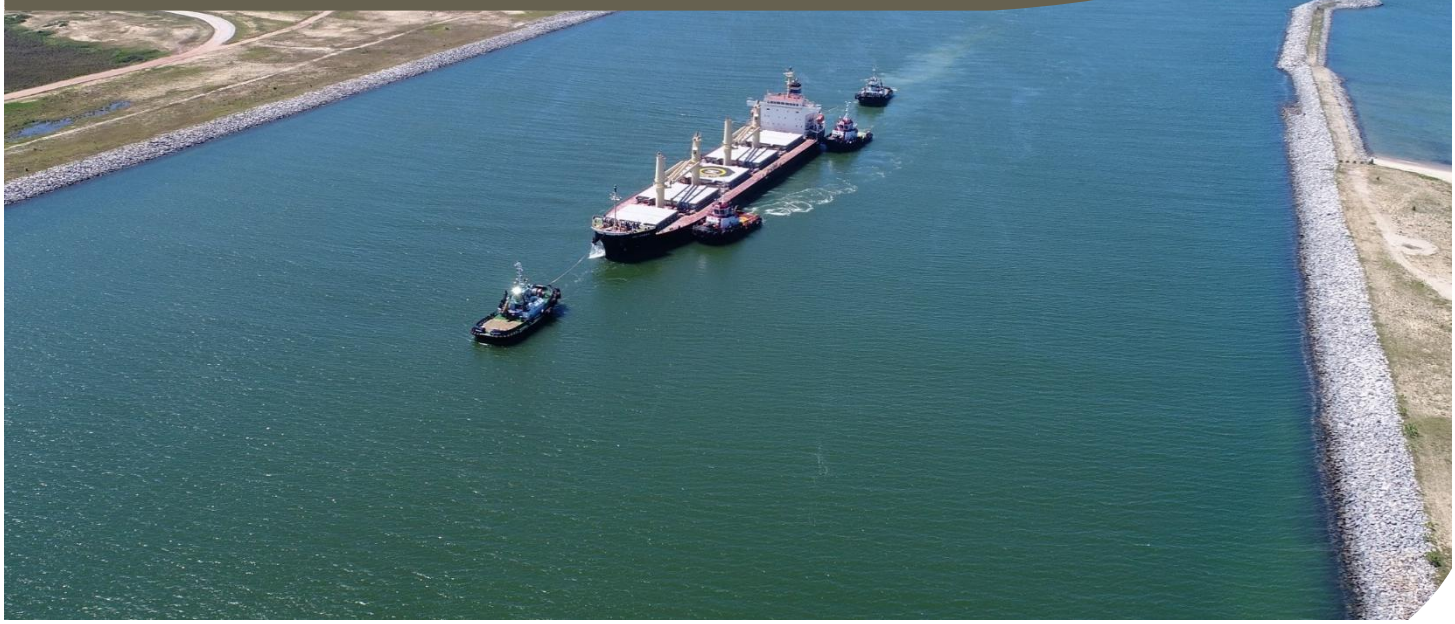
Operating Parameters of

Port of Açu



PORTO DO AÇU

1. INTRODUCTION

PORTO DO AÇU OPERAÇÕES S.A. ("Port Administration"), manager of the Port of Açu and its Industrial Complex, in support of the development of its maritime and port operations;

Considering the content of Law 12,815 of June 5, 2013 (Law of Ports) regarding the competence of the Port Administration, under the coordination of the Maritime Authority, to establish and disclose the maximum draft of ships (item 18, I, d), and establish and disclose maximum dimensions of ships (item 18, I, e);

The operating parameters and requirements contained in this document can be updated, cancelled, or revised at any time based on letters and notices from the Maritime Authority or Port Administration, being later incorporated when a new version is issued.

