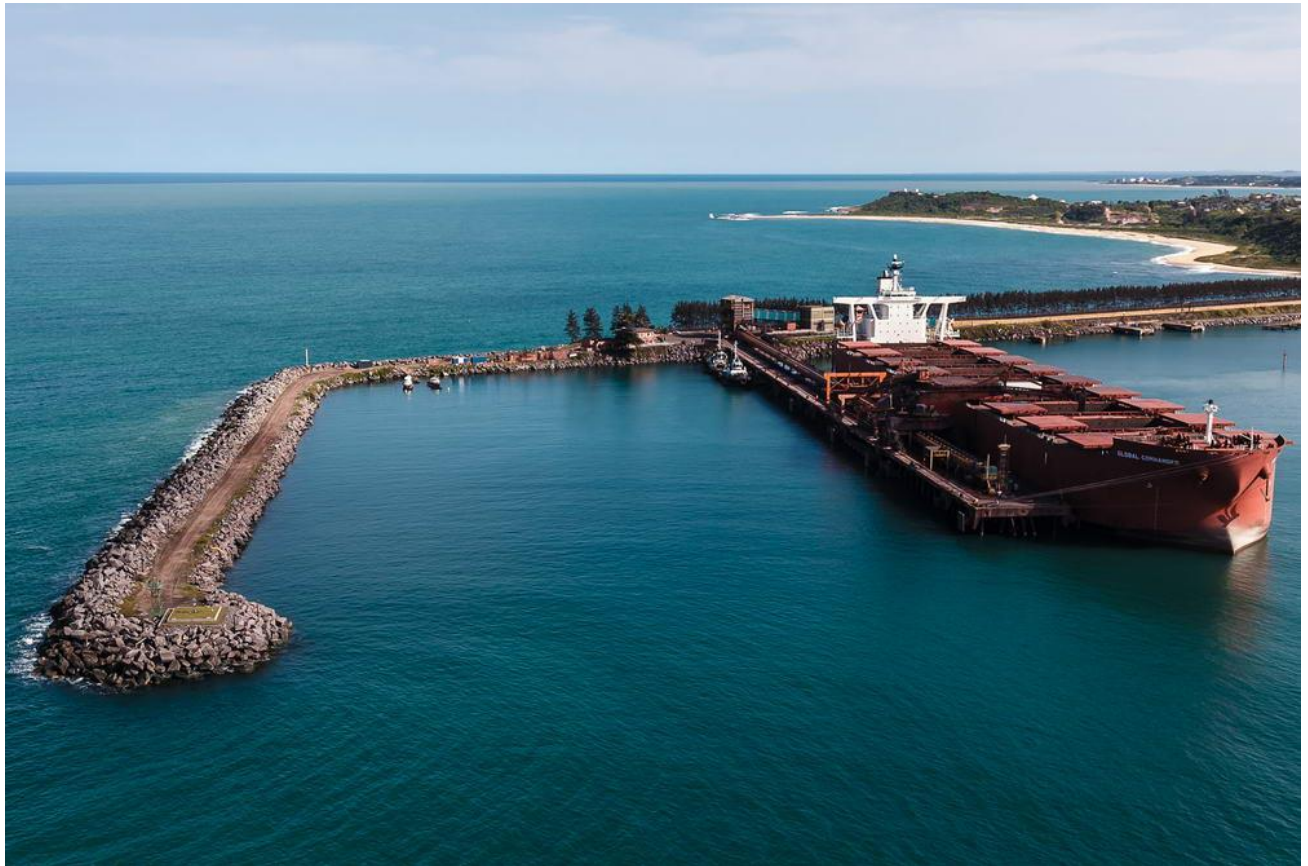




Ponta Ubu Maritime Terminal



Port Regulation

This port regulation must be delivered by the ships' agents to the shipmasters no less than 3 days prior to vessel's arrival at the Ponta Ubu Terminal.

The content of the present regulation must be thoroughly observed and followed by all masters and crews in accordance with (but not limited to): the Brazilian labor law, customs, immigration, maritime and port health authorities' rules, the international regulatory landmarks named IMO, ILO, WHO, ISO, ITF as well as the following known resolutions such as SOLAS, MARPOL, COLREG, OCIMF, and IMSBC, ISM, ISPS and BLU codes.

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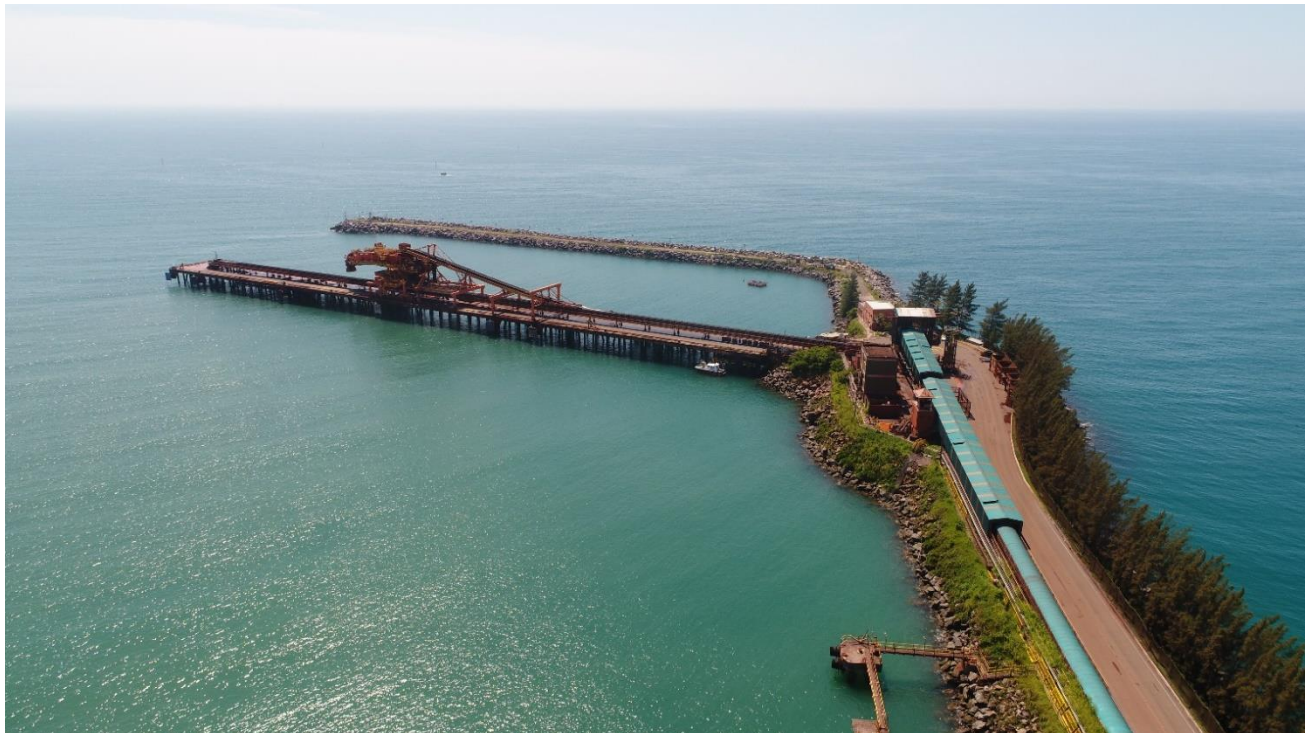
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PORT INFORMATION

Introduction

Although some general information of Ponta Ubu itself might be herein available, the main purpose of this item is to provide information to all parts concerned such as Agents, Owners, Charterers, Shippers, Operators, Subcontractors, Authorities, Pilots and Masters of vessels with regards to the facilities and general conditions of the Ponta Ubu Terminal, which is operated by Samarco and is not responsible for any events and errors generated by misinterpretation of the information contained herein.

1.2 Overview



INFORMAÇÕES PORTUÁRIAS

- . ISPS Code
- . UN Locator Code: BR POU
- . Port ID nr. 27344
- . ANTAQ: CA 34/2014
- . Assigned Port Facility 2711



1.3 Location

The Port is located in The District of Anchieta, Espírito Santo State Coast, about 30 nautical miles (NM) south of Vitoria City, in the following geographical coordinates: Latitude: 20°47,2' S Longitude: 040°34,4'W



A domestic airport is available in Vitoria City, which provides flights to/from Rio de Janeiro, Macaé and São Paulo.

1.4 Nautical charts

The below nautical charts covering the area are available as follows:

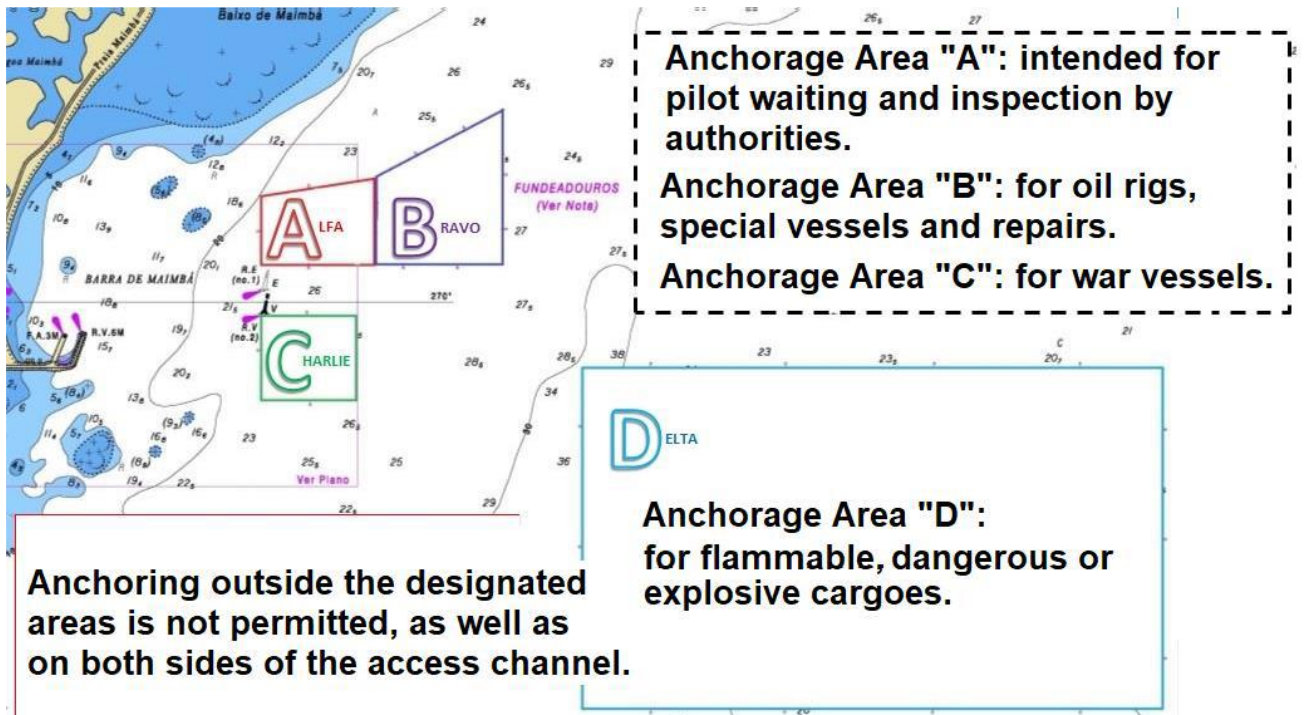
- . British Admiralty Chart BA 3972;
- . Brazilian Navy Nautical Charts:
 - 1403 - Da Ponta do Ubu ao Cabo de São Tomé
 - 1404 - Proximidades da Ponta do Ubu
 - 22900 - De Vitória ao Cabo de São Tomé



