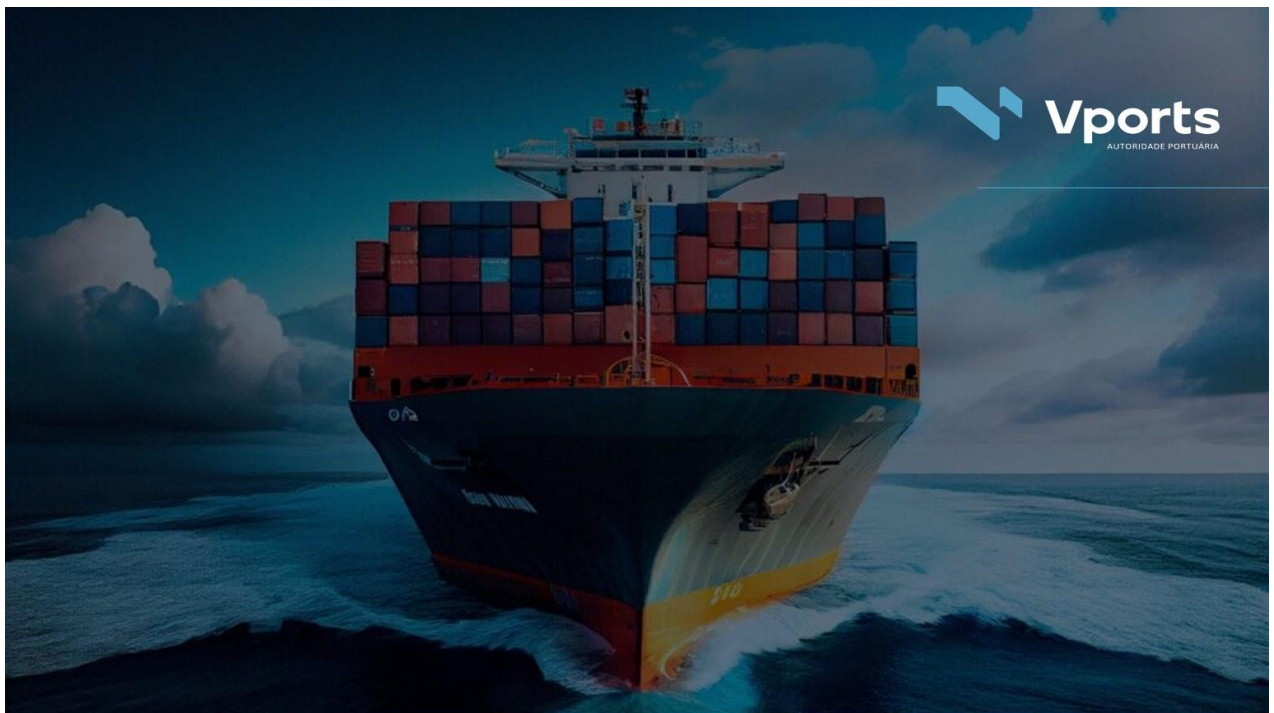


PROCEDURES TO MARINERS
VITÓRIA VTS
BRAZIL



6th EDITION
2024

CONTENTS

1.0	INTRODUCTION	5
2.0	COMMUNICATIONS	5
3.0	USE OF VHF	6
4.0	MARITIME EMERGENCY.....	7
5.0	INFORMATION AVAILABLE TO NAVIGATORS.....	8
6.0	VTS AREA, REPORT POINTS AND VHF PROCEDURES	9
7.0	ANNEX I - DIAGRAMS	14
8.0	ANEXO II – WHALE SEASON	15

MAIN CONCEPTS, ACRONYMS AND ABBREVIATIONS

Exclusion zone – It has a temporary character and define a geographical area prohibited for all navigation, except for vessels allowed to join. The size and shape of the area vary according to the risks involved. The establishment of exclusion zones is exclusive by the competence of the Maritime Authority and must be limited to the territorial sea and inland waters.

Maritime Authority – It is the legal representative of the country, responsible, among other duties, for ordering and regulating the activities of the merchant navy, promoting the implementation and enforcement of the Brazilian law, with the purpose of ensuring the safety of life and the safety of navigation, in the open sea and inland waterways. As well the prevention of environmental pollution by vessels, platforms, or their support facilities.