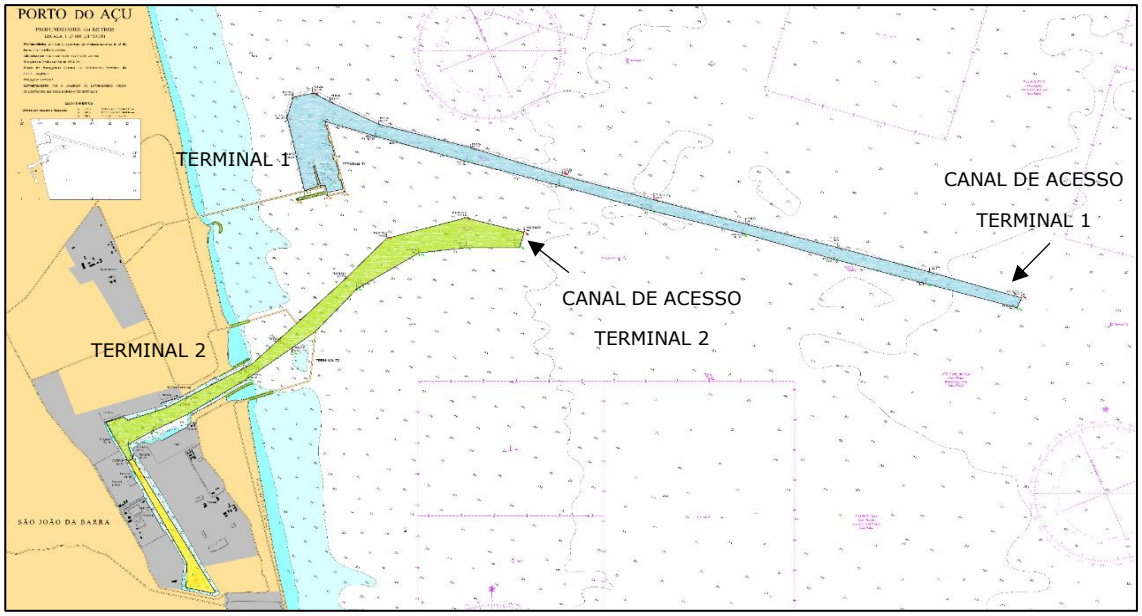
All maneuvers that exceed the authorized parameters and requirements automatically fall under the classification of "special maneuver", which requires a specific request and approval procedure with the administrator of the respective Terminal, Pilotage and Maritime Authority, under the responsibility of the stakeholder, in addition to the approval of the Port Administration.

2. PORT OF AÇU TERMINALS

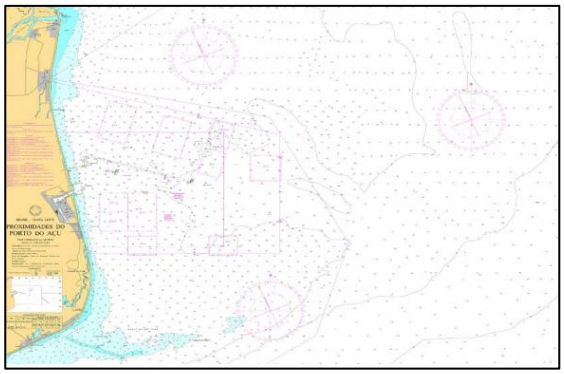
TERMINAL 1 (OFF-SHORE)	
1	T-ORE
2	T-OIL

TERMINAL 2 (ON-SHORE)	
1	GNA
2	MOLHE SUL
3	GO TRATCH
4	TLA
5	DOME
6	ALISEO
7	T-MULT
8	B-PORT
9	INTERMOOR
10	NOV
11	TECHNIP FMC

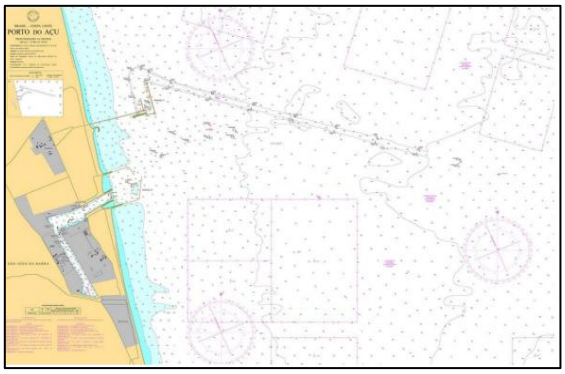
3. OVERVIEW



4. PORT OF AÇU NAUTICAL CHARTS



1406 – Port of Açu Approaches



1405 – Port of Açu

5. TERMINAL 1

The access channel to the T1 Açu Port is one-way, allowing only one vessel navigating at once (entering or leaving port). It is 10 nautical miles long (18,520m), 280m wide, with 24.50m minimum depth at zero tide datum heading SE<>NW (105° <> 285°) of true direction.