(Ponta Ubu Approaches)

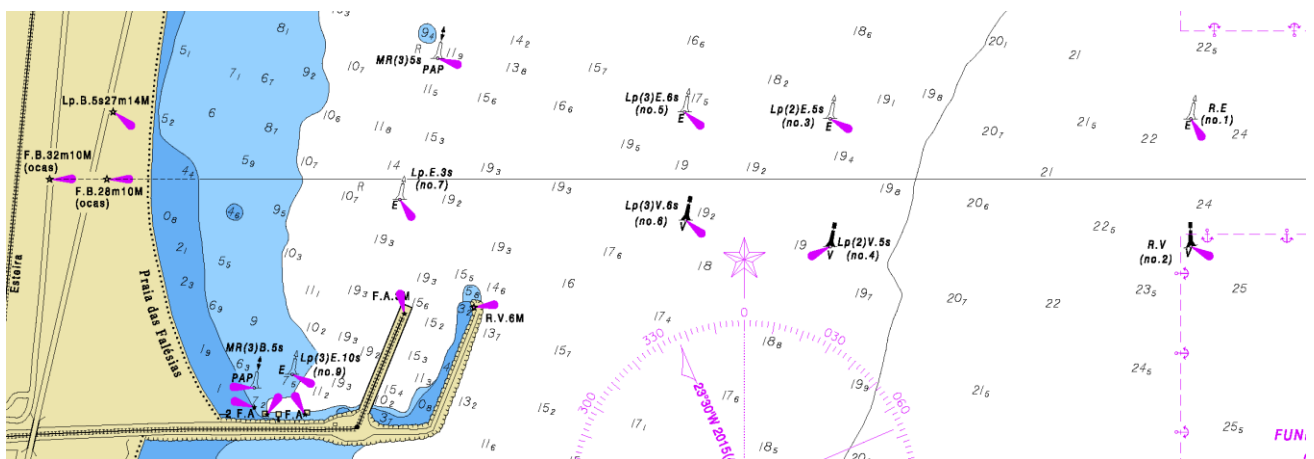
Anchorage areas

The anchorage areas are authorized by the Maritime Authority. See nautical charts to know about geographical coordinates.



1.6 Access channel

The Access Channel of Ponta Ubu Port is one-way, allowing the entry or departure of one ship only at a time. It is 1.0 NM (1852m) long, 360 meters wide, 19.00 m deep (minimum depth) at the zero datum of the tide and heads to E↔W (090° ↔ 270°) of true direction.



1.7 Maneuvering basin

With diameter of 604m (LW) and 452m (LE) long, it allows safe turning of inbound/outbound vessels to/from the Ubu Terminal East/West berths.

1.8 Ponta Ubu Port Control

The Ponta Ubu Port Control provides a infrastructure to monitor, control, coordinate and guide all vessels within the harbor limits, utilizing the following resources:

- AIS system.
- Communications (VHF Radio Stations);
- High Resolution Surveillance Cameras;
- Environmental and Weather monitoring;

1.9 Address and contact details:

Porto de Ubu (Ubu Port)

Rod. ES 060, Km 14,4 S/N Ponta Ubu - Anchieta - ES Zip code: 29.230-000 Phone:

+55 (28) 3361-9000 Fax: +55 (28) 3361-9480

E-mail: portoperation@samarco.com / isps-ubu@samarco.com

1.10 Terminal's characteristics and facilities

1.10.1 Piers

The Ponta Ubu Terminal pier is 308 m long, 22 m wide and is composed by two parallel berths known as WEST (W) and EAST (E) sides once they head to the 022° true direction.



It is also connected to the tugboats' pier (located along the East side and capable to accommodate two 28m LOA tugs alongside in line which, in turn, are able to accommodate another two tugs of the same size.

1.10.2 Ships´ characteristics (by Ponta Ubu Port Resolution no. 6)

	West Berth	East Berth	Tugs Quay	General Cargo Terminal	West Maneuvering Basin	East Maneuvering Basin	Approach Channel
Draft	16.80m	13.10m	6.60m	8.10m	10,20m x 10.30m	12.40m	16.80m
LOA	301.99m	225.99m	90.99m	157.99m	301.99m	240.99m	301.99m
Breadth	52.99m	32.35m	16.99m	28.49m	52.99m	32.99m	52.99m
DWT	250,000t	150,000t	15,000t	22,000t	250,000t	150,000t	250,000t
Operational Air Draft	18.50m	18.50m	N/A	N/A	N/A	N/A	N/A
Minimum Freeboard	4.50 m	4.50 m	N/A	N/A	N/A	N/A	N/A
Remarks:	1) Drafts should consider astronomical tide also. 2) Underkeel Clearance: LW 1.90m; LE and TCD 2.00m 3) Operational Air draft: from WL to hatch cover.						

The operational length for both berths is 230m (between the hatch cover of hold nº1 and the last one). Besides that, the maximum breadth concerning loading limitations is 52m.

Important Remark: Ships which do not match above conditions are subject to deny by Terminal´s vetting criteria. All ships intending to berth at Ponta Ubu Terminal must be vetted/evaluated and approved by Samarco upon owners nomination and prior to acceptance to call the Terminal. Ships with any deck obstruction between the fore hatch covers forward of hatch cover n. 1 and the superstructure (above the hatch coamings height), shall include sketches or plans with identification of the obstructions and respective dimensions.

Discharge Information

Grab´s capacity ≥ 10 cbm and ≤ 13.0 cbm (m³);

Grabs dimensions: length ≤ 3.0 m; width ≤ 3.6 m.

Suitable vessels particulars for bulk discharge Outreach ≥ 9.0 m and SWL ≥ 30 t;

1.10.3 Tide

. Highest: 1.7 meters

. Lowest: - 0.1 meters

. Variation: up to 1.8 meters

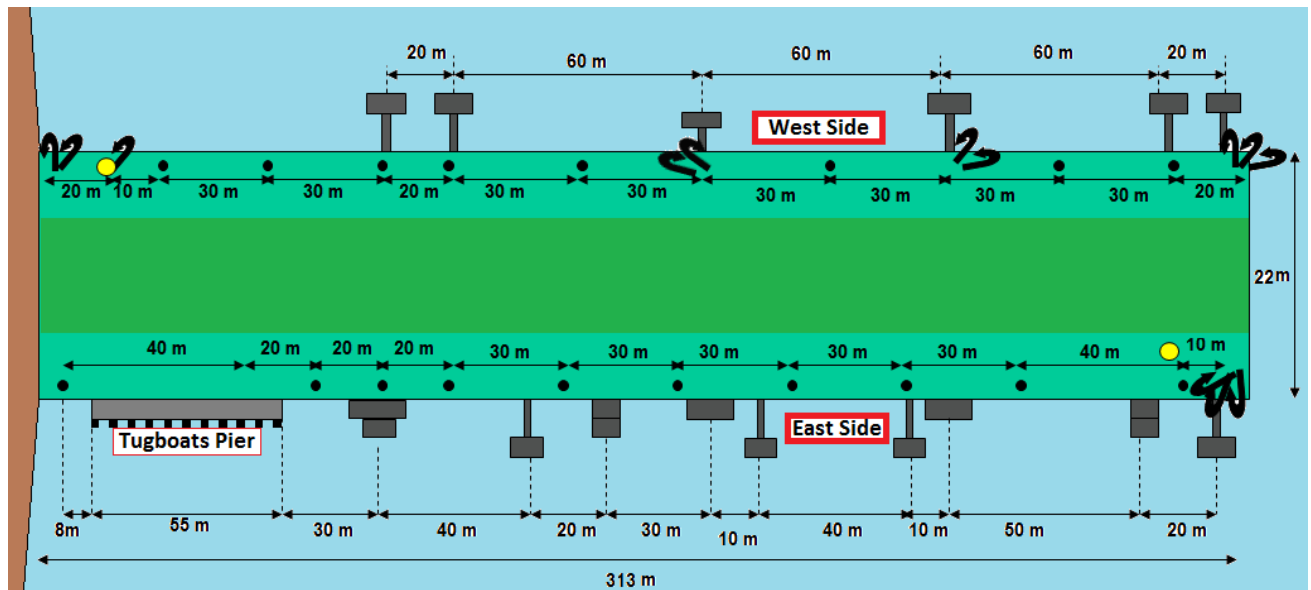
1.10.4 Fenders

WEST and EAST berths are fitted with fenders alongside.



1.10.5 Mooring equipment

Berths lashing points as shown below.



1.10.6 Access ladders and extensions (planks)

Access to vessels shall be through accommodation ladders, with the use of extensions (auxiliary plank) once the stand-off defense panel is about 3 m from the pier lateral edge. All accesses shall be provided with safety net as appropriate.



1.10.7 Aids to navigation

Ponta Ubu Nautical Signaling comprises 10 articulated semi-submersible buoys, 2 lighthouses, 1 lightpipe and minor lights to guide all ships in transit through the Access Channel and Maneuvering Basin till the LW, LE and TCD berths. Their details are shown in nautical chart and Sailing Directions:

1.10.8 Weather conditions

The predominant wind direction is from NE, with a frequency of 75 %.

1.10.9 Sea conditions and local water depth

The low and flat coast relief allows the wind changes direction quickly leading to formation of swells with a certain frequency. Depth increases eastwards under a soft sea bed gradient varying from 12 to 19 meters. Predominant winds of moderate intensity range from northeast to south directions along the year. The waves have significant influence on ships sailing at the Access Channel specially if associated to surface currents usually influenced by the prevailing winds. Tides may vary from minus 0.10 to 1.70 meters depending on the moon phase as usual.

1.11 CARGO CHARACTERISTICS, ORIGIN, HANDLING & STOCK AREAS

The cargo handled at the Ponta Ubu Terminal is the iron ore which is extracted from the Mine placed in Germano (Minas Gerais State) and transported as iron ore pulp (mixed with water) throughout a 400 km (249 miles) long pipeline system.

Upon arrival at the Port, this iron ore pulp passes through a filtration system (for water elimination), then enters the pelletizing process and is finally carried by a conveyor belt (passing through a sampling system) to be stacked on the stockyard.








The terminal nominal average loading rate is 12,500 t/h. Masters should declare to the terminal their awareness about terminal particulars and rules.

The static capacity of stockyard is 1,800,000 MT (one million eight hundred thousand metric tons). The iron ore is reclaimed from stockyard through a reclaimer which feeds the conveyor belts system (with their respective transfer chute) till the loading pier where the shiploader with its own conveyor belt and boom can properly load the ship by pouring the cargo into her cargo holds following the good practice and the operational procedure required as per the BLU Code.

2. TERMINAL'S RULES

2.1 Ship Vetting

Ship Vetting involves sourcing data on ships and evaluating the potential risks such as the ship's structural integrity, competence of owners, managers and crew, past casualties and incidents. All vessels are subject to Samarco Vetting during nomination procedure.