NORMAM – Brazilian Maritime Authority Regulations.

Port Authority – The authority responsible for the administration of the port, which shall be responsible for supervising the port operations and to ensure that the services are carried out with regularity, efficiency, safety, and respect for the environment.

Report Point – Specific positions located in the VTS Area, in which a participant vessel should inform its position, to enable quick identification of vessels that are monitored by the VTS Operator as well as the communications organization. It can be related to a defined geographical coordinate, or conspicuous point area and their locations are easily understood by future users.

Regularized Vessel – A vessel which complies with the international and/or national regulations (NORMAM, SOLAS, MARPOL, STCW, etc.).

Safety zone – An area around a ship in which all other vessels should keep clear, unless allowed to join.

SISTRAM – Maritime Traffic Information System of Brazilian Navy.

VTS – Vessel Traffic Service is an electronic aid to navigation, with ability to provide active monitoring of the waterway traffic, whose purpose is to increase the safety of life at sea, the safety of navigation and the protection of the environment in the areas in which there is intense movement of vessels or major accident risk.

VTS Centre – The Centre from which the VTS is operated.

VTS Area – Area delineated and formally declared, in which the VTS Provider is legally authorized to provide vessel traffic service.

VTS Provider – Organization or entity responsible for the implementation, management, operation, and coordination of VTS activities, their interaction with users and safe and effective provision of the service.



VITÓRIA VTS



VTS Manager – The person appointed formally by the authority which implemented the VTS, being responsible for the management, maintenance, operation and for provides a safe and effective service within the VTS Area.

VTS Responsibility – Perform monitoring and management of vessel traffic in its area of responsibility; inform the conditions of the ports, access channels, areas of ground and their vicinity; alert to the dangers to navigation, environmental and sea conditions; and guide navigators to comply with laws, regulations, conventions, codes, national and international circulars. It should also provide the initial response to all major maritime emergencies occurring within the VTS Area.



VITÓRIA VTS



VESSEL TRAFFIC SERVICE MARINE PROCEDURES

1.0 INTRODUCTION

These procedures are intended to guide the interaction of Vitória VTS with the participating vessels.

The purpose of Vitória VTS is to contribute to the safety of life at sea, improve the safety and efficiency of navigation and support the protection of the environment within a VTS area by mitigating the development of unsafe situations through:

- Providing timely and relevant information on factors that may influence ship movements and assist onboard decision-making;
- Monitoring and managing ship traffic to ensure the safety and efficiency of ship movements; and
- Responding to developing unsafe situations involves support to the navigational safety of the ship through the provision of essential navigational information to assist on board navigational decision-making. It may also involve the provision of navigational advice and/or instruction.

Note: Under all circumstances, it must be clearly understood that decisions concerning the navigational safety and the manoeuvring of the vessel can only be made by the Master, who always remains responsible for her safety.

According to Maritime Authority Regulations (NORMAM-602/DHN), all vessels integrated with the Maritime Traffic Information System (SISTRAM), other vessels with AIS A and all AIS B vessels engaged in the commercial transportation of passengers, including tourist transport, shall participate, obligatorily, in the VTS. For tug and pusher participation is mandatory when in service, for any length of trailer or convoy. Vessels with more than 20 AB (Gross Tonnage) and/or carrying hazardous substances are also required to participate.

The VTS Provider considers that it is of great importance that vessels be familiarized with the communication procedures (VHF).

2.0 COMMUNICATIONS

All the VHF radio communications, within VTS Area, should be objective, concise, and according to the procedures of IMO Standard Marine Communication Phrases (SMCP – Resolution A.918(22)), Proper



VITÓRIA VTS



Use of VHF Channels at Sea (IMO Resolution A.954(23)) and IALA Guideline G1132 VTS Voice Communications and Phraseology.

Portuguese or English are the languages to be used in VHF communications.

Masters, officers on duty, VTS manager, VTS supervisors, VTS operators, pilots, crew of tugs, barges and mooring personnel should ensure that all communications are done in a professional way and in accordance with the existing rules and procedures.

