

Proinde Circular 12-06-2023: Port of Santos: fines for anchoring outside designated areas

The Port of Captaincy in the Port of Santos is cracking down on vessels that drop anchor outside the anchorage areas delimited in the relevant nautical charts

Background

The Rules and Procedures of the Maritime Authority of São Paulo - NPCP-SP (available for [download in Portuguese](#) only) impose restrictions on vessels anchoring at Santos and São Sebastião ports.

Since early this year, the Port Captaincy in the Port of Santos has been actively monitoring vessels that anchor outside the anchorage areas indicated in the charts published by the Brazilian Navy's Directorate of Hydrography and Navigation (DHN). Vessel movement is assessed using an AIS system or through boat surveillance.

Shipmasters caught in breach of the regulation were fined. The penalties were framed under 'Group G' of the Maritime Traffic Regulation (LESTA), which establishes fines ranging from BRL 80 to BRL 3,200, without prejudice to other administrative sanctions. However, in the event of recurrence in a period equal to or less than twelve months, the fine will be doubled exponentially according to the repetition of violations of maritime traffic regulations.

Anchoring restrictions

Port of Santos

a) Anchoring areas

There are 6 (six) anchorage areas, with anchoring outside them prohibited. The anchorage areas are indicated on the DHN chart 1701. The coordinates of the respective anchorage areas are detailed on the Santos Port Authority (SPA) [website](#) as follows:

(1) **Anchorage #1:** Warships only.

Latitude	Longitude
23° 59' 21" S	46° 20' 44" W
23° 59' 21" S	46° 20' 07" W
23° 59' 58" S	46° 20' 20" W
23° 59' 58" S	46° 20' 44" W

(2) **Anchorage #2:** for ships needing sanitary inspection or clearance (crew debarkation/embarkation, workshops and materials), with a maximum of 3 (three) hours stay.

Latitude	Longitude
24° 00' 42" S	46° 20' 06" W
24° 00' 42" S	46° 19' 37" W
24° 01' 29" S	46° 19' 37" W
24° 01' 27" S	46° 20' 26" W

(3) **Anchorage #3:** for ships with a defined berthing schedule for the next 24 hours.

Latitude	Longitude
24° 03' 45" S	46° 21' 05" W
24° 03' 45" S	46° 19' 16" W
24° 05' 14" S	46° 17' 56" W
24° 06' 00" S	46° 17' 57" W
24° 05' 58" S	46° 22' 06" W

(4) **Anchorage #4:** for ships with or without a berthing schedule.

Latitude	Longitude
24° 13.75' S	46° 13.90' W
24° 13.75' S	46° 20.38' W
24° 10.53' S	46° 22.70' W
24° 08.27' S	46° 22.70' W
24° 08.28' S	46° 17.88' W
24° 05.28' S	46° 17.87' W
24° 05.28' S	46° 10.00' W
24° 10.33' S	46° 09.97' W

(5) **Anchorage #5:** for ships carrying flammable or explosive cargoes.