Vetting - Information Sources	
	https://site.rightship.com/
	http://www.equasis.org/EquasisWeb/public/HomePage
 USCG Maritime Information Exchange Port State Information Exchange	https://cgmix.uscg.mil/psix/
 Diretoria de Portos e Costas MARINHA DO BRASIL - AUTORIDADE MARÍTIMA BRASILEIRA	https://www.marinha.mil.br/dpc/vistoria-de-condicao
	http://www.tokyo-mou.org/
 Paris MoU on Port State Control	https://www.parismou.org/
	Port operational files

2.2 Arrival and departure procedures

2.2.1 First reports

Vessels are required to report daily updated ETA to Agents who will pass on to Port Administration as follows:

Vessels are required to establish communication with Ubu Port Control via VHF channel 16 as soon as possible to update arrival time and receive berthing instructions;

The entry and departure of vessels are subject to Ubu Port Control clearance;

All ships shall report to the Ubu Port Control the following information: Agents contact details, official arrival time/position (Notice of Readiness), arrival drafts, time/position of first anchoring (as applicable) and occasional changes, anchor aweigh time, time crossing first pair of buoys, time and description of first line ashore, berthing and unberthing times, Pilot away time, occasional anchoring details (as applicable/necessary) after sailing maneuver and finally the official port departure details;

The Ubu Port Control will monitor and guide all ships anchored, underway or berthed at all times.

2.2.2 Maneuvering requirements

In the Access Channel, all inbound/outbound ships are required to observe and follow the contents of the COLREG – PART B – STEERING AND SAILING RULES – Rule 6 (Safe Speed);

All ships must have support of tugboats (with or without lines as necessary) whenever crossing out the Maneuvering Basin either way; however she must always be under her own engines as main propulsion;

Unless otherwise provided, special rules for initial maneuvers as below described are to be applied as per Port Manager decision for each inbound/outbound vessel as follows:

- . Maximum sailing draft: 16.80 meters (plus tide);
- . Wind speed up to 20 knots;
- . Use of 02-to-05 ASD tugboats of 40 ton Bollard Pull due to ship's DWT and draft;
- . Use of 01 ASD tugboat of 40 ton BP in stand by for emergency as far as the vessel remains alongside;

2.2.3 Tugboat Fees on Ponta Ubu Terminal

TUGBOAT FEES ON PONTA UBU TERMINAL	
DWT	USD
BELOW 30,000	13,871.47
60,001 - 90,000	30,684.00
90,001 - 120,000	49,593.98
120,001 - 180,000	60,109.72
ABOVE 180,000	60,109.72

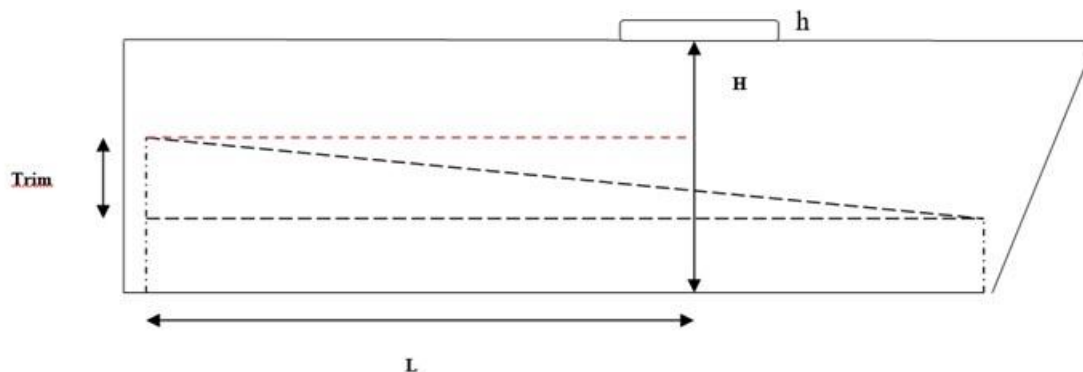
31-Oct-2020

Lumpsum amounts expressed in US dollars for a mooring and unmooring with any number of employed tugs. Towing activities of vessels in extraordinary situations should be agreed in advance and transcend the objectives of this table.

2.2.4 Maximum ship's air draft

. Both berths (East and West) = 18.50 m

The operational air draft in Ponta Ubu is 18.50 m., considered the distance from the water line to hatch cover, when the hold is opened.



Air draft: $(H - dAP + (\text{trim} \times L/lbp)) + h$

H: Height from bottom of keel in meter (depth)

dAP: Draft at AP in meter

L: distance from AP in meter

h : hatch cover height

2.2.5 Loading plan, sequence and operation

Ships shall send Samarco their Cargo Plan Form (Annex 7) filled for port team analysis, at least 7 consecutive days before their ETA at Ponta Ubu. The Terminal might require changes for improvement of productivity which do not affect operational safety codes. However, the captain's approval is always necessary for any change in the cargo plan. For the sake of good order or better operational performance, the Terminal might require adjustments as necessary;

Ponta Ubu Terminal do not accept Cargo Plan exceeding the shear force and the bending moment according to table below.

Maximum Bending Moment and Shear Force

Vessels – Age	> 20 years	15< and ≤ 20 Years	≤15 years
Bulk Carrier	93%	96%	99%
Oil Bulk Oil (OBO)	91%	94%	98%

In order to perform a smooth and safe watch on the vessel during load operation, Masters are required to observe and comply with the STCW rules (mainly on its Chapter VIII/2), with regards to the need of having one Deck Officer capable of discussing with the Foreman on duty, any changes on loading/sequence plans or other situation that may occur during the loading operation (BLU Code);

Unless a specific channel is established prior berthing, VHF channel 16 (156.800 MHz) shall be used for the first contact and then another channel be chosen as appropriate; however means of communication must be settled as per Ship/Shore Safety Checklist presented upon berthing;

In case of any main deck obstruction, the Terminal must be informed accordingly;

All vessels shall be suitable and capable to load according to the terminal rate.

Note: Vessels which have draft restrictions and will load less than 80% of the Summer Deadweight do not need to follow this rule.

Deballasting must be performed simultaneously to the loading operation and properly done to balance the loading rate previously settled otherwise the Foreman on duty must be immediately advised for appropriate actions as necessary;

Deballasting operation should be faster than the time planned for loading, taking into consideration the values determined as attached. Deballast operation must not be a cause for loading interruption otherwise any delays arisen from that will be for ship's account;

Ship draft marks shall be in good conditions, clearly visible, and adequately illuminated, as required. The holds' numbers must be suitable painted. Cargo reserved for trimming shall not exceed 3.0 % of total load. Trimming should be completed at the end holds, or as near to the ends as possible.

Procedures considered normal and adequate for draft survey are: an initial reading prior to loading, another reading at the beginning of trimming and one upon completion of

loading. No other reading shall be performed that could impair loading, except in case of unpredictable instances or ships with different loads and/or several clients.

Ships with different types of cargo shall try to obtain their loading sequence in order to finish the first one before the second cargo brand starts.

Compulsory conditions to vessels intending to load cargo of the Group “A” of IMSBC-Code: LoA \leq 293,0m and Breadth \leq 46,0m. In cases of rain, the decision to close holds shall be at the terminal discretion, always underpinned on the pluviometer results, cargo moisture and TML situation.



Concerning pour sequence, unless otherwise previously agreed, 2 steps per hold (normal operation) + 2 additional steps (for trimming purposes) are highly advisable;

It is not Terminal's responsibility the cleaning of the main deck and their housings, fittings, equipment, hatch coamings, hatch covers, structures, superstructures, masts or any other places of the vessel prior, during and after loading operation.

Warning: In order to avoid any loading interruption under vessel request owing to air draft restrictions, loading sequence and/or deballasting plan must be fully controlled in all respects at all times prior and during the loading operation as per the BLU Code and this Port Regulation.

2.2.5.1 - Shortage of Cargo

Samarco Mineração S/A, as shippers and port operator declares that the terminal's scale system does not allow sufficient precision to load orders under 100 mt, and no cargo can be left on conveyor belt, it means that is impossible to load the exact quantity requested by Master, additionally we inform that the loading plan will be strictly followed as recommended in the BLU Code and the final figures were calculated according to international procedures for draft survey process of bulk carriers. Thus, the shipper will not be held responsible for dead freight required due to small shortage of cargo.

In addition, final cargo quantity is subject to:

- a) Out turn actual cargo S/F on completion of loading;
- b) Hogging/Sagging on completion of loading;
- c) Draft Restriction at loading and/or discharging port;
- d) Commercial restriction regarding limit of cargo: CP (xxx mt +- 10%);
- e) Actual water density on completion of loading;
- f) Residual ballast on board on completion of loading.

IMPORTANT: The terminal representative will not accept any adjustments to the draft survey calculation.

Tonnage on conveyor belt (minimum pour): 100 MT, no cargo can be left on conveyor belt;

2.2.6 Holds & hatch covers

Unless otherwise established by the Governing Charter Party, all cargo holds are required to be free of previous cargo, clean, dry and ready for loading, therefore Masters are required to avoid ballast water inside the floodable holds upon berthing, unless necessary for maintain the best stability of the ship.

All hatches are required to be widely opened upon berthing for visual inspection of the cargo holds except in case of moderate to heavy rains as applicable and agreed;

After cargo holds inspection and clearance given by the Foreman, unless otherwise provided, only two cargo holds are required to be kept opened at time for loading: the present and the next one. All other cargo holds are required to temporarily be kept closed until coming their turn as per the loading sequence previously settled;

In case of heavy rains, loading operation is subject to interruption as necessary and agreed. The decision to close holds shall be at the terminal discretion, unless in view of ship's safety.

2.2.7 Draft survey, draft checks, trimming & stoppages

It shall be carried out in three steps: initial draft survey, trimming and final draft survey;

Any delay or loss of time from draft checks requested by the ship besides the three steps above mentioned will be for ship's account. In this way, any stoppage under ship's request including additional draft checks regardless the reason will be definitely for ship's account;

Loading Plan shall have all trimming details which in turn shall take place just once.

2.2.8 Shiploader travelling / opening & closing of cargo holds

The shiploader can take few minutes to move itself over the various hatches; therefore it is highly advisable all persons to stay out of reach always walking on the sea side to also avoid jumping over the tensioned lines across the main deck pier side;

Any delay for opening/closing hatches will be for ship's account.

Loading operation working hours 24/7.

2.2.9 Delays due to ship's deficiencies

The Masters, Owners, Charterers, Operators, Managers and/or Ship's Agents must bear in mind that any delay to the port operations caused by the need of renewal of any ship's document/certificate or detentions imposed by The Brazilian Maritime Authority that might affect her entrance/berthing or unberthing/departure during vessel's stay in port, it will be solely for ship's account.

2.2.10 Pilotage

Pilotage is compulsory for all inbound/outbound ships through the Ponta Ubu Access Channel as per NORMAM 12 (Maritime Authority Regulation);

To safely guide and berth all ships throughout the Access Channel, unless permanently otherwise provided, Pilots are required to await them about 1 mile out of the first pair of buoys.

All pilots associated to the Espirito Santo State Pilotage for attending the Ponta Ubu Terminal are fully certified and authorized by The Brazilian Maritime Authority;

Pilotage service is available 24/7 and to be requested by ships' Agents provided minimum of 4 hours notice in advance;

Pilots will contact vessels through VHF radio channel 16 before boarding;

As per the ICS, the Pilot Boat can be recognized by its red hull and white structure and, at night time, by the vertical white and red lights on its top. In addition, unless otherwise provided, Pilots will not permit access to the Pilot Boat by anybody except themselves and the boat crewmembers.

According to the Maritime Authority Regulations, all vessels shall provide a safe pilot ladder or combination ladder (pilot ladder + accommodation ladder) as necessary and applicable, correctly and safely rigged and positioned besides to be properly illuminated during night time to improve safe conditions for pilot boarding and release;

As per NORMAM 01 - Chapter 4 – item 4.13, a life buoy provided with a heaving line no less than 30 m and a white strobe light, must be kept in sight, hung in the main deck railings close to the pilot ladder, ready to go during pilot boarding or release;

Pilotage service tariffs shall be settled between Shipowners, their Agents and Pilots Association;

For further information or more details, visit the IMPA – International Maritime Pilots Association site at <http://www.impahq.org> and Brazilian National Pilotage Council (CONAPRA) at <http://www.conapra.org.br>.