With a diameter of 800m and a minimum depth of 25.00m, the evolution basin of the T1 allows the safe turning of the entry / exit ships.

5.1. T-ORE

Vessel maximum measurements – Berth East / West		
✓ LOA:	300,0 m	
✓ BEAM:	50,2 m	
✓ DRAFT:	18,5 m	
✓ DWT:	236.158	

TUGS	
✓ Daylight/Night maneuvers	4 (2 80T BP + 2 70T BP)
✓ Daylight Special Maneuvers	5 (2 80T BP + 3 70T BP)

PILOT	
✓ Daylight maneuvers ✓ Special Maneuvers ✓ Night maneuvers | in ballast	1 Pilot
✓ Night maneuvers | loaded	2 Pilots

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Daylight Arrival/Departure (vessels with present draft up to 18.5 m) ✓ Night maneuvers | in ballast ✓ Special Maneuvers | Wind limited to 25 kts / Current limited to 1.3 kt / Waves limited to 2 m	Wind	20 kts
	Current	1,0 kt
	Waves	2,0 m
✓ Night maneuvers | loaded	Wind	15 kts
	Current	0,7 kt
	Waves	1,0 m

INFORMATIONS	
✓ Fairway passage through buoys 21 and 25	- The Maritime Authority authorized the one-way-traffic of ships with a draft of up to 11 m, using the space between buoys 21 and 25 to access or exit the Terminal's turning basin.

5.2. T-OIL

Vessel maximum measurements – Berth North / Central		
✓ LOA:	340,0 m	
✓ BEAM:	61,0 m	
✓ DRAFT:	21,0 m	without considering the tide
✓ DRAFT:	21,7 m	considering 0.7 m of tide
✓ DRAFT:	16,7 m	VLCC partially loaded
Vessel maximum measurements – Berth South		
✓ LOA:	300,0 m	
✓ BEAM:	50,0 m	
✓ DRAFT:	17,2 m	

TUGS	
✓ Daylight/Night maneuvers | Suezmax in ballast	4 (2 80T BP + 2 70T BP)
✓ Daylight/Night maneuvers | Suezmax loaded and VLCC	5 (2 80T BP + 3 70T BP)
✓ Daylight Special Maneuvers | VLCC arrival in ballast or Departure loaded | North and Central Berth	5 (2 90T BP + 3 70T BP)

PILOT	
✓ Daylight maneuvers Arrival | VLCC in ballast up to 12,0m ✓ Daylight/Night maneuvers | Suexmax in ballast;	1 Pilot
✓ Daylight/Night maneuvers | Suezmax loaded, VLCC loaded or partially loaded ✓ Special Maneuvers;	2 Pilots

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Daylight maneuvers Arrival/Departure | Suezmax in ballast or loaded up to 17,2 m | from/to the berth or STS ✓ Daylight Special Maneuvers | VLCC arrival in ballast or Departure loaded | Wind limited to 25 kts / Current limited to 1.3 kt / Waves limited to 2 m	Wind	20 kts
	Current	1 kt
	Waves	1,6 m
✓ VLCC | Arrival in ballast and Departure loaded	Wind	20 kts
	Current	0,8 kt
	Waves	1,6 m
✓ VLCC | Arrival partially loaded	Wind	15 kts
	Current	0,5 kt
	Waves	1,3 m

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ **Night maneuvers | Suezmax departure in ballast STS**	Wind	15 kts
	Current	1 kt
	Waves	1,5 m
✓ **Night maneuvers | Suezmax Arrival and Departure in ballast from/to the berth**	Wind	20 kts
	Current	1 kt
	Waves	1,5 m
✓ **Night maneuvers | Suezmax Departure loaded from the berth**	Wind	15 kts
	Current	0,7 kt
	Waves	1 m

INFORMATIONS	
✓ **Fairway passage using the interval between T1 buoys SUEZMAX**	- The Maritime Authority authorized the one-way-traffic of SUEZMAX ships with a draft of up to 11 m, using the space between buoys 21 and 25 to access or exit the Terminal's turning basin.
✓ **Fairway passage using the interval between T1 buoys VLCC**	- The Maritime Authority authorized the one-way-traffic of VLCC ships in ballast, entrering the access channel before Buoy 17. The POB must guarantee the execution of maneuvers during the day

6. TERMINAL 2

The onshore terminal is installed along the perimeter of the inner channel, approximately 13 km of berthing line. The access channel is located to the east of the North and South breakwaters of T2 and extends for approximately 2.5 NM (about 4,630 meters), with a minimum width of 300.0 m and a charted depth of 14.5 meters (Chart Datum), aligned in a Southwest–Northeast direction (240° – 060° True).