In case of a failure in on-board communication systems with loss of equipment or a specific frequency, the Master should try by all available means, including by mobile telephony, AIS message or e-mail notify the VTS Centre and other nearby vessels of its situation.

AIS – The main purpose of AIS is to identify the vessels but can also play an important role in the safety of maritime traffic. However, this is only possible if the AIS transponder is operating properly and transmitting the actual data. The VTS Authority requires that vessels equipped with AIS transponder, mandatory or not, keep the equipment connected and the information always updated. Any failure or maintenance on the equipment should be informed to VTS Centre.

In order to facilitate shore-ship and ship-shore communications, it is recommended to use message markers/indicators to increase the probability of correctly understood.

3.0 USE OF VHF

3.1 The call sign of VTS Centre is “**VITÓRIA VTS**”. This call sign should be used by all participants.

3.2 The VTS Centre keeps permanent listening on VHF channels 16 and 73. Mariners should, preferably, call Vitória VTS on channel 73.

3.3 All VHF channels of Vitória VTS are restricted for necessary communication regarding vessel traffic and navigation safety in the VTS Area. Any port information such as berthing, tugs, pilot boarding time, etc. should be carried out on the appropriate VHF channel, e-mail, or phone.

3.4 All participating vessel should keep listening on VHF channel 73 when within the VTS Area.

3.5 Ship-to-ship communications related to intentions of maneuvering, should be, preferably, carried in VTS channel (73VHF) for other vessels and the VTS Operators are aware of the maneuvering in progress.

3.6 List of Vitória VTS operating channels:

Station	VHF Channel
VTS Centre (main)	16 and 73
VTS Centre (secondary)	71
Notice to Mariners	73
Ship-to-ship traffic (communication)	73
Oil pollution, search, and rescue operations	11 or 67

Other Station	VHF Channel
Brazilian Navy	11 or 16
Pilot station (Vitória/Tubarão/Praia Mole)	16, 14 or 74
Maneuvering	10, 12 or 13
Tugs	06, 08 or 17
Communication onboard	15 or 17

Note 1: All vessels shall let the VHF channel 11 or 67 free when pollution from oil or search and rescue operations is in progress.

Note 2: The VHF channels for port operation should be used in accordance with the instructions of the port or terminal.

4.0 MARITIME EMERGENCY

4.1 In the event of an incident, accident at sea or environmental in the VTS Area, the details shall be transmitted in accordance with SMCP rules and VTS Centre should be informed on VHF channel 16, containing:

- Vessel name;
- Vessel position;
- Nature of incident/accident;
- Number of injured;
- Necessary assistance;
- Number of people on board (crew and passengers);
- Name and contact details; and
- Other relevant information.

4.2 In the event of an incident/accident, all vessels shall keep permanent watch on VHF channels 16 and 73, minimize all communications and be ready for instruction about maritime traffic.

4.3 Any vessel requiring assistance in VTS Area shall contact the VTS Centre on VHF channel 73.

5.0 INFORMATION AVAILABLE TO NAVIGATORS

5.1 Navigation Safety Information

It must be emphasized that the International Regulations for Preventing Collisions at Sea (COLREG) should be applied in all areas of Vitória VTS.

5.2 Meteoceanographic information

It is broadcast on channel 73VHF.

The weather forecast for the VTS Area is transmitted every 6 hours, starting at 00:00 local time.

In the Vitória bay entrance and in the access channel to the port of Vitória, the following meteoceanographic data are available: visibility; wind direction and intensity; current direction and intensity; waves direction, period, and height; atmospheric pressure; relative humidity; turbidity of seawater; air and sea temperature; tide; and amount of rain. Users can request them at any time if necessary.

Note: There is an AtoN buoy that transmits AIS message #8 (meteorological data) located at position Lat.: 20° 19' S and Long.: 040° 15' W.

5.3 Emergency

The broadcast of an emergency is made by VTS Centre on VHF channels 16 and 73, in case of:

- Incident and accident at sea or environmental;
- Interruption of any service of the Vitória VTS; and
- Information of any areas designated as exclusion zone, safety zone, any restrictions to navigation or communications channel changes.