2.2.10.1 Pilot Transfer Arrangements

In order to reduce the risk of falling during the pilot's boarding, the pilot's transfer arrangements must comply with Chapter V / 23 of SOLAS and IMO Resolution A.1045 (27) provisions. So the ship master is asked to pay attention to the following points:

Accommodation ladders used in conjunction with pilot ladders

The lower platform of the accommodation ladder should be in a horizontal position and secured to the ship's side when in use. The lower platform should be a minimum of 5 m above sea level.

The ladder and platform should be equipped on both sides with stanchions and rigid handrails, but if handropes are used they should be tight and properly secured. The vertical space between the handrail or handrope and the stringers of the ladder should be securely fenced.

If a TRAPDOOR is fitted in the lower platform to allow access from and to the pilot ladder, the aperture should not be less than 750 mm x 750 mm. The trapdoor should open upwards and be secured either flat on the embarkation platform or against the rails at the aft end or outboard side of the platform and should not form part of the handholds. In this case the after part of the lower platform should also be fenced as above specified, and the pilot ladder should extend above the lower platform to the height of the handrail and remain in alignment with and against the ship's side.

2.2.11 Tugboats

ASD tugboats (Azimuthal Stern Drive) with minimum of 40-tons BP must be regularly used for all kinds of maneuvers;

The use of tugboats is mandatory for all vessels demanding the Access Channel, Turning Basin and docking areas;

Tugboats must be requested by the ship's Agent and their service tariffs to be settled among Shipowners, their Agents and Samarco.

Berthing and Unberthing vessels must require tug service according to the table available at Samarco website. Vessels must ensure the availability of tugs. Any expenses arising from delays in maneuver due to lack of tugs will be charged to the vessel's account.

The Port Administration is not responsible for any loss, damage to property or to any person, delay, stoppage or any other adverse impact on anyone, as a result of delay, unavailability, breakdown or misuse of the tugs scheduled for the maneuver.

Tugboat scheduling must be done directly by the ship's agent with the tug company.

2.2.12 Service boat

A service boat to draft survey will be available 24/7.

2.3 Free Pratique, Port Health Authorities and Quarantine

Free Pratique shall be requested via Agents according to the Port Health Regulation (RDC 10 2012 - ANVISA). All vessels must be in Free Pratique prior berthing but even after being granted, they will always be subject to a visit/inspection by the Port Health Authorities (ANVISA) either at the anchorage or at the berth under their availability and discretion;

Quarantine Flag (yellow flag) must be kept hoisted (even during night time) until Free Pratique is granted or the ship receives clear instruction from the Port Health Authorities to lower it;

Whenever a ship is not in a satisfactory condition under the Port Health Authority judgment, Master will be required to anchor under Ponta Ubu Port Control guidance, as per Maritime and Port Healthy Authorities' Regulations. In such case, neither the cargo can be loaded nor can any crewmember be signed in/off;

Furthermore, Agents are required to send a Free Pratique scanned copy to the Port Administration as soon as it is released by the Port Health Authority.

2.4 Customs and Immigration

Ship's Agents must guide the Masters about the set of required forms to be filled in plus original documents and copies to be presented to Customs and Immigration upon berthing in order to grant clearance for the cargo to be loaded, crew, passengers, subcontractors on board, access of Terminal staff, visitors, shore subcontractors, workshops and suppliers as appropriate;

Immigration, Customs and Port Healthy Authorities might occasionally board the ship at the anchorage as necessary although the most common practice is to pay the official visit upon berthing;

Except the Pilots, no one is allowed to board or leave the ship before clearance be granted from all Authorities concerned;

In case of urgent matters at the anchorage or berths such as non-infectious disease, severe sickness, accidents, lack of foodstuff and fresh water or any other urgent matter, exceptions might be applied for appropriate support with aids of the ship's Agents under special permission by the Port and other Authorities concerned.

2.5 Mooring arrangements, requirements and operation

The Ponta Ubu Terminal will previously suggest a Mooring Plan as per drawing and prescriptions below according to studies specially developed for this matter. Once agreed, any deviation during berthing time shall be immediately discussed among Master, Pilot and Terminal representative. Once treated and carried out, any further deviation during loading operation must be reported and discussed between Master and Terminal representative;

Recommended Mooring Arrangements

Panamax vessels	
Forward station	Aft station
2 head lines	2 stern lines
2 breast lines	2 breast lines
2 spring lines	2 spring lines

Capesize vessels	
Forward station	Aft station
4 head lines	4 stern lines
2 breast lines	2 breast lines
2 spring lines	2 spring lines

Service boat is not to be used to support berthing/mooring operation;

All ship's lines must be in good condition for use as follows:

- . free of oily residues, visually not worn out or deformed and also free of fatigue evidences such as burrs, grooves, twists, kinks etc.;
- . one entire piece (without tied up pieces of broken lines);
- . eyes protected with heavy duty canvas and correctly made without improvised knot;
- . provided with a short rope (1" diameter / 1.5 m long) tied up to their eyes for easy handling;
- . provided with rat guards while vessel is moored/berthed;
- . in case of wire springs (when/if applicable, if exceptionally allowed), they must have no fatigue evidence and be properly greased/maintained to prevent from having heavy oxidation besides to be provided with tail not less than 11 meters according to OCIMF recommendation.

Once moored, vessels are required to keep all lines equally and properly tensioned at all times to avoid isolated line stress (overload tension) and breaking off occurrences in a row followed by spontaneous unberthing;

Should the ship need to use tugboats as an additional measure to keep her properly alongside while berthed, all costs will be for ship's account;

Mooring Arrangements as quantity, position, tension, suitability and visual/physical quality of the lines will be subject to random inspections by the Samarco personnel in order to enhance the operational condition;

While berthed, automatic tension system of mooring winches shall not be used;

Handset radios shall be used by all parts directly involved in to speed up and assure the smoothest berthing/mooring operation as possible;

Mooring execution shall be handled on board by the crew and ashore by the linesmen, always with the aid of VHF radio communications on a specific channel previously settled by the Master, Pilot, Foreman and tugboats;

BLU Code and OCIMF, as applicable, must be continuously observed while vessel remains berthed;

Personal safety equipment must always be used;

Crewmembers must always be safely positioned, well sheltered and clear against any tensioned line (specially towlines) to prevent from exposure to occasional occurrences of sudden breakup of lines;

Extra care must be paid when throwing away the heaving lines either to the tugs or to the pier. Thus, all crewmembers are strongly required to always warn the persons engaged in such activity immediately before throwing away the heaving line.

2.5.1 Vessel means of access

Crew must pay good attention to the mooring lines and keep them properly tensioned to refrain from vessel's longitudinal and transversal movements which might cause serious damages to the access ladders (gangway or accommodation ladder) and their extensions (the planks);



The access ladders and their extensions must always be provided with safety nets to prevent from having man overboard.

Regardless the ladder extension provider, The Master shall assure that his crew will pay good attention on the most probable causes for damages such as (but not limited to) shiploader movements, draft and tide variation, currents, winds, waves and/or swells that may cause the ship to move, mainly when the extension ladder is nearby the bollards along the pier;

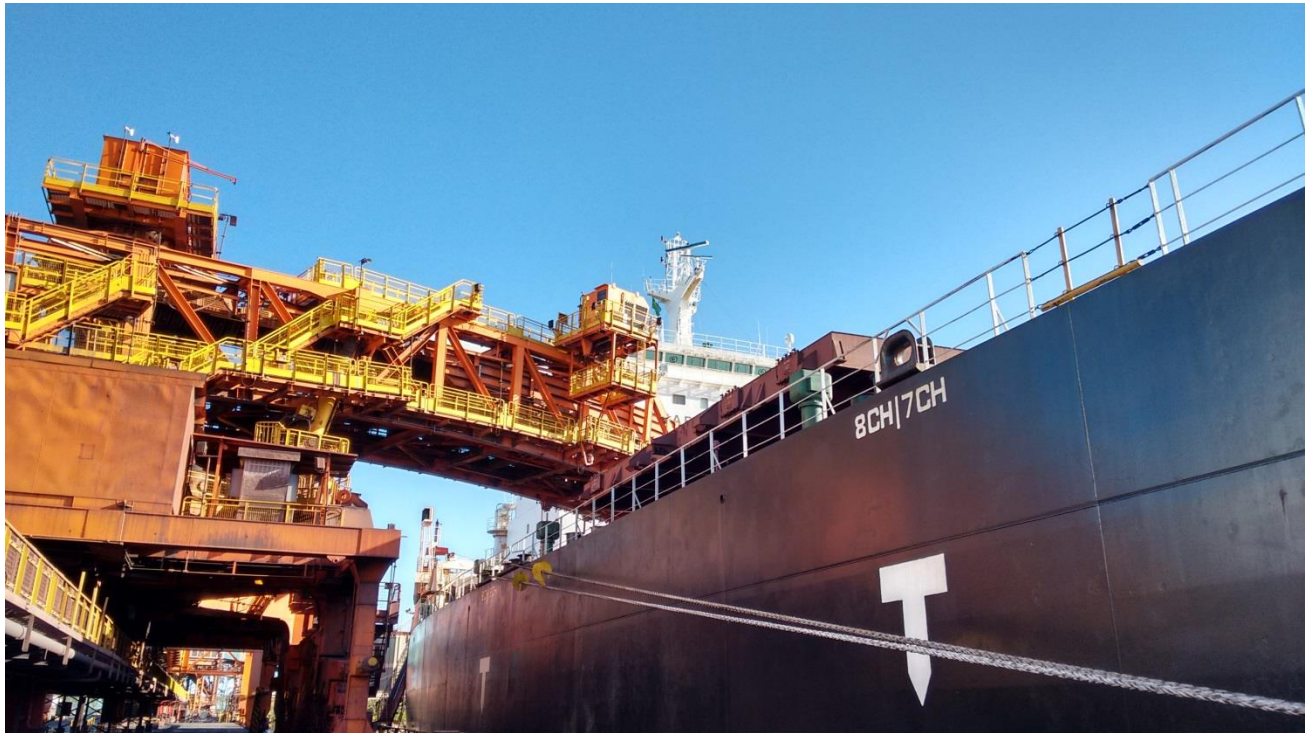
Masters are required to guarantee a good watchkeeping (as STCW rules) for the fittings with projections beyond hull limits such as provision cranes or other devices;

Should any of the ship's lines need to be temporarily released or slacked away, Foreman on duty must be immediately contacted;

In the event of any damage to the pier fittings or Terminal's facilities be caused by a vessel regardless the Terminal's rules were observed or not, Masters will receive a "Damage Report Letter" and/or a "Letter of Protest" as applicable.

2.5.2 Walking on the pier

The crew is not allowed to walk under the shiploader on the pier. The noncompliance with this rule may cause loading interruption for safety reasons what, in such case, any time lost will be for ship's account as well as any accident and costs arisen from that.