The inner channel has an "L" configuration, extending from the breakwater entrance to Inner Anchorage No. 11. The east–west leg of the inner channel is approximately 2,663 meters in length, with a minimum width of 270.0 meters and a minimum charted depth of 14.5 meters. Beyond this turning basin, adjacent to the TMULT Terminal, the channel continues in a north–south direction for approximately 3,721 meters, with a minimum width of 120.0 meters and a minimum charted depth of 10.0 meters, extending up to Inner Anchorage No. 11.

The T2 Inner Channel is provided with two (2) vessel maneuvering areas:

- ✓ The first turning basin is located within the sheltered area formed by the North and South breakwaters, bounded to the north and south by the respective breakwaters, to the east by the entrance of the Inner Channel, and to the west by its continuation toward the T2 Private Use Terminals (TUPs). This area has a diameter of 700.0 meters and a charted depth of 14.5 meters.

- ✓ The second turning basin is located adjacent to the TMULT Terminal, to its south. This area has a diameter of 500.0 meters and a charted depth of 14.5 meters.

Terminal 2 comprises several Private Use Terminals (TUPs) dedicated to the handling of various types of cargo, including general cargo, project cargo, liquid and dry bulk cargoes, as well as equipment and supplies supporting the oil and gas industry, among others.

6.1. GNA

Vessel maximum measurements – LNG		
✓ **LOA:**	300,0 m	
✓ **BOCA:**	52,0 m	
✓ **CALADO:**	11,70 m	

TUGS	
✓ **Daylight Regular Maneuvers**	4 (2 80T BP + 2 70T BP)

PILOT	
✓ **Daylight Regular Maneuvers**	2 Pilots

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ **Daylight Regular Maneuvers**	Wind	18 kts
	Current	0,8 kt
	Waves	1,8 m

6.2. MOLHE SUL

Vessel maximum measurements – Supply Vessel and Other		
✓ **LOA:**	230,0 m	
✓ **BEAM:**	34,0 m	
✓ **DRAFT:**	9,07 m	not considering the tide
✓ **DRAFT:**	9,67 m	considering 0.60 of tide

TUGS	
✓ **Regular Maneuvers**	4 (3 60T BP + 1 70T BP)
✓ **Not applicable for Offshore Supply Vessels without restrictions of maneuverability**	

PILOT	
✓ **Regular Maneuvers | Other Vessel**	2 Pilots
✓ **Applicable for vessels, according to NORMAM 311**	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular Maneuvers	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m

INFORMATIONS	
✓ Daylight Maneuvers	- Only supply vessel

6.3. GO TRATCH

Vessel maximum measurements – Supply Vessel and Other		
✓ LOA:	91,1 m	
✓ BEAM:	25,0 m	
✓ DRAFT:	7,5 m	

TUGS
✓ Not applicable for Offshore Supply Vessels without restrictions of maneuverability

PILOT	
✓ Regular Maneuvers	1 Pilot
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular Maneuvers	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m

INFORMATIONS	
✓ Arrival / Departure Berth 1	- No vessels shall be berthed in Mediterranean mooring configuration at position DOME-MED1 at the DOME Terminal, however, be berthed at the DOME-CAIS position of the same terminal, provided that a minimum clearance of 20 meters is maintained from the eastern limit of the quay.
✓ Arrival Maneuvers	- Vessels shall berth starboard side only. When necessary, vessels shall perform turning manoeuvres during inbound transit.

