

**ORDER OF SERVICE NO. 023, OCTOBER 26, 2020.****Determine the Maximum Draft for Watercrafts  
at the Organized Port of Rio Grande and the  
Maximum Sailing Speeds in its channels.**

The **SUPERINTENDENT DIRECTOR OF THE SUPERINTENDENCE OF THE PORT OF RIO GRANDE – SUPRG**, in the use of his legal attributions granted by article 3 of State Law no. 10722 of January 18, 1996, amended by State Law no. 10833 of November 11, 1996, as well as provided in article 17, paragraph 1, item VI, of Federal Law no. 12815 of June 5, 2013; and,

- **WHEREAS** SUPRG is responsible for the administration of the Organized Port of Rio Grande in the capacity of Port Authority, to enforce laws, regulations, and the area's concession agreements;
- **WHEREAS** the Port Authority is responsible for, under the coordination of the Maritime Authority, determining and disclosing the maximum draft for vessel operation according to the hydrographic surveys of category-A (Alpha) by the CHM – Brazilian Navy Hydrographic Center;
- **WHEREAS** the SUPRG acted in the Supervision of the Maintenance Dredging Works, 24 hours per day, as specified in the Maintenance Dredging Conceptual Plan;
- **WHEREAS** the Maintenance Dredging Conceptual Plan was prepared observing Working Permit (LO) no. 03/1997 (3<sup>rd</sup> renewal), in the context of the Resolution CONAMA no. 454/2012;
- **WHEREAS** the Maintenance Dredging Conceptual Plan was presented, analyzed and approved by the Brazilian Institute of Environment and Renewable Natural Resources (IBAMA);
- **WHEREAS** the Maintenance Dredging Works were carried out with Brazilian Federal Government resources (PAC – The Growth Acceleration Program) initially through the Secretariat of Ports of the Presidency of the Republic– SEP/PR, through the Different Regime of Electronic Contracting SEP/PR no. 06/2014, Proceeding no. 0045.003030/2014-65, Contract no. 24/2015, in the context of the PNDII (2<sup>nd</sup> National Port and Waterway Dredging);
- **WHEREAS** the Term of Subrogation no. 001/2019, signed on June 16, 2019 and published in the Daily Official Gazette no. 118 of June 21, 2019, Section 3, page 88, which transferred all rights, obligations, prerogatives and guarantees of the Agreements related to works and services in dredging and infrastructure works in organized ports to the National Department of Transport Infrastructure – DNIT;

- **WHEREAS** the Official Communication no. 156/2020, from the Rio Grande do Sul Port Captaincy, and the Technical Report – RT no. 01/2020: Calculation of the Recommended Maximum Draft of the Access Channel to the Port of Rio Grande;
- **WHEREAS** the Technical Note – NT no. 05/2020 of the SUPRG’s Directorate of Quality, Health, Environment and Safety (DQSMS/SUPRG);
- **WHEREAS** the use of data by the Brazilian Navy Hydrographic Center (CHM) from the hydrographic surveys carried out, after the Maintenance Dredging Works of the Port of Rio Grande/Rio Grande do Sul, according to the Official Communication no. 80669/2020/CGOB/DAQ/DNIT SEDE of July 10, 2020, with the identification of the parts (Figure 1) and main dimensions described in Table 1 below:

Table 1: Channel Dimensions in the Organized Port of Rio Grande			
	External Channel	Internal Channel	Porto Novo Channel
Width	300 meters	230 meters	210 meters
Project Depth	18.0 meters	16.0 meters	10.5 meters
Dredging Depth	18.5 meters	16.5 meters	11.0 meters



Figure 1 – Identification of the Parts of the Channels of the Organized Port of Rio Grande

- **WHEREAS** the history of observations carried out by the Rio Grande Pilots referent to the ideal speeds of pilotage of the watercrafts, aiming at improving the safety of navigation;

- **WHEREAS** the rising tide from 63.5 cm, measured in the standard scale of the Directorate of Hydrography and Navigation, located at the Pilot Station;

- **WHEREAS** the fresh water density as of 1,000 ppm;

**DECIDES:**

1. To set the maximum draft in the Access Channels to the Port of Rio Grande (Figure 2), as follows:

- **The Access Channel to the Port of Rio Grande** – Channel section between the line defined by points A: (397.728,06; 6.439.329,35) and B: (398.004,77; 6.439.447,49) and the other line defined by points C: (397.187,49; 6.450.323,06) and D: (397.360,71; 6.450.218,39), with coordinates in UTM, called the **Internal Channel**, shall have a **maximum draft of 15.00 m**, equivalent to **49.20 ft**.

- **The Access Channel to Porto Novo** – Channel section between the line defined by the coordinates in UTM between the points C: (397.187,49; 6.450.323,06) and D: (397.360,71; 6.450.218,39) and the A8 Warehouse of Porto Novo, called **Porto Novo Channel**, shall have a **maximum draft of 9.45 m**, equivalent to **31.00 ft**.



Figure 2 – Identification of the Limits of the Channels

2. To determine the maximum speeds allowed in the Channels of the Port of Rio Grande, as follows:

Speed in Knots	Location
12.00	Between buoys no. 7 and 9 of the Access Channel to the Port of Rio Grande.
10.00	Between buoys no. 9 and the pair of buoys no. 3 & 4, located in the Access Channel to Porto Novo, or passage to the Golf anchorage area.
5.00	Between the A8 Warehouse of Porto Novo and the pair of buoys no. 3 & 4, located in the Access Channel to the Porto Novo.
5.00	Access Channel to Porto Velho.

3. To revoke the ORDER OF SERVICE no. 009, October 10, 2018.

Paulo Fernando Curi Estima  
Superintendent Director

**Annexes:**

I – TECHNICAL REPORT-RT-01/2020 of the Official Communication no. 156/2020 from the Rio Grande do Sul Port Captaincy – BRAZILIAN NAVY

II – OPERATION LICENSE NO. 03/1997 – 3<sup>rd</sup> RENEWAL

III – TECHNICAL NOTE NO. 05/2020



*Translated by Alison Guedes Altmayer,  
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*Sponsored by the Syndicate of Ship Agencies of the  
State of Rio Grande do Sul*

# ANEXO I