To prevent from walking under the shiploader boom and also jumping over tensioned lines at the main deck, a safe walkway connecting the superstructure to the upper accommodation ladder platform must be provided by The Master, by any available means such as painting, balustrades, hand railings and/or zebra tapes (black and yellow color), always through the main deck sea side in order to persuade and guide all persons to walk through a safer way;

As part of the safety requirements, The Master shall guarantee that any crewmember or person under ship's responsibility who may access the pier (for draft readings or other purposes) is properly wearing "Personal Protective Equipment" such as safety helmet and shoes, goggle, ear protections, cotton gloves and lifejackets with reflexive tapes besides to always be accompanied by the Foreman on duty or person designated by him;

The shiploader will always sound an alarm about 03 seconds before moving;

The shiploader may continuously travel over its rails, stop and back to move on at any time as necessary without previous notice except the sound alarm above mentioned. Therefore it is forbidden to remain close to its crane, to step up and/or walk on its railway, whatsoever;



In case of an emergency situation, the Foreman on duty must be immediately contacted by any available means.

2.5.3 Persons under ship's responsibility

All Crew and their families/visitors, passengers and/or any other person directly or indirectly under vessel's responsibility such as (but not limited to) Agents, Shipowners Representatives, Surveyors, Subcontractors or Service Providers, Suppliers and Ship Chandlers will be permitted to temporarily board and leave the ship provided The Master makes all necessary and legal arrangements (supported and coordinated by the ship's Agents including previous communication to the Port Administration in due time), bearing in mind that all persons must wear the "Personal Protective Equipment" as above mentioned (including approved Lifejackets with reflexive tapes) whenever walking on the pier;

Regardless the citizenship, all crewmembers, passengers and extra equipage (sub-contractors, others) may sign on/off the vessel provided The Master makes all necessary and legal arrangements supported and coordinated by ship's Agents including previous communication to the Port Administration no less than 24 hours' notice in advance.

2.5.4 Vessel's exercises

Exercises such as (but not limited to) lifeboats, rescue boats, external firefighting, pollution prevention and response it shall be reported to the Terminal provided no less than 2 hours' notice in advance for authorization purposes, take place during daylight only and must never interfere or compromise loading operation, whatsoever.

2.5.5 Degassing

All ships are required to be fitted with appropriate instruments for measuring concentration of gases without requiring entry into the cargo space. These instruments shall be regularly serviced and calibrated and the crew duly trained for their correct use; All O/O, OBO and Bulk Carrier ships engaged on carrying petroleum and its refined products or high volatility coal in the last voyage must present the following document:

A certificate stating that the atmosphere in all ship's compartments is free of flammable, toxic and inert gases (gas-free condition), presented to the Foreman on duty before commence of loading operation;

Before loading, Masters shall ensure that all cargo spaces and adjacent areas (bilge areas, cofferdams and void spaces) were checked and found clean, dry, free of previous cargoes residues and with breathable atmosphere (gas-free-for-man condition);

Regardless the previous cargoes, all ships must in every single call, present a Gas-free-for-man Certificate or, alternatively, a declaration issued by Master himself, stating that the atmosphere in all cargo holds and adjacent areas is in good condition for breathing, being whatsoever, presented to the Foreman on duty before commence of loading operation;

Degassing operation or checks for the presence of flammable, toxic or inert gases must always be carried out prior berthing and never with the ship alongside, whatsoever.

2.5.6 Firefighting

The firefighting system on board must be ready for use at all times.

2.5.7 Emergency medical assistance

Should any medical assistance be required to the Terminal on emergency bases, regardless the reason, the First Aid shall take place on board and at the exact place of the occurrence instead of having the patient inadvertently removed out of ship without express authorization from the Terminal.

Warning: Failure to comply with above General Safety Precautions, the Master will be held the solely responsible and so the ship will be subject to penalties imposed by the Port Administration and/or Authorities concerned specially in the event of human injure or loss of life, time, material and/or damages related, being any delay and costs directly or indirectly involved in for ship's account.

2.5.8 Deballast operation

Vessels are required to carry out a mid ocean ballast water exchange prior arriving Brazilian Waters. The purpose of this exchange is to avoid transferring of non-indigenous microorganism species into the Ponta Ubu Port sheltered waters;

It is highly recommended to keep updated a detailed record of the water exchange as per concerned regulations in force;

It is strictly forbidden to discharge dirty ballast. Noncompliance to this rule may lead to heavy fines and penalties as per Brazilian Law with regards to the environmental protection and port operations;

Vessels must keep a close watch on deballasting performance which for any reason is observed below expectations, all delays, time lost and demurrages will be for ship's account;

Discharge of clean ballast water is allowed within Port area provided compliance with below procedures:

Masters must have full acknowledgement about the good quality of the ballast water which must be free of any kind of oil, chemicals, pathogenic organisms, bacteria and/or exotic and unwanted species;

Special attention must be paid on the ballast water management which must be in compliance with IMO Resolution A.868(20), BWM Convention/2004 (International Convention for the Control and Management of Ships' Ballast Water and Sediments), Brazilian Federal Law 9966/2000, Port Health Authority (ANVISA) Regulation RDC 217 and also with the Brazilian Maritime Authority Regulation NORMAM 20;

Ballast water cannot be discharged directly on the pier to prevent from having damages to the shiploader electrical equipment and others; for that, Masters must assure that the vessel is provided with appropriate device to avoid direct discharge from the topside tanks outlets that may cause failure and/or severe damage to the shiploader power equipment followed by loading interruption.

Warning: Vessels which do not comply with all above requirements are subject to heavy fines imposed by the Brazilian Federal Law 9605/1998.

2.6 MARPOL & potential pollution sources

Brazil is signatory of MARPOL. The Law enforces the environmental protection and special attention must be paid to Federal Law nº 9605/98 and 9966/00 which may punish with heavy fines for environmental crimes. All costs arising from any pollution caused by vessels, it will be on vessel's, Master's, Owners', Charterers', Managers', Operators' and/or their Agents' account as applicable;

Discharge of any kind of garbage (including dirty ballast water) at sea within the port limits IS NOT PERMITTED otherwise it will subject the ship to a heavy fines;

The crew must identify and manage potential sources of oil leakage located on the main deck specially from drums/cans with oily garbage, hydraulic/lubricant oil or liquid/melted grease from deck equipment, devices or fittings such as wires, oil pipelines, windlass, winch drums, gears, hydraulic jacks among others;

All oily garbage in drums, tins or cans must be properly covered and/or sheltered to avoid oily water overflow caused by rain which may reach the sea;

Sawdust bags must be always available (SOPEP) for use in the event of oil spillage or oily water produced by rain in contact with these sources;

Oily sawdust on any deck (particularly on main deck) must immediately be collected as soon as its use is done, properly packed away and kept in an appropriate place;

Main deck scuppers must always be plugged up but may be quickly released to drain clean water without any kind of trash or oil, whatsoever;

Oily water must not be allowed to overflow towards the sea. Therefore any presence of it on main deck it must immediately be pumped out to a slop tank or other appropriate compartment.

2.6.1 Garbage and food waste removal

Available by certified companies. Vessel must contact agent.

2.6.2 Bunkering

Not available.

2.6.3 Air environment

Smoking and use of naked flames are not permitted in the cargo areas and their adjacent spaces;

Soot blowing through the smokestack is not allowed during port stay;

Exhausting gases produced by ships under manoeuvre must be reduced as much as possible to refrain from excess of smoke emission in the air.

2.6.4 Fumigation & Deratisation

Available by certified companies. Vessel must contact her agent.

Warning: Since all vessels are subject to Brazilian Port Health & Environmental Authorities inspections, in case of any air/water pollution be found, the ship in question will be subject to heavy fines according to Brazilian Law in force besides penalties imposed by the Port Authority.

2.7 Diving

Permitted, if necessary.

2.8 Fishing

Not allowed of any kind and under any circumstances.

2.9 Repairs

Minor repairs while in port: Any repair in progress on vessel's main deck or adjacent areas that may affect and compromise the environment, maneuverings and loading operation must be immediately ceased;

Clearance from the Terminal representative must be granted before any use of oxyacetylene gases for repairs on main deck open area and vicinities;

Regardless the kind of repair in progress on board, in case of emergency, any ship berthed at Ponta Ubu Terminal must be ready to leave within 60 minutes as from the time of request, bearing in mind the use/support of tugboats is mandatory, whatsoever.

Therefore, great routine repairs that may compromise an imminent unberthing shall not be carried out unless previously reported and duly authorized by both Maritime and Port Authorities (in this case, the Port Administration itself);

In the event of emergency repairs or great routine maintenance, even already authorized by the Maritime Authority, the Ponta Ubu Terminal reserves the right to request the ship to leave the berth and proceed to a designed anchorage area for carrying out or resume its repairs as applicable;

Furthermore, regardless the previous announced line-up, should the ship is under repair (authorized or not) at the anchorage area and not ready by the time she is called in to berth or re-berth, the Ponta Ubu Terminal reserves the right to postpone her entry and declare loss of line-up position, being all costs of delay and/or Demurrage for ship's account.

2.10 Clearance of all activities before end of loading operation

Masters must assure that any activity (as/if/when applicable but not limited to) such as general supplying (provisions, spare parts, general goods, other materials), third party services (repairs, inspections, surveys, others) and also clearance from crew changes, visitors disembarkation (and who else it may concern) must be finished no less than 2 hours prior the end of loading operation besides not to interfere with that whatsoever;

2.11 Supplying of general goods, laundry services and fresh water

General supply of spare parts, provisions and other goods shall be made under Master and Suppliers arrangements, expenses and responsibility, provided 72 hours' notice in advance to Port Administration and also duly authorized by the relevant Authorities such as Federal Police, Customs and Port Health Authorities. Fresh water available by trucks, for small quantities only.

Non-authorized vehicles, boats and pedestrians are not allowed to access or transit along the Terminal facilities and Customs bonded area.

Warning: Failure to comply with all above requirements, Master will be held the solely responsible and so the ship will be subject to penalties imposed by the Port Administration and/or Authorities concerned specially in the event of human injure or loss of life, time, material and/or damages related, being any delay and costs directly or indirectly involved in for ship's account.

3. Security (ISPS Code)

The Ponta Ubu Terminal operates in comply with the ISPS Code.

Any request to access the Port bonded area controlled by Customs it shall be addressed to the Port Security whose contact details are found below on item COMMUNICATION & FURTHER INFORMATION.

Masters and crew are required to cooperate and inform to the Port Control any suspicious behavior around the ship (including at the anchorage area) or pier.

4. Safety

Samarco Mineração S.A. has a Fire Brigade Team equipped and trained for firefighting purposes at the Iron Ore plant and port facilities. Despite Terminal facilities are provided with fire hydrants, the Fire Brigade Team and Terminals' personnel are not trained to fight fire on board vessels and therefore they will not be liable for any damages or losses arisen directly or indirectly from that.

In the event of a fire on board while at berth, the vessel shall immediately contact Port Control and, in case of losing control during fighting, it shall prepare to cast off by rigging the points defined for emergency towing among other vessel's emergency procedures. The Vessel will be towed to an anchorage area and position designated by the Port Control in order to allow adequate firefighting as necessary. For that, while berthed, all ships are required to leave dedicated wires with eyes 2 meters from the waterline at the seaside forward and aft stations for emergency purposes.

Terminal tug has a single firefighting (FIFI) system.

Ships in "gas free" condition shall take the necessary measures for issuing and submitting the Gas free Certificate document, without which the ship cannot be moored and will not be considered ready in all respects to berth/load. Therefore, any waiting time will not count as laytime or time on demurrage.

However, if there is no inflammable cargo since the last three cargoes, vessels should only send a Master's declaration in accordance with requirements below. The statement will take in trust. See the abstract below.

Resolution A.862(20) - Code of Practice for the Safe Loading and Unloading of Bulk Carriers (SOLAS VI/7), Annex, Section 3 – Procedure between ship and shore prior to the ship's arrival.