6.4. TLA

Vessel maximum measurements – Berth 1 – Tanker		
✓ LOA:	185,0 m	
✓ BEAM:	33,0 m	
✓ DRAFT:	11,90 m	
Vessel maximum measurements – Berth 1 Special Maneuvers (Daylight)		
✓ LOA:	196,0 m	From 185,01 to 196,0 m
✓ BEAM:	36,0 m	
✓ DRAFT:	11,55 m	
Vessel maximum measurements – Berth 1 – Supply Vessel		
✓ LOA:	95,0 m	
✓ BEAM:	20,0 m	
✓ DRAFT:	9,0 m	

TUGS	
✓ Regular Maneuvers	2 (DE 55T BP)
✓ Daylight Special Maneuvers	4 (DE 45T BP)
✓ Not applicable for Offshore Supply Vessels without restrictions of maneuverability	

PILOT	
✓ Regular and Special Maneuvers	1 Pilot
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular and Special Maneuvers	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m

IFORMATION	
✓ Regular Maneuvers Supply Vessel	- No time restrictions for Supply Vessel
✓ Night departure for Tankers	- Only for vessels moored on the port side.
✓ Special Maneuvers Berth 1	- Only with Berth 2 empty and during daylight.
✓ Arrival/Departure to/from Berth 1	with Berth 2 occupied by one vessel only (not allowed for Special Maneuver)

6.5. DOME

Vessel maximum measurements – DOME QUAY – Supply Vessel (PLSV/PSV)		
✓ LOA:	207,0 m	
✓ BEAM:	33,0 m	
✓ DRAFT:	8,5 m	
✓ DWT:	43.512	
Vessel maximum measurements – DOME QUAY – General Cargo		
✓ LOA:	162,0 m	
✓ BEAM:	28,0 m	
✓ DRAFT:	8,5 m	
Vessel maximum measurements – DOME SPBD – Supply Vessel (PLSV/PSV)		
✓ LOA:	207,0 m	
✓ BEAM:	33,43 m	
✓ DRAFT:	10,0 m	
Vessel maximum measurements – DOME MED 1 – Supply Vessel (PSV)		
✓ LOA:	95,0 m	
✓ BEAM:	24,05 m	
✓ DRAFT:	8,5 m	

TUGS	
✓ Regular Maneuvers | General Cargo	2 (45T BP)
✓ Not applicable for Offshore Supply Vessels without restrictions of maneuverability	

PILOT	
✓ Regular Maneuvers	1 Pilot
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular Maneuvers	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m

<table>
<tr><th colspan="2">INFORMATION</th></tr>
<tr><td>✓ General Cargo Maneuvers</td><td>- For general cargo ships, maneuvers are restricted, at night, to berthing by port side and unberthing by starboard side.

- When the DOME-MED1 position is occupied and/or at night, maneuvers that require turning are prohibited. Berthing must be carried out exclusively by port side and unberthing by starboard side.

- In maneuvers that require turning, which must be carried out during the day (berthing by starboard side and unberthing by port side).</td></tr>
<tr><td>✓ Conditions for Mediterranean Mooring</td><td>- The bow shall be secured using the vessel’s anchors.

- The propulsion system must always be ready for operation, and maintaining position using Dynamic Positioning (DP) is not allowed while the unit is moored.

- The bridge must be permanently manned, ensuring continuous monitoring of wind conditions and vessel position.</td></tr>
<tr><td>✓ Simultaneous moored vessels at the Terminal:</td><td>- Sharing of the quay by 2 or more vessels is possible, according to the occupancy conditions of the Terminal and the conditions detailed below:

<table>
<tr><th>Condição</th><th>Ocupação</th><th>Cabeços</th><th>LOA Máximo</th><th>Distância mínima entre navios</th></tr>
<tr><td rowspan="2">1</td><td rowspan="2">- DOME-MED1 ocupado
- Sem PLSV na DOME-SPBD</td><td rowspan="2">4 a 18</td><td>200 m</td><td>20 m</td></tr>
<tr><td>207 m</td><td>25 m</td></tr>
<tr><td>2</td><td>- DOME-MED1 ocupado
- Com PLSV na DOME-SPBD</td><td>4 a 11</td><td>128 m</td><td>15 m</td></tr>
<tr><td>3</td><td>- DOME-MED1 vazio
- Com PLSV na DOME-SPBD</td><td>1 a 11</td><td>200 m</td><td>20 m</td></tr>
<tr><td rowspan="2">4</td><td rowspan="2">- DOME-MED1 vazio
- Sem PLSV na DOME-SPBD</td><td rowspan="2">1 a 18</td><td>200 m</td><td>20 m</td></tr>
<tr><td>207 m</td><td>25 m</td></tr>
</table>
Regardless of the occupancy condition, a minimum distance of 20 meters from the eastern limit of the pier and 15 meters from the western limit must be observed.</td></tr>
</table>