5.4 Ship scheduling / Line up – Ports and Terminals

The programming and / or priority of berthing and unberthing of vessels are not Vitória VTS responsibility. The Ports of Vitória, Tubarão and Praia Mole are the ones responsible for that task.

5.5 Vessel Traffic Service

The tasks and responsibilities of the vessel traffic service are ruled by NORMAM-602/DHN.

Any information or inquiries about vessel traffic and meteoceanographic conditions in VTS Area should be requested from Vitória VTS on channel 73.

Vitória VTS will provide information service to vessels about specific and urgent situations which could cause conflicting traffic movements as well as other information concerning safety of navigation. In



VITÓRIA VTS



accordance with IMO Resolution A.1158 (32), users of the service shall, within the limits of the territorial sea, comply with the guidelines and instructions emanating from the VTS, unless a Commander considers that there are contradictory reasons for the safety and/or protection of the marine environment.

Do not hesitate to ask for information.

5.6 Pilotage information

The tasks and responsibilities of the pilotage service are ruled by NORMAM-311/DPC.

Pilot on board time, both on arrival and on departure, should be performed by Vitória Pilot Station. (VHF 16, 14 or 74)

5.7 Contacts

Vessel Traffic Service – Vitória VTS

Location: VTS Centre – Estrada Capuaba, 1500 – Ilha das Flores – Vila Velha – ES,

ZIP code: 29.115-900.

Hours: 24/7

Tel.: VTS Manager +55 (27) 2104-3480 (Business hour – 08h00 to 17h00)

VTS Supervisor +55 (27) 2104-3482 / 3483 (24/7)

E-mail: VTS Manager: vports.com.br vitoriavts.manager@vports.com.br;

VTS Supervisor: vitoriavts@vports.com.br

6.0 VTS AREA, REPORT POINTS AND VHF PROCEDURES

6.1 Vitória VTS Area (Item 7.0):

The VTS Area is represented in official paper charters DHN 1401 and 1410; Admiralty-521 and 598; and electronic charts BR601401, BR501401 and BR401410.

Points	Latitude (S)	Longitude (W)
1	20° 19.50'	040° 16.60'
2	20° 19.60'	040° 21.11'
3	20° 19.43'	040° 21.00'
4	20° 18.67'	040° 16.93'
5	20° 16.42'	040° 14.00'
6	20° 16.42'	040° 08.00'
7	20° 24.00'	040° 08.00'
8	20° 24.00'	040° 17.00'

The Vitória VTS Area is divided into two sectors as follows (Item 7.0):

External Sector (SA-1):

Points	Latitude (S)	Longitude (W)
4	20° 18.67	040° 16.93'
5	20° 16.42'	040° 14.00'
6	20° 16.42'	040° 08.00'
7	20° 24.00'	040° 08.00'
3	20° 19.43'	040° 21.00'
8	20° 24.00'	040° 17.00'
4	20° 18.67	040° 16.93'

Internal Sector (SA-2):

Points	Latitude (S)	Longitude (W)
1	20° 19.50'	040° 16.60'
2	20° 19.60'	040° 21.11'
3	20° 19.43'	040° 21.00'
4	20° 18.67	040° 16.93'
1	20° 19.50'	040° 16.60'

6.2 VHF Procedures and Reporting points – mandatory

The vessels shall report the information through channel 73 VHF, as follows:

6.2.1 – Pre arrival:

Point	When	Reports
Pre-arrival	01 hour before arrival to VTS Area	<ul style="list-style-type: none"> • Vessel identification (Name, IMO number, call sign and MMSI); • Forward, aft and air draughts; • Type of cargo on board; • Details of dangerous cargo or pollutants; • Route information (Destination, ETA, last port visited and next port after mooring); • All restrictions, defects, malfunctions or deficiencies; • ISPS Code security level; • Local maritime agency; and • Any other relevant information.

Vessel arriving at destination	Entrance VTS Area	<ul style="list-style-type: none"> • Inform when crossing the VTS Area boundary; • Keep listening to 16 and 73 VHF channels.
	POB or dropping the anchor	<ul style="list-style-type: none"> • Inform once Pilot on board or when anchoring.
	Heaving up the anchor	<ul style="list-style-type: none"> • 30 minutes before: <ul style="list-style-type: none"> ○ Forward, aft and air draughts; ○ Request permission to heaving up anchor. • Inform once heave up anchor and starting navigation.
	Mooring	<ul style="list-style-type: none"> • Inform when mooring.
	DOP	<ul style="list-style-type: none"> • Disembarking of Pilot.