Combinated carriers (OBO or O/O) should advise of the following additional information:

- .1 nature of the preceding three cargoes;
- .2 date and place at which the last oil cargo was discharged;
- .3 advice as to content of slop tanks and whether fully inerted and sealed; and
- .4 date, place and name of authority that issued the last gas free certificate which includes pipelines and pumps*.

*Reference is also made to the International Safety Guide for Oil Tankers & Terminals (ISGOTT).

All material and/or service supply shall be made in compliance with relevant legal requirements and harbor rules, and shall cause no delays. Cargo should not handle by sea/hull or using gang way or pilot ladder.

There are many high resolution cameras around the terminal. External activities might be shot and images recorded.

4.1 Allowance for accessing ships

Access to the ship is not allowed without the Captain's (or his representative's) approval, for the ship's own safety and control. Thus, the permit shall be individual (nominal) and not transferable. The request shall be made by email (sent to autporto@samarco.com) 24 hours in advance.

5. Masters' duties

As the Masters are the solely responsible for maneuverings of their vessels, they are required to provide to the port control all relevant information and/or peculiarities about any specific restrictions, failures, malfunctions or deficiencies found (but not limited to) in the ship's structure, ballast and oil tanks, cargo holds, hatch covers, rudder, main and auxiliary engines or other relevant machinery, boilers, pumps, electrical boards, navigational aid devices, mooring lines, mooring equipment or any other items that may jeopardize the safety of navigation and/or compromise the approach, access, berthing, mooring, deballasting, loading operation, unberthing and departure of the ship. Once moored, vessels should remain in conditions considered satisfactory by the Ponta Ubu Terminal. Besides that, Masters are strongly required as follows:

When entering the port in ballast condition, to guarantee that the ship is sufficiently ballasted with the propeller fully immersed to meet Pilotage requirements and, in addition, to be satisfactorily equipped and suitable for complying with required mooring arrangements;

To ensure the ship will never enter and navigate the Access Channel without Pilot on board and that will never dismiss him inside the channel when leaving the port;

To warn his crew, passengers and any other persons on board to fully abide by Brazilian Legislation including the prevention of civil and criminal wrongdoing, specially concerning smuggling of all kinds such as fire guns and ammunition, drugs, medications, chemicals, spirits, cigarettes and tobacco. It is highly recommended that the excess of spirits, cigarettes, cigars and tobacco be declared and placed in the bonded store room on board for Authorities appraisal and legal measures as necessary while in port;

To provide safe access to the ship on required side;

In case of ships equal or over 18 years old (as from her keel laying date), to guarantee the ship will be surveyed by an authorized Classification Society (other than the one of

the vessel) for the issue of a Condition Survey Report on behalf of the Brazilian Maritime Authority representing the DPC (Coastal and Ports Board of Directors) – Defense Ministry, once any ship under this condition must always carry and present to the Terminal such valid Report before getting alongside or else will be subject to NOR suspension, berthing cancellation and loss of her line-up position;

To guarantee that all ship's certificates are valid and that will not be expired within the next 48 hours after ship's departure;

To guarantee and cooperate for the most satisfactory, safe and smooth loading operation bearing in mind that vessels of any age with low performance or found in substandard condition are subject to be inserted in a Low Performance Vessels List for future reference and nomination, according vetting criteria.

6. COMMUNICATIONS & FURTHER INFORMATION

Port Administration

Telephone: + 55 28 3361-9248 (working hours)

Mobile phone: + 55 28 99275-4749

E-mail: portoperation@samarco.com

Port Security

Telephone: + 55 28 3361-9248

Mobile phone: + 55 28 99275-4219

E-mail: isps-ubu@samarco.com

Harbor Master office (Brazilian Navy)

Telephone: +55 27 2124-6500

General Call: VHF Channel 16

Site: www.cpes.mar.mil.br

Pilotage office

Telephone: +55 27 3200-3898

General Call: VHF Channel 16 / 74

E-mail access: <http://www.praticagem.org.br/faleconosco.asp>

Public telephone, Post Office & fax services

Not available.

Medical assistance

Available at Guarapari City, located 15 km north from Ponta Ubu Terminal.

7. FINAL REQUIREMENTS & CONSIDERATIONS

Oil

The supply (and removal) of oily material shall be made by means of sealed drums. Pumping oil or oily waste is only allowed in the terminal in compliance with a series of additional and mitigating requirements in case of an accident and previously agreed with the terminal at least 48 hours in advance.

Diving

It shall always be monitored by Samarco personnel and shall be requested at least 48 hours in advance.

Waste removal

Shall only be carried out through the secondary entrance gate, even if it is transported by small vehicles, and only during day shift, with weighing being performed both when accessing and leaving Samarco and further issuing of the waste final disposal confirmation within 48 working hours, at the most.

Cleaning anchor chain and external hull marine growth and painting

It is not allowed in the area under Samarco's responsibility.

Cleaning hold comings and hatches, decks and adjoining areas

Cleaning with compressed air jet spreads particulate matters that contribute to the pollution of surrounding waters and beaches. Therefore, it is not allowed until the ship has passed by the buoys double number 1 and 2.

Repairs Onboard

Repairs that pose risk to safety, as hot work and others, shall be previously agreed with the terminal. Works that may partially or completely impair the ship's operational capacity also require previous written authorization, where the ship will assume responsibility for all costs directly or indirectly related to the repair.

Movement of the Crew

Members of the crew and other people moving around must wear shoes, pants and shirts and must be aware of the conveyor belts risk.

Simulation Drills

Simulation drills that may interfere with the terminal routine, including such as life boats, boats, external firefighting, etc shall be previously discussed. Terminal simulation drills shall be previously informed to Captains of ships that have been moored and/or anchored, as relevant.

Berthing and unberthing

For Berthing and Unberthing maneuvers, azimuth drive tugs must be used according to the use of tug table. In order to ensuring the safety of the berthed vessel she should be full time supported at least by one tug (minimum bollard pull 40 ton)

Wire ropes during mooring

Except in very exceptional circumstances, the terminal does not allow the use of steel cables in the mooring. This parameter is checked in the vetting process. Pier bollards (SWL) is 150 tf and quick release hooks SWL is 100 tf. The mooring arrangements must be suitable with those values.

Ship Safety and Environment Inspection (LVS)

All ships located at Ponta Ubu are subject to inspection to be carried out by the port team, and might have their ballast water sampled for analysis.

Ballasting

Removal of water in good condition and in compliance with Resolution A868 and the Brazilian Maritime Authority Standard (NORMAM-20) is a procedure included in the terminal routine. However, water cannot be dumped on the quay or on port structures even when clear.

Kit SOPEP

For possible environmental incidents the ship shall be adequately and proportionately equipped with SOPEP Kit. The use of dispersants is not allowed without previous authorization of the competent environmental authorities.

ISPS

Pre-operational forms related to ISPS and the crew list shall be issued within four days before ETA. At the end of loading, Declaration of Acknowledge must be returned to foreman filled up and signed.

Weather Restrictions

Concerning the safety conditions for berthing and/or leaving dock all of shifts will happen after a previous analysis of wind and sea among others. But, in advance, we can declare that no berthing will be booked whenever wind blows above 23 m/s, waves higher than 2.5m and/or if the visibility is shorter than 800 m. However, very special situations can be analyzed by pilot and terminal and approved by consensus.

Waiting Vessels

There are two independent berths. Vessels queue is understood regarding the ship's particulars and berth restrictions. Hence, First-Come-First-Served (FCFS) principle is applied as much as possible, but always concerning the words above mentioned. The observation of this instruction summary does not exempt the ship from her responsibilities, and the list of recommendations herein does not include all legal practices and requirements or those established by the terminal. Additional information should be taken with the named ship's agent.

Masters are required to attach a copy of following documents upon returning of the present one:

- . Ballast Exchange Water Report (iron/ore vessels);
- . SOC – Statement of Compliance (Annex 1);
- . Loading Plan/Sequence (when/if available);
- . Ports of Call List (last 10 ports);
- . Complete Ship's Particulars;
- . Crew List.

The compliance of above requirements, procedures and guidance are essential to avoid accidents, incidents, pollution, potential risks of death, human body injuries, loss of time and delay to port operations;

It is expected that all Masters besides to comply with all relevant International Conventions in force, to also follow the good sense and good marine practice as applicable and possible;

The use of this "Port Regulation" does not relieve the Master and his crew from their responsibilities and commitment with legal requirements and good practices;

For any other matter not treated herein, Masters may consult Foreman on duty or other members of the Port Administration, through their Agents as necessary;

This document issued by The Ponta Ubu Port Administration is given in good faith without prejudice for further right of defense;

Masters are required to make a short signature in all pages above besides the full signature of this last one.

Anchieta, ES, Brazil, October 21st, 2020.

By Ponta Ubu Port Administration

I, as Shipmaster, hereby state that all possible diligences, efforts and measures will be exercised on behalf of my Principals (Owners, Charterers, Managers and/or Operators), holders of the below mentioned vessel in order to fully comply with all above requirements and guidance of the present "Ponta Ubu Terminal Port Regulation".

Acknowledged by,

Master's Name: _____

Ship's Stamp, date/time and Master Signature

STATEMENT OF COMPLIANCE

From: (name of ship) IMO no.:

To: Ponta Ubu Terminal

I, _ (name of Master) , Master of the above mentioned vessel, hereby declare that the ship is covered with flag state statutory and class certificates in full term condition without outstanding items, and assure a good seaworthiness, adequateness, performance and safety operational conditions related to ship when operating at the Ponta Ubu Terminal. This assurance covers the main and auxiliaries engines, cargo holds, hatches (including opening and closing) and other necessary fittings in the cargo space, ballast system, deck gears, oil spill control systems including SOPEP, crew training, pumps, pipes, valves and also that coverage applies to any loss, damage and delay directly a/or indirectly related with any operational deficiency that may arise from the ship, and she is able to comply with the regular port conditions and the deballasting operations to occur simultaneously with loading operations according to the following:

Ponta Ubu Terminal at berth: () East side / () West side

Maximum loading rate: 12,000 t/h

Average loading rate: 10,000 t/h

Maximum Ship's Air Draft: 18.50 m

Ship loader will change from one hatch to another with maximum 18.50 m air draft. Is there any deck obstruction between the first and last hatch? If yes, please attach photos.

() NO

() YES

Vessel is held fully accountable for the information provided and will be liable for any delays and costs arising from misinformation provided.

List of certificates:

CERTIFICATES	ISSUE	EXPIRY
SHIP REGISTER CERTIFICATE		
CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE		
INTERNATIONAL LOAD LINE CERTIFICATE		
IOPP / MARPOL CERTIFICATE		
INTERNATIONAL SAFETY MANAGEMENT - (ISM)		
P & I CLUB CERTIFICATE OF ENTRY		

INTERNATIONAL SHIP SECURITY CERTIFICATE
(ISSC)
DOCUMENT OF COMPLIANCE

(* Any certificate in condition other than in full term status gives the right to accept or reject the ship's nomination submitted to terminal's consideration.

The above statement is given in true words, good faith and free-will and issued by Owners and/or Shipmaster in the ship's interest

Date:

Signed by: (name / rank / stamp)

ANNEX LIST:

1. Formal Authorization for Repairs
2. Simulation Drill Formal Authorization
3. Safety and Environment Check List (tankers)
4. Safety and Environment Chart
5. Declaration of Acknowledge (ISPS Code)
6. Master's Receipt of Acknowledgement
7. Samarco Loading Plan Form
8. Sludge Disposal
9. Departure Declaration (ISPS Code)
10. Notice to Ships Bound For Ponta Ubu Terminal

ANNEX 1

FORMAL AUTHORIZATION FOR REPAIRS

Ponta Ubu, _____, 20____
DAY MONTH YEAR

The Master of MV “ ”(vessel’s name) hereby declares his intentions to proceed with maintenance repairs which will require the immobilization of the vessel for hours which is less than half time between the end of the repairs and her ETD (Estimated Time of Departure).