6.6. ALISEO

Vessel maximum measurements – Berth B1 and B2 – Supply Vessel (PLSV/PSV)		
✓ LOA:	158,0 m	
✓ BEAM:	32,0 m	
✓ DRAFT:	8,5 m	
✓ DWT:	13.700	
Vessel maximum measurements – Berth 5 – Supply Vessel (PSV/Ferry)		
✓ LOA:	105,0 m	
✓ BEAM:	30,0 m	
✓ DRAFT:	8,5 m	
✓ DWT:	5.000	
Vessel maximum measurements – Berth 6 – Supply Vessel (PLSV/PSV)		
✓ LOA:	158,0 m	
✓ BEAM:	32,0 m	
✓ DRAFT:	8,5 m	
✓ DWT:	13.700	
Vessel maximum measurements – Berth 6 – Ferry		
✓ LOA:	105,0 m	
✓ BEAM:	30,0 m	
✓ DRAFT:	4,3 m	
✓ DWT:	5.000	

TUGS	
✓ Berth 1, 2 (PLSV) and Berth 6 (PSV)	1 (45T BP)
✓ Berth 5 and 6 | Ferry | Arrival	3 (40T BP)
✓ Berth 5 and 6 | Ferry | Departure	2 (40T BP)
✓ In some berths, it is not applicable to supply vessels (PSV) without maneuverability restrictions.	

PILOT	
✓ Regular and Special Maneuvers	1 Pilot
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Daylight and night Maneuvers | Berth 1 and 2	Wind	15 kts
	Gust	20 kts
	Current	0,8 kt
	Waves	1,6 m
✓ Daylight and night Maneuvers | Berth 5 and 6	Wind	15 kts
	Current	0,8 kt
	Waves	1,6 m

<table>
<tr><th colspan="2">INFORMATION</th></tr>
<tr><td>✓ Smaller Ferry of Vessel maximum measurements</td><td>- Smaller Ferry of Vessel maximum measurements is able to berthing during day and night periods, always observing the metoceanographic limits of the Terminal, with the need to use auxiliary tugs for the maneuver being the responsibility of the convoy vessel commanders, whether at the inbound or outbound of Terminal 2, as applied in other Terminals at Porto do Açu.</td></tr>
<tr><td>✓ Operation of PSV type vessels</td><td>- Maneuvers of PSV type vessels, as long as do not exceed the operational limits established for the Terminal.</td></tr>
<tr><td>✓ Distance from the ferry to berthing at B2</td><td>- For distance from the ferry to the PLSV berthing line in B2: 64 m for wind > 12 kts and 50 m for wind <= 12 kts.</td></tr>
<tr><td>✓ Simultaneous moored vessels at the Terminal:</td><td>- Sharing of the quay by 2 or more vessels is possible, according to the occupancy conditions of the Terminal and the conditions detailed below:
- Berth 2 occupied:
<table>
<tr><th>N° de Navios</th><th>LOA Máx. (m)</th><th>Limite oeste</th><th>Distância do limite leste (m) (*)</th><th>Distância entre navios (m)</th><th>Somatório de LOA (m)</th></tr>
<tr><td rowspan="3">2</td><td>< 100 m</td><td rowspan="9">Cabeço n° 2</td><td rowspan="9">64</td><td>10</td><td>200</td></tr>
<tr><td>150</td><td>15</td><td>265</td></tr>
<tr><td>158</td><td>20</td><td>260</td></tr>
<tr><td rowspan="3">3</td><td>< 100 m</td><td>10</td><td>265</td></tr>
<tr><td>150</td><td>15</td><td>250</td></tr>
<tr><td>158</td><td>20</td><td>240</td></tr>
<tr><td rowspan="3">4</td><td>< 100 m</td><td>10</td><td>255</td></tr>
<tr><td>150</td><td>15</td><td>235</td></tr>
<tr><td>158</td><td>20</td><td>220</td></tr>
</table>
- Berth 2 empty:
<table>
<tr><th>N° de Navios</th><th>LOA Máx. (m)</th><th>Limite oeste</th><th>Distância do limite leste (m) (*)</th><th>Distância entre navios (m)</th><th>Somatório de LOA (m)</th></tr>
<tr><td rowspan="3">2</td><td>< 100 m</td><td rowspan="9">Cabeço n° 2</td><td>15</td><td>10</td><td>200</td></tr>
<tr><td>150</td><td>20</td><td>15</td><td>300</td></tr>
<tr><td>158</td><td>25</td><td>20</td><td>299</td></tr>
<tr><td rowspan="3">3</td><td>< 100 m</td><td>15</td><td>10</td><td>300</td></tr>
<tr><td>150</td><td>20</td><td>15</td><td>294</td></tr>
<tr><td>158</td><td>25</td><td>20</td><td>279</td></tr>
<tr><td rowspan="3">4</td><td>< 100 m</td><td>15</td><td>10</td><td>304</td></tr>
<tr><td>150</td><td>20</td><td>15</td><td>279</td></tr>
<tr><td>158</td><td>25</td><td>20</td><td>259</td></tr>
</table></td></tr>
</table>