6.2.2 Departure

Points	When	Report
Pre-departure	30 minutes before Pilot boarding or heaving up the anchor	<ul style="list-style-type: none"> • Vessel identification (Name, IMO number, call sign and MMSI); • Forward, aft and air draughts; • Type of cargo on board; • Details of dangerous cargo or pollutants; • Route information (Destination, ETA, last port visited and next port after mooring); • All restrictions, defects, malfunctions or deficiencies; • ISPS Code security level; • Any other relevant information; • Keep listening to 16 and 73 VHF channels; • Request permission to heaving up anchor; and • Request permission to unmooring.
Departure	POB	<ul style="list-style-type: none"> • Inform once Pilot on board.
	Unberthing and starting navigation	<ul style="list-style-type: none"> • Inform when unberthing and when starting navigation.
	DOP	<ul style="list-style-type: none"> • Disembarking of Pilot.
	Dropping the anchor	<ul style="list-style-type: none"> • Inform when anchoring.
	Leaving the VTS Area	<ul style="list-style-type: none"> • Crossing the VTS Area boundary.

6.2.3 - Other movements

Points	When	Report
Reporting berth / pier changes or anchor position	30 minutes before starting unberthing or heaving up the anchor	<ul style="list-style-type: none"> • Vessel identification (Name, IMO number, call sign and MMSI); • Forward, aft and air draughts; • Type of cargo on board; • Details of dangerous cargo or pollutants; • Route information (Destination); • All restrictions, defects, malfunctions or deficiencies; • ISPS Code security level; • Any other relevant information; and • Request permission to heaving up anchor or unberthing.
Related situations (item 6.3)	Start and finish	<ul style="list-style-type: none"> • Time; • Intention; • Item 4.1. (Maritime emergency).

6.3 All vessels are required to call the Vitória VTS in the following situations:

- Deficiency or change in nautical signaling observed;
- Incidents/accidents on board;
- Fire on board;
- Man overboard;
- Stowaway on board;
- Medical emergency;
- Damage in the vessel, on the quay or nautical signaling;
- Sinking or running aground;
- Collision;
- Loss of cargo, fuel or other;
- Start and finish of oil supply;
- When maneuver restricted;
- Any pollution at the port;
- Repair;
- Embarkation and disembarkation of pilots;