Therefore, in accordance with the Terminal rules, it means that it will happen under owner’s and captain’s supervision and in accordance with maritime law and rules and whatsoever costs that arise, directly or indirectly linked with that labor and/or any eventual delay will be under ship’s account.

Agree

Capt. _____
NAME OF CAPTAIN

Vessel’s Stamp:

ANNEX 2**SIMULATION DRILL FORMAL AUTHORIZATION**

Ponta Ubu, _____, 20____
DAY MONTH YEAR

The Master of the M/V “ _____ ” hereby declares his intentions to carry out the drill (drop the rescue boat, firefighting, etc.)

However, in accordance with the Terminal rules, whatever happens with the life rafts, rescue boats, crew or any other device will be under owner’s and master’s supervision and in accordance with maritime law and rules. Thus, Master agrees that whatsoever costs that arise, directly or indirectly linked with that drill and/or any eventual delay will be under ship's account.

Agree

Capt. _____
NAME OF CAPTAIN

Vessel’s Stamp:

ANNEX 3



**LISTA DE VERIFICAÇÃO E SEGURANÇA(LVS)
Safety and Environment Check List**

SHIP:	Date:	
Summer DWT:	IMO Nr:	
DESCRIÇÃO DOS ITENS	status	OBSERVAÇÕES
ITEMS DESCRIPTION		REMARKS
01- A amarração é adequada às condições locais de maré, corrente, ventos, tráfego e embarcações atracadas a contrabordo ? 01- Are mooring arrangements adequate for all local effects of tide, stream, weather, traffic and craft alongside ?		
02- Os cabos de reboque de emergência estão devidamente posicionados ? 02- Are the emergency towing wires correctly positioned ?		
03- Existem meios seguros de acesso entre navio e terminal ? 03- Is there safe access between ship and wharf?		
04 - Em caso de emergência, o navio está pronto a navegar por seus próprios meios? E, em caso negativo, foi feita a solicitação prévia de reparo ao terminal (via agência) ? 04 - In an emergency, is the ship able to leave the berth soon as required ? Otherwise, has the terminal been previously informed?		
05- Existe efetivo serviço de vigilância no convés e adequada supervisão a bordo e no terminal ? 05 - Is there an effective deck watch in attendance on board and an adequate supervision either in terminal or on ship?		
06- Foram estabelecidos os procedimentos para as operações envolvendo carga, lastro e abastecimento ? 06- Have the procedures for cargo, bunker and ballast handling been agreed ?		
07- Todos os riscos com substâncias tóxicas contidas na carga estão identificados e compreendidos (Fichas MSDS) ? 07- Have the hazards associated with toxic substances in the cargo handled been identified and understood (Data Sheet)?		
08- Os mangotes de carga e combustível estão em boas condições, adequadamente suportados e adequados ao serviço ? 08- Are cargo and bunker hoses in good condition and properly rigged and appropriate for the service intended ?		

<p>09- Os embornais e bandejas coletoras estão em boas condições, adequadamente bujonadas a bordo e em terra ? 09- Are all the scuppers and drip trays effectively plugged on board and ashore?</p>		
<p>10- As conexões de carga e combustíveis que não estão em uso, foram devidamente fechadas com flanges cegos e totalmente aparafusadas ? 10-Are unused cargo and bunker connections properly blanked and fully screwed?</p>		
<p>11- O navio possui "Plano de gerenciamento de Lastro" apropriado e o está executando? 11- Has the ship an appropriate " Ballast Management Plan"?Has it been obeyed?</p>		
<p>12- As condições operacionais das válvulas de vácuo-pressão e ou suspiros de alta velocidade são checados por check list apropriado? 12-Have the operation conditions & instalation of vacuum and pressure valves and / or high velocity vents been checked by a proper checklist ?</p>		
<p>13- As lanternas elétricas portáteis são do tipo aprovado ? 13- Are hand torches of an approved type?</p>		
<p>14- Os transceptores portáteis de VHF/uhf são do tipo aprovado? 14 Are portable vhf / uhf transceivers of an approved type?</p>		
<p>15- Todas as portas externas e demais comunicações estão fechadas ? 15- Are all external doors and exits closed?</p>		
<p>16- As entradas de ar para equipamentos de ar condicionado que possam permitir entrada de vapores de carga estão fechadas? 16- Are the air conditioning intakes which may permit the entry of cargo vapours closed?</p>		
<p>17- As restrições de fumo e chamas abertas estão sendo observadas ? 17- Are smoking and naked lights regulations being observed ?</p>		
<p>18- Existe pessoal suficiente a bordo e no terminal para enfrentar uma emergência ? 18- Are there enough crew on board and staff on terminal to face an emergency?</p>		
<p>19- Existem meios adequados de isolamento elétrico na conexão navio / terminal ? 19-Are there adequate insulating means in the ship/shore connection ?</p>		
<p>20- Foram tomadas as medidas adequadas a garantir a ventilação da casa de bombas ? 20- Have measures been taken to ensure satisfactory pumproom ventilation ?</p>		
<p>21-Os planos de emergência do navio p/ combate incêndio estão dispostos externamente?</p>		

<p>21- Is the fire control plan located externally?</p>		
<p>22- O sistema de gás inerte está completa - mente operacional?</p> <p>22- Is the inert gas system fully operational and in good working order ?</p>		
<p>23- Oxímetros, explosímetros e "tank escape" estão calibrados e em boa condição de uso?</p> <p>23- Have the portable oxygen analysers, explosimeter and tank scope been calibrated and are they working properly?</p>		
<p>24- Todos os tanques estão com suas atmosferas com pressão positiva e teor de O2 menor ou igual a 8 %?</p> <p>24 -Is the pressure positive in all cargo tanks with an oxygen content of 8 % or less per volume ?</p>		
<p>25- Todas as válvulas individuais de gás inerte dos tanques (quando equipado) estão corretamente alinhadas e travadas ?</p> <p>25- Are all tanks individual Inert Gas valves corretly set and locked?</p>		
<p>26- As pessoas envolvidas na operação têm conhecimento que, caso haja falha da planta de GI, as operações devem ser interrompidas e o terminal avisado ?</p> <p>26 - Are all the people in charge of cargo operations aware that in case of failure of the gas inert plant, operations should be stopped and the terminal advised ?</p>		
<p>27- O dispositivo de parada de emergência das bombas de carga está operacional ?</p> <p>27- Is the cargo pumps emergency shut down system working appropriatly?</p>		
<p>28- O livro de registro de carga está com os registros atualizados e coerentes ?</p> <p>28- Is the cargo record book up to date, and coherent?.</p>		
<p>29- O lixo de bordo está corretamente acondicionado e pronto para ser retirado p/ empresa credenciada ?</p> <p>29- Is the garbage corretly conditioned and ready to be taken to shore? Are the receivers appropriatly credentiated ?</p>		
<p>30- O livro de registro de lixo de bordo está atualizado e corente ?</p> <p>30- Is the garbage record book up to date and coherent ?</p>		
<p>31- O navio está com "kit SOPEP"adequado e disponível ?</p> <p>31- Is there a "SOPEP kit" available and also adequate?</p>		
<p>32- É boa a condição geral do convés e da superestrutura?</p> <p>32- Are the decks and superstructure in good condition ?</p>		
<p>33- O livro de registro de óleo está atualizado e coerentemente preenchido, de acordo com</p>		

as informações contidas no IOPP ? 33- Is the Oil Record Book up to date and perfectly coherent (IOPP)?		
34- A "dala" apresenta boas condições de conservação , não representando risco potencial ao meio ambiente ? 34- Is the bilge hold space in good condition meaning no risk to the environment ?		
35- O separador de água e óleo está com a descarga para o costado fechada e possui alarme de 15 ppm visual e sonoro operante? 35 Is the oily water separator discharge valve closed and the 15 ppm alarm working as intended (light and sound) ?		
36- A unidade de tratamento sanitário está funcionando normalmente ? 36- Is the sewage treatment unit working appropriatly ?		
37- A estado geral da praça-de-máquinas é bom? 37- Is the engine room in good general condition?		
38- Os detectores de gases inflamáveis da casa de bombas estão operando conforme previsto no SOLAS ? 38- Are the gas detectors in the cargo pumproom working in acordance with SOLAS ?		
39- Os postos de incêndio estão em condições de uso? 39- Are the fire stations ready for use ?		
40- Os oficiais de bordo podem identificar pessoa designada p/ emergência ambiental ? 40- Can senior ship officers identify the Designated Person ?		

FOR SHIP		FOR TERMINAL	
NAME		NAME	
FUNÇÃO/RANK		FUNÇÃO/RANK	
SIGNATURE/STAMP		SIGNATURE /STAMP	

ANNEX 4

Anchieta (Ponta Ubu), _____, _____, _____

To: Master of M/V _____

From: Ponta Ubu Maritime Terminal

Ref.: Safety and Environment Checklist

Welcome to Ponta Ubu Maritime Terminal. Below you will find important information that will make your stay more safer. Samarco Mineração S.A. strongly believes in a partnership work between Terminal and the berthed vessels. It also believes in a harmonious coexistence between port activities and preservation of the local environment.

- 1- Channel VHF 16 should be used for communication between vessel and Terminal.
- 2- If communication difficulties are found, the vessel can use two long followed by two short blasts to indicate emergency condition. This will cause the loading operations to stop, among others.
- 3- At the sentry office there radio and telephone to be used in case of emergency, as well as to get urgent medical help, which is available 24 x 7.
- 4- There is a permanently pressurized fire system below the pier. Six hydrants, whose position is indicated by red lids, are alternately distributed between East and West berths.
- 5- One ASD 45BP tugboat is available full-time at the Terminal. If necessary, ask to foreman.
- 6- For bunkering operations, additional measures should be taken. The vessel or its Agent should ask for previous authorization at least 24 hours before the operations, by e-mail "porto.adm@samarco.com".
- 7- Internal operations involving bunker, diesel oil and/or oily residues (such as pumping from one tank to another) can only be made with Terminal's previous authorization, and always during daytime.
- 8- In order to safety of life, ship's supplies should be taken on board by means of provisions cranes, not by the gangway or access plank.
- 9- As part of our Safety Policy and control of alcoholic beverages, Samarco kindly asks that crewmembers clearly showing signs of alcohol consumption should only go on board if accompanied by the Duty Officer on deck.
- 10- A surveyor from the Terminal are routinely designated to make a safety and environment inspection on board, always accompanied by Duty Officer. The aim of this action is to ask the Master and his crewmembers to become our partners in keeping the local environment safe and clean.
- 11- Vessel must has an appropriate "Ballast Management Plan". Samarco fully cooperates with Global Ballast program, and samples of ballast water are taken with Master's permission.
- 12- Hull maintenance like cleaning or painting is not allowed during vessel's stay in port, except mandatory hull markings.