6.7. T-MULT

Vessel maximum measurements – Bulk Carrier / General Cargo / Supply Vessel (PSV)		
✓ LOA:	250,0 m	
✓ BEAM:	40,0 m	
✓ DRAFT:	12,5 m	without considering the tide
✓ DRAFT:	13,1 m	considering the tide
✓ DWT:	106.144	
Vessel maximum measurements – Special Maneuvers (FSRU)		
✓ LOA:	295,0	
✓ BEAM:	46,5 m	
✓ DRAFT:	11,0 m	

TUGS	
✓ Regular Maneuvers | Draft < 10 m	2 (45T BP)
✓ Regular Maneuvers | Draft ≥ 10 m	3 (45T BP)
✓ Special Meneuvers | Daylight	5 (2 80T BP + 3 70T BP)
✓ Not applicable for Offshore Supply Vessels without restrictions of maneuverability	

PILOT	
✓ Regular Maneuvers	1 Pilot
✓ Special Maneuvers | Daylight	2 Pilots
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular Maneuvers | Daylight and night | Except for vessels arrival nighttime	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m
✓ Regular maneuvers | Vessels arriving at nighttime	Wind	15 kts
	Gust	20 kts
	Current	0,8 kt
	Waves	1,3 m
✓ Special Meneuvers FRSU | Daylight	Wind	10 kts
	Current	0,8 kt
	Waves	1,8 m

<table>
<tr><th colspan="2">INFORMATION</th></tr>
<tr><td>✓ Simultaneous moored vessels at the Terminal:</td><td>- The sharing of the berth by two or more vessels is permitted, subject to the Terminal's occupancy conditions and the specific requirements outlined below:
<table>
<tr><th>N° de Navios</th><th>LOA Máx.</th><th>Distância do limite oeste (*)</th><th>Distância do limite leste (*)</th><th>Distância entre navios</th><th>Somatório de LOA</th></tr>
<tr><td>2</td><td rowspan="2">250</td><td rowspan="2">30</td><td rowspan="2">15</td><td rowspan="2">25</td><td>445</td></tr>
<tr><td>3</td><td>420</td></tr>
<tr><td rowspan="2">4</td><td rowspan="2">150</td><td rowspan="2">20</td><td rowspan="2">10</td><td rowspan="2">15</td><td>395</td></tr>
<tr><td>440</td></tr>
</table>
When an FSRU is berthed, berth sharing is not permitted.</td></tr>
<tr><td>✓ Special maneuvers Floating Storage and Regasification Unit (FSRU):</td><td>- Vessel traffic in the east–west section of the access channel to T2 shall be suspended during the maneuver.
- The T-MULT berth must be clear of any vessel or other obstruction.</td></tr>
</table>