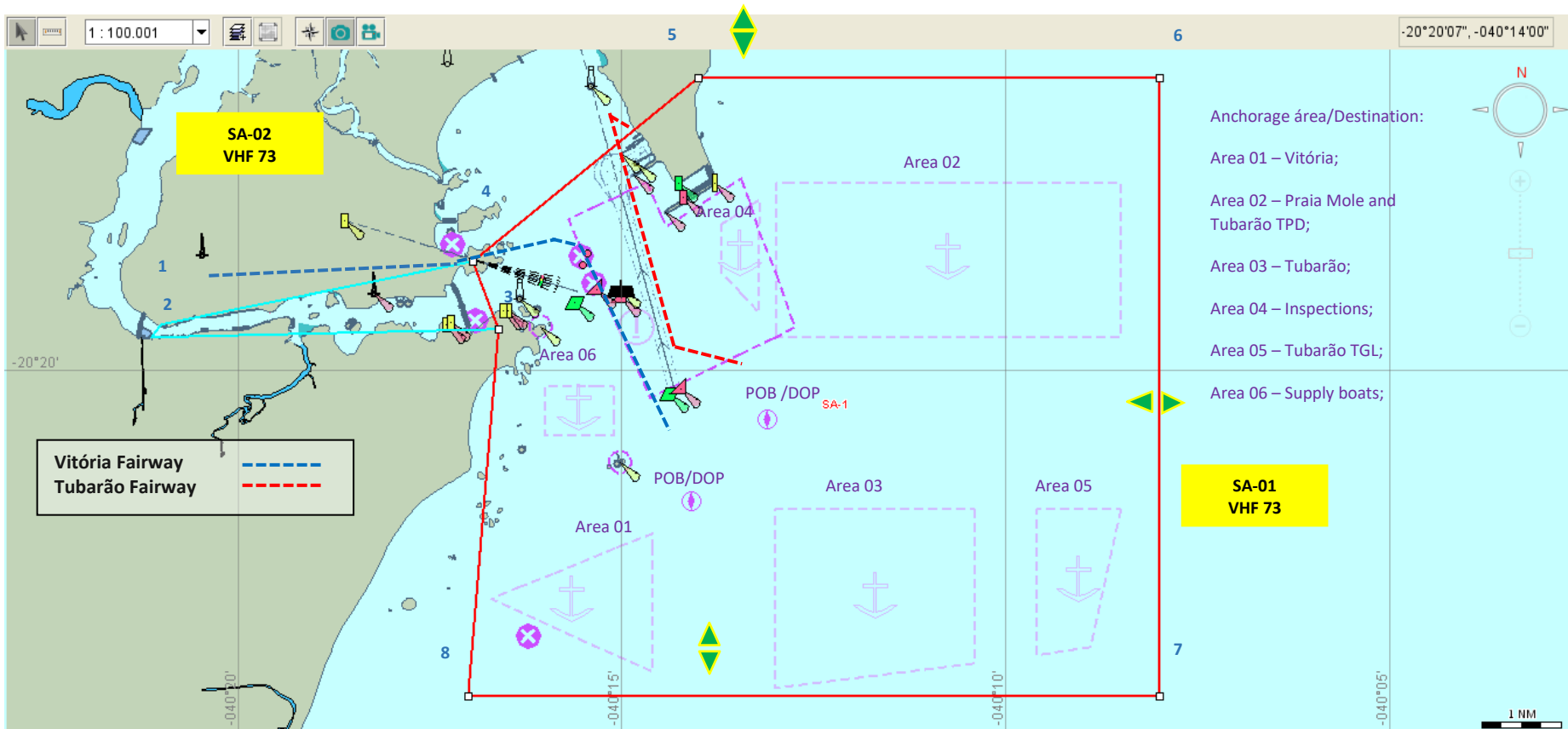
- Embarking and disembarking crew, passengers, technicians, provisions, or materials / equipment in the anchorage area; (*)
- Anchoring in the VTS Area;
- Loss of anchor or cable;
- Underwater inspection;
- Cleaning of cargo holds
- Test of engines;
- Hot work, cutting and welding;
- Lowering or hoisting boats or speedboats;
- Intention of disabling the main engines;
- Star/end of short navigation;
- Change in the intention of a previously informed maneuver;
- Cancellation of maneuver, time and reason;
- Start/end of exercise as the rescue boat;
- Intention to disable the main machines;
- At the end of berthing, when vessel is securely tied;
- At the beginning of unberthing and when in navigation; and
- Other circumstances/situations that are not the normal traffic that can put other vessels in dangerous situation.

(*) The local maritime agency shall forward to Vitória VTS, by e-mail, a copy of Federal Police and the Customs authorization for the embarkation / disembarkation of crew members / passengers, technicians, provisions, or materials / equipment 2 hours before the scheduled time of transshipment.

Vitória, ES/Brazil.
May 29TH 2024.