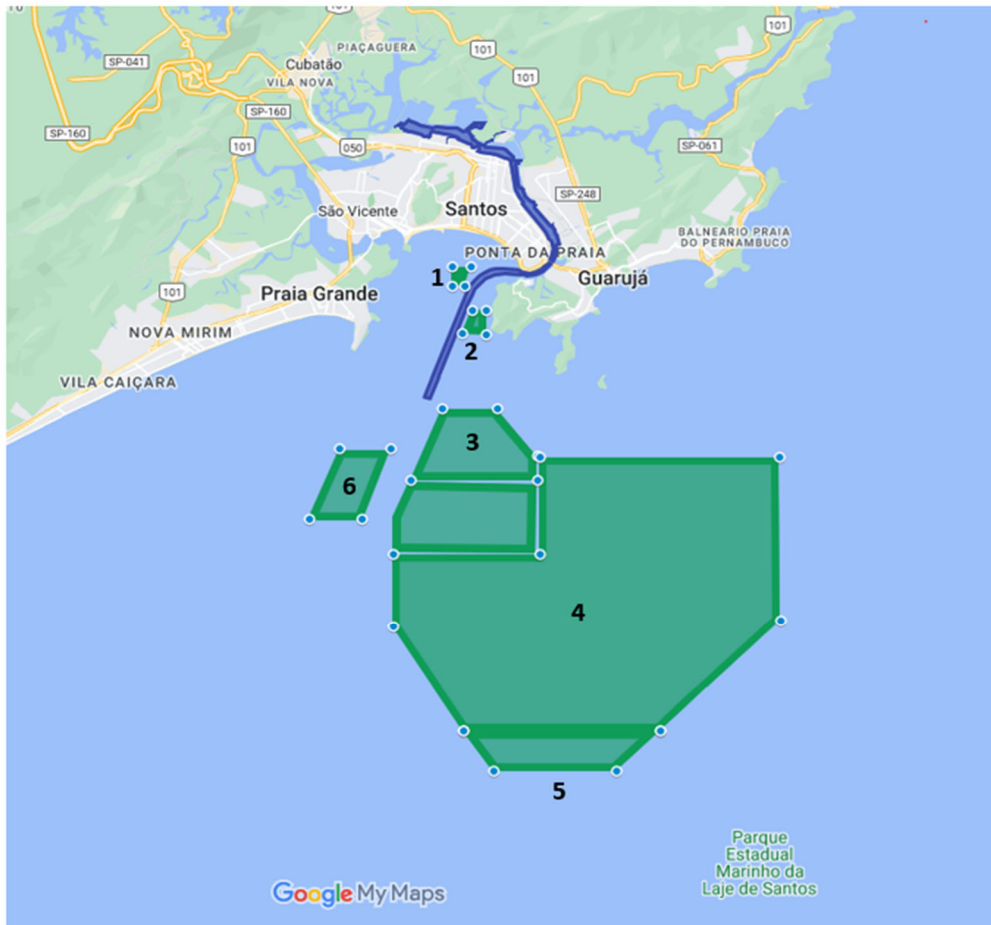
Latitude	Longitude
24° 13.75' S	46° 13.90' W
24° 13.75' S	46° 20.38' W
24° 15.00' S	46° 19.38' W
24° 15.00' S	46° 15.35' W

(6) **Anchorage #6:** for quarantining ships and vessels with suspected damage to the packaging and/or leakage of radioactive material.

Latitude	Longitude
24° 05' 00" S	46° 24' 27" W
24° 05' 00" S	46° 22' 45" W
24° 07' 12" S	46° 23' 42" W
24° 07' 12" S	46° 25' 27" W

b) Restrictions

- Trawling throughout the estuary and anchoring in the area marked with "E" on DHN charts 1701 and 1711 is prohibited due to submarine cables.
- Transiting or anchoring in the vicinities of the military forts of Praia Grande and Guarujá (Itaipú and Andradas) is prohibited. All vessels must keep a minimum distance of 200m from the hills of Itaipú and Monduba.
- It is forbidden to anchor within 100m on each side of the ferry-boat terminals in Santos, Guarujá and Vicente.



Picture 1: Map featuring anchorage points in the Organised Port of Santos. Source: Santos Port Authority (SPA)

An interactive map of the Santos anchorage areas is available at [this link](#). (Requires Google Maps).

Port of São Sebastião

a) Anchoring areas

It has 2 (two) anchorage areas, namely:

i. **North Bar:** limited to the north by the alignment with “Faroete São Sebastião” and “Ponta das Canas” and to the south by the alignment “Pontal da Cruz e Trapiche da Vila de Ilhabela”. The anchorage areas are those provided for on the DHN char 1614, and the rule applies to ships with deadweight over 100,000 m/t, or that need emergency repairs, a refuge from bad weather, or that are awaiting orders.