6.8. B-PORT

Vessel maximum measurements – South Berth – Supply Vessel		
✓ **LOA:**	183,0 m	
✓ **BEAM:**	31,20 m	
✓ **DRAFT:**	8,8 m	
Vessel maximum measurements – South Berth – Tanker		
✓ **LOA:**	171,20 m	
✓ **BEAM:**	27,43 m	
✓ **DRAFT:**	8,2 m	
✓ **DWT:**	24.852	
Vessel maximum measurements – South Berth – Tanker - Robert Maersk Type		
✓ **LOA:**	171,00 m	
✓ **BEAM:**	27,43 m	
✓ **DRAFT:**	8,2 m	
Vessel maximum measurements – Slips – Supply Vessel		
✓ **LOA:**	100,00 m	
✓ **BEAM:**	20,0 m	
✓ **DRAFT:**	6,3 m	Slips 1, 2, 3 e 4
✓ **DRAFT:**	7,2 m	Slip 5
✓ **DRAFT:**	7,6 m	Slips 6, 7, 8 e 9
Vessel maximum measurements – North Berth – Supply Vessel		
✓ **LOA:**	183,00 m	
✓ **BEAM:**	30,0 m	
✓ **DRAFT:**	8,4 m	

Vessel maximum measurements – South Dock – Supply Vessel		
✓ LOA:	123,00 m	
✓ BEAM:	24,0 m	
✓ DRAFT:	8,4 m	
Vessel maximum measurements – North Dock (Operation with the Atlas Dock) – Supply Vessel		
✓ LOA:	123,00 m	
✓ BEAM:	26,7 m	
✓ DRAFT (Atlas Dock)	10,6 m	without considering the tide
✓ DRAFT (Atlas Dock)	12,10 m	considering the tide
✓ DRAFT (PSV):	6,0 m	without considering the tide
✓ DRAFT (PSV):	7,5 m	considering the tide

TUGS	
✓ Tanker	2 (45T BP)
✓ Tanker Robert Maersk Type | Arrival	3 (45T BP)
✓ Tanker Robert Maersk Type | Departure	2 (45T BP)
✓ Not applicable for Offshore Supply Vessels without restrictions of maneuverability	

PILOT	
✓ Regular Maneuvers	1 Pilot
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular Maneuvers	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m

INFORMATION	
✓ Daylight/Night maneuvers | Tanker	- Arrival – Tanker - Always daylight maneuvers – Starboard. - Departure – Tanker - Daylight and Night maneuvers.
✓ Simultaneous moored vessels at the Terminal North Berths	- 2 vessels: total LOA = 235.00 m - 3 vessels: total LOA = 220.00 m
✓ Manobras de docagem e desdocagem Dique Norte (ATLAS)	- Vessel traffic between buoys 15 and 20 of the access channel to T2 shall be suspended during the maneuver. Except for tugboats and small vessels.

6.9. INTERMOOR

Vessel maximum measurements – Supply Vessel (PLSV/PSV)		
✓ LOA:	183,0 m	
✓ BEAM:	33,0 m	
✓ DRAFT:	8,9 m	
✓ DWT:	29.146	

TUGS
✓ Not applicable for Offshore Supply Vessels without restrictions of maneuverability

PILOT	
✓ Regular Maneuvers	1 Pilot
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular Maneuvers	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m

6.10. NOV

Vessel maximum measurements – Supply Vessel (PLSV/PSV)		
✓ LOA:	183,0 m	
✓ BEAM:	33,0 m	
✓ DRAFT:	8,9 m	
✓ DWT:	29.146	

TUGS
✓ Not applicable for Offshore Supply Vessels without restrictions of maneuverability

PILOT	
✓ Regular Maneuvers	1 Pilot
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular Maneuvers	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m

6.11. TECHNIP FMC

Vessel maximum measurements – Supply Vessel (PSV)		
✓ LOA:	183,0 m	
✓ BEAM:	30,0 m	
✓ DRAFT:	9,1 m	
Vessel maximum measurements – Supply Vessel (PLSV)		
✓ LOA:	207,0 m	from 183.00 m to 207.00 m
✓ BEAM:	33,0 m	
✓ DRAFT:	9,1 m	
Offshore Supply Vessels with azimuthal thrusters, bow or stern thrusters fully operational		

TUGS
✓ Not applicable for Offshore Supply Vessels without restrictions of maneuverability

PILOT	
✓ Regular Maneuvers	1 Pilot
✓ General Cargo	2 Pilots
✓ Applicable for vessels, according to NORMAM 311	

METEOROLOGICAL AND HYDROLOGICAL LIMITS		
✓ Regular Maneuvers	Wind	20 kts
	Gust	25 kts
	Current	0,8 kt
	Waves	1,6 m