Agostinho Sobral Sampaio
Captain (Ret.)
Vitória VTS Manager

7.0 ANNEX I - DIAGRAMS

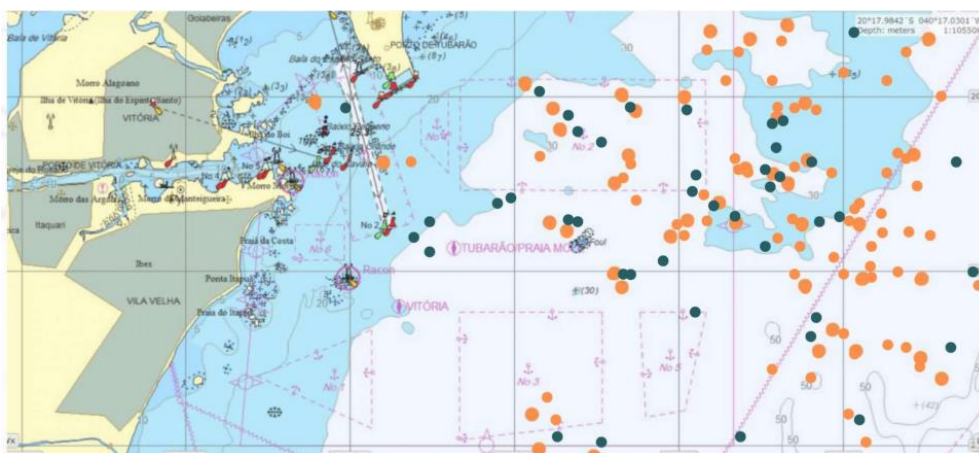
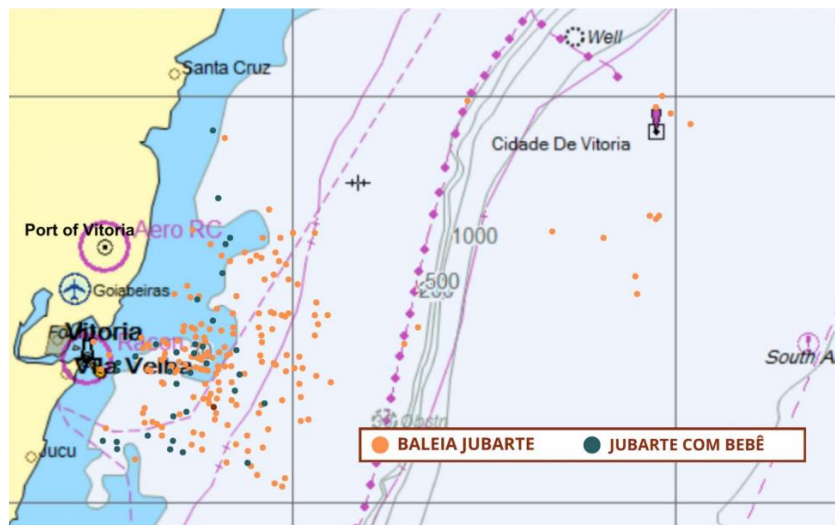


8.0 ANEXO II – WHALE SEASON

8.1 General guidelines to mariners

Whales can be found throughout the area approaching the port. If the whale data is plotted on a larger scale nautical chart including anchorages areas, we note that whales are present in the VTS Vitória area, as indicated in the figures below provided by the Instituto Baleia Jubarte (“IBJ”).

All general and passage plan specific guidelines mentioned in this document are recommended to be applied during the whale season from June 1st till November 30th.



Therefore, the recommendations to mariners from The Great Whale Conservancy (“GWC”) and the Instituto Baleia Jubarte (“IBJ”) regarding navigation in the vicinity of the VTS Area are disclosed.



VITÓRIA VTS



It should be noted that the established guidelines are only recommendations to be followed when weather, maritime and traffic conditions allow it and that the safety of the ship, and its crew is always a priority.

These guidelines under no circumstances relieve the commander of his responsibilities to ensure safe navigation.

8.2 – Recommendations to mariners, provided that they do not endanger the safety of life at sea and the safety of navigation and marine pollution:

- Avoid sailing in VTS area during nighttime. Whales tend to rest more at or near the surface at night & thus the risk on ship strikes of these animals is reduced when sailing during the daytime. Try to plan your arrival or departure accordingly (within the legal obligations of your ship operator or ship charterer);
- Ensure maximum maneuverability of the vessel to allow evasive maneuvers in case of whale sightings in the vicinity;
- Consider reducing ship's speed to below 8 knots once within Vitória VTS area (while maintaining safe navigational maneuverability). Generally, the slower the speed, the better for whale protection; and
- Approach or departure from the VTS Area:

It is suggested, **when possible**:

- At twenty-four (24) miles from shore, reduce the speed to a maximum of 10 knots;
- Enter the VTS Area from the east and make the final approach to the pilot boarding ground or anchorage area as applicable; and
- After disembarking the pilot, heading east and after leaving the VTS area, maintain a maximum speed of 10 (ten) knots up to 24 (twenty-four) miles from the coast.