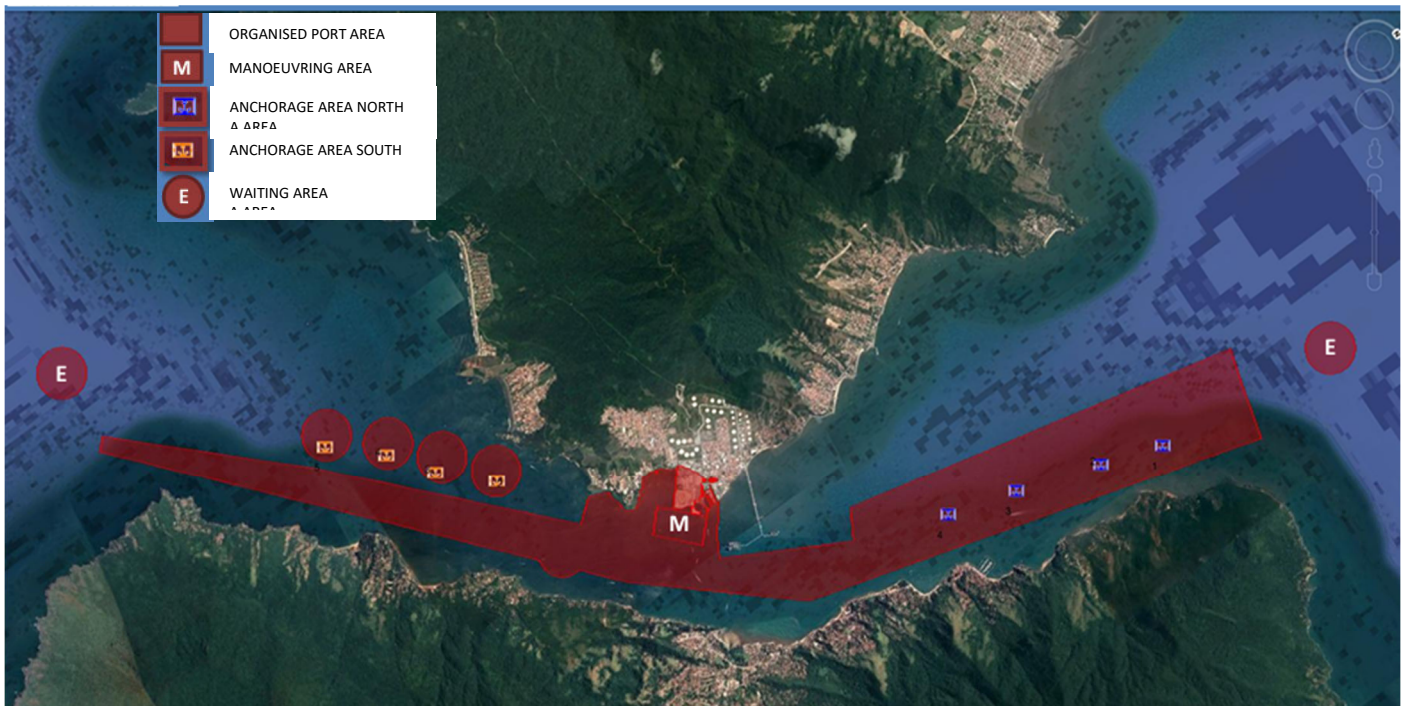
ii. **South Bar:** limited to the north by the alignment with “Ponta do Baleeiro” with the central part of “Praia das Fazendas” and to the south by the parallel 23° 54.0’ S and the meridian 045° 31.0’ W, with capacity for four ships at a time, at the following anchorage points:

Latitude	Latitude
(1) 23° 50.2’ S	045° 25.6’ W
(2) 23° 50.6’ S	045° 26.1’ W
(3) 23° 51.0’ S	045° 26.6’ W
(4) 23° 51.5’ S	045° 27.1’ W

The maritime authority recommends anchoring with seven shackles, given the intensity of the existing tidal current in the area.

b) Restrictions

- It is forbidden for any ship to anchor in the manoeuvring area, comprised in the maritime area of the port channel limited to the north by the alignment of “Pontal da Cruz” with the “Trapiche da Vila de Ilhabela” and to the south by the alignment of “Ponta do Baleeiro” with the central part of “Praia da Fazenda”.
- The stay of ships in the anchorages is limited to a maximum of 15 (fifteen) days. The Port Captaincy department in the port of São Sebastião will deal with exceptional cases.



Picture 2: Map featuring anchorage points in the Organised Port of São Sebastião. Source: São Sebastião Port Authority (SPA)

An interactive map of the Anchorage areas of the Port of São Sebastião is available at [this link](#). (Requires Google Earth).

Preventive measures and defence

The infractor is entitled to present an administrative defence within 15 (fifteen) working days, counting from the receipt of the notice of infraction drawn by the agent of the maritime authority, under penalty of being condemned by default. The authority has 30 (thirty) days to issue a well-grounded decision with a right of an administrative appeal within 5 (five) days from said decision.

Visting shipmasters should familiarise themselves with local anchoring restrictions and consult the competent authority (through the local agents) and pilot station in case of doubt about the prevailing anchorage rules.

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