- 13- Welding, propeller repairs and the lowering of lifeboats as drills should be previously arranged with the Terminal.
- 14- All kinds of repairs that could eventually stop the vessel from leaving the berth at any time are not allowed. Exceptions, however, will be analysed separately. All applications should be addressed to the Terminal's Manager.
- 15- Walking on the pier is only allowed between vessel and the sentry office with appropriate clothes, like sleeved shirts, trousers and protective footwear.
- 16- In case of oil/oily residue spilling overboard and into the sea, Samarco will immediately launch its Emergency Plan.
- 17- All decks, superstructure and Engine Room must be kept in good condition.
- 18- The Oil Record Book must be up to date and perfectly coherent.
- 19- The bilge hold space must be in good condition meaning no risk to the environment.
- 20- Vessel's mooring arrangements must be adequate for all local effects of tide, stream, weather, traffic and craft alongside.
- 21- All the scuppers and drip trays must be effectively plugged.
- 22- All unused cargo and bunker connections must be properly blanked and fully screwed.
- 23- An International Shore Fire Connection must be available at main deck.
- 24- An adequate "SOPEP kit" must be available and stand-by all time.
- 25- According to the Port Authority's rule, it is not allowed to keep a ladder lowered by the sea edge.
- 26- Sulfur content (SO_x ppm) in the fuel used by the main engine: _____.
- 27- Intended departure Metacentric Height (GM), according to cargo plan: _____m.

Any apparent risk to environment or to person/equipment should be immediately informed.

Thank you very much for your cooperation. We wish you and your crewmembers a very nice stay in our Terminal.

Ponta Ubu Maritime Terminal

Received/Acknowledged by M/V _____

_____ Ship Stamp:

Sign / Rank

ANNEX 5
SAMARCO MINERAÇÃO S/A

DECLARAÇÃO DE CIÊNCIA – (DECLARATION OF ACKNOWLEDGE)

DECLARO que tomei ciência da obrigatoriedade de registrar, caso ocorram, os danos ou atos ilícitos contra esta embarcação, tripulantes ou passageiros e seus pertences e/ou carga, durante a permanência e a interface da embarcação com a instalação portuária.

I declare that i've become aware of the obligation to record, in the event of damage or illegal acts against this ship, crew or passengers and their belongings and/or cargo, during the stay and ship/port interface.

EMBARCAÇÃO - SHIP

Nome do Navio - <i>Ship's name</i>	
Porto de Registro - <i>Port of register</i>	
Número na IMO - <i>IMO number</i>	
Comandante ou Oficial de Proteção da Embarcação: <i>(Commanding Officer or Ship Security Officer)</i>	
Identificação - <i>Identification</i>	

INSTALAÇÃO PORTUÁRIA - PORT FACILITY

Razão Social/Nome - <i>(Name of the port facility)</i>	SAMARCO MINERAÇÃO S/A
Endereço - <i>Address</i>	Rodovia Es 060, km 14,4 – s/nº - Ponta Ubu - 29230 – Anchieta – ES - Brasil
Número na IMO - <i>IMO number</i>	BRVIX-0004
Número da declaração de Cumprimento – <i>(Number of the Statement of Compliance)</i>	06/2022
Situação atual da declaração de Cumprimento - <i>(Current situation of the Statement of Compliance)</i>	<input type="checkbox"/> Vigente <input type="checkbox"/> Suspensa <input type="checkbox"/> Cassada <input checked="" type="checkbox"/> Effective <input type="checkbox"/> Suspended <input type="checkbox"/> Canceled

ATENÇÃO: A recusa, por parte do Comandante ou do Oficial de Proteção da embarcação, em assinar a presente DECLARAÇÃO impõe ao Supervisor de Segurança da Instalação Portuária que consigne o fato formalmente neste formulário e adote as providências previstas na presente Resolução.

ATTENTION: *The Commanding Officer's or Ship Security Officer's refusal to sign this DECLARATION requires the Port Facility Security Officer to formally record the fact in this form and to take the measures provided for in this Resolution.*

OBSERVAÇÕES (Remarks):

Local e data- *Local and Date:*

Comandante ou Oficial de Proteção da Embarcação:
(Commanding Officer or Ship Security Officer)

Supervisor de Segurança da Instalação Portuária:
(PortFacility Security Officer)

ANNEX 6

I, as Master, hereby state that all possible diligences/measures will be exercised in name of below mentioned vessel, in order to comply with such protective guidance. Also, I post these guidance in manner to assure the compliance by crew, visitors and others person under interest of ship's management.

I confirm that all instructions contained on this document will be disseminate to ship's crew prior arrival, preferably on safety / training meetings. Terminal reserves the right to ask for evidences that the correct dissemination of information has been observed, including presentation of a list of participation of crewmembers on such pre-arrival safety meeting.

Acknowledged by,

VESSEL: _____ DATE: _____

Master's Signature/ Ship's Stamp:

IMPORTANT: After signed, this page must be returned to the Terminal, thru port agents, as proof of understanding. Lack of compliance will prevent vessel of having authorization for berthing.

This form must be stamped / signed / dated for each and every call regardless vessel is customary to the port/terminal.

ANNEX 8

SLUDGE DISPOSAL FORMAL AUTHORIZATION

VESSEL:

IMO:

Ponta Ubu, _____ / _____ / _____

The Master of the M/V _____ hereby declares his intention to carry out SLUDGE DISPOSAL.

However, in accordance with the terminal rules, whatever happens during the operation of SLUDGE DISPOSAL will be under owner's and master's supervision and in accordance with maritime law and rules. Thus, Master agree that whatsoever costs that arise, directly or indirectly linked with that operation and or any eventual delay, it will be under ship's account.

Agree

Master -----

Vessel's stamp:

ANNEX 9

TERMINAL MARÍTIMO PONTA UBU
Ponta Ubu Maritime Terminal

DECLARAÇÃO DE PARTIDA
DEPARTURE DECLARATION

IDENTIFICAÇÃO DO NAVIO E DA INSTALAÇÃO PORTUÁRIA
(SHIP AND PORT INSTALLATION IDENTIFICATION)

Nome do navio / <i>Ship's name</i>	
Número do IMO / <i>IMO number</i>	
Instalação portuária / <i>port installation</i>	SAMARCO MINERAÇÃO S/A

NÍVEL DE PROTEÇÃO DO NAVIO E DA INSTALAÇÃO PORTUÁRIA
(SHIP AND PORT PROTECTION LEVEL)

Nível de proteção do navio / <i>protection level to the ship</i>	
Nível de proteção para a instalação portuária / <i>protection level to the port installation</i>	

OBSERVAÇÕES *(comments)*:

As atividades ocorreram sem incidentes ou acidentes durante o período de operações neste terminal.

(De ____/____/____ a ____/____/____).

Operations have been carried out without any incidents or accidents during vessel's stay at this terminal.

(From ____/____/____ until ____/____/____).

Feito em Anchieta, ES, Brasil, no dia ____/____/20____.

Elaborated in Anchieta, ES, Brazil, at ____/____/20____.

Comandante ou Oficial de Proteção do Navio
(Master or Ship Security Officer)

Assinatura (signature)

ANEXX 10

NOTICE TO SHIPS BOUND FOR PONTA UBU TERMINAL

1- *All ships intending to berth at Ponta Ubu Terminal must be vetted/evaluated and approved by Samarco upon owners nomination and prior to acceptance to call the Terminal.*

In order to support the vetting system the vessels should send the certificates and/or documents below.

General Arrangement Plan; Certificate of P&I Club member of International Group; Capacity plan including total existing Fuel and MGO in each tank; International Ship Security Certificate (ISPS code), Safety Management certificate (ISM code); Document of compliance (ISM code) Oil Pollution prevention certificate; Classification certificate; Certificate of compliance (IMSBC code); International Loadline certificate; International Ballast Water Management Certificate, International Air Pollution Certificate and Lines Management Plan.

Note 1 - Terminal Authority can require additional information.

Note 2 - Discharge vessels must send certificates concerning cranes tasks as well and informations for obtaining the crane's effective outreach.

Navios que pretendam atracar em Ponta Ubu precisam ter sido submetidos e aprovados previamente pelo Sistema de vetting da Samarco. Para prosseguir com análise de vetting, os navios devem remeter os documentos abaixo:

General Arrangement Plan; Certificate of P&I Club member of International Group; Capacity plan including total existing Fuel and MGO in each tank; International Ship Security Certificate (ISPS code), Safety Management certificate (ISM code); Document of compliance (ISM code) Oil Pollution prevention certificate; Classification certificate; Certificate of compliance (IMSBC code); International Loadline certificate; International Ballast Water Management Certificate, International Air Pollution Certificate e Lines Management Plan.

Nota 1 - A Administração do terminal poderá requerer informações adicionais.

Nota 2 - Navios para descarga deverão remeter os certificados referentes a seus guindastes e informações para determinação exata do alcance do guindaste (outreach).

2- *Ships with any deck obstruction between the fore hatch covers forward of hatch cover n.1 and the superstructure (above the hatch coamings height), shall include sketches or plans with identification of the obstructions and respective dimensions. See also the Harbor Particulars (Annex 1).*

Navios com qualquer obstrução acima das escotilhas entre o porão nº 1 e a superestrutura devem incluir esquemas e/ou planos identificando estes obstáculos e suas dimensões. Veja as especificações do terminal (anexo 1)

3- *Cargo ships shall send to Samarco team their Cargo Plan Form (Annex 7) filled to be analyzed, at least 7 consecutive days before their ETA at Ponta Ubu. The Terminal might require changes for improvement of productivity, which do not affect operational safety codes. Besides,*

the Capitan's approval is always necessary for any change in the cargo plan.

Navios de carga devem remeter o Plano de Carga de acordo com o formato do anexo 7, em até 7 dias antes do ETA. O terminal poderá requerer modificações objetivando produtividade, sem comprometer a segurança. Todas as modificações propostas devem ser sempre aprovadas pelo Comandante.

4- Ponta Ubu Terminal do not accept Cargo Plan exceeding the shear force and the blending moment according to table 1 (below).

O terminal de Ponta Ubu não aceita Planos de Carga com valores máximos de Momento Fletor e Esforço Cortante segundo a tabela 1 (abaixo)

Table 1 / Tabela 1- Maximum Bending Moment and Shear Force / Momento Fletor e Esforço Cortante Máximo Permitidos.

Vessels – Age	> 20 years	15< and ≤ 20 Years	≤15 years
Bulk Carrier	93%	96%	99%
Oil Bulk Oil (OBO)	91%	94%	98%

5- Deballasting (Total) time should be faster than the time planned for loading. Nevertheless, any time requested for deballasting will be managed as 'packages' of no less than 3 hours. However, it can restart before by Terminal's convenience and Vessel's concordance.

Tempo total de deslastro deve ser inferior ao tempo de carregamento planejado. Não obstante, qualquer tempo de deslastro requerido será considerado em pacotes com tempo mínimo de 3 hs cada um deles. Podendo o carregamento reiniciar antes deste período, se autorizado pelo navio.

Master and Chief Officer are responsible to request stoppages in loading ops in order to avoid hull stress over the structural safety limits.

Deballasting time is expected to be compatible with the terminal loading rate, if this is not possible, Deballasting stoppages must be clearly formalized in the loading sequence as the example below. Ballast stopping requested by the Master or Chief Officer will be on vessel accounted. It will be reported in the statement of facts.

O Comandante e o Imediato são responsáveis por requerer paradas nas Operações de carga para evitar esforços na estrutura que ultrapassem os limites de segurança do navio.

O deslastro deve ser compatível com a taxa de carregamento do terminal. Caso não seja possível, as paradas para deslastro devem ser especificadas na sequência de carregamento, conforme exemplificado a seguir. Paradas para deslastro solicitadas pelo Comandante ou Imediato serão alocadas na conta do navio e registradas no documento “Statement of Facts”.

Hold No.	Cargo Quantity	Deballasting operations
ARRIVAL CONDITION		
5	6000	PO NO.4 WBT P/S TO 72%
3	8000	PO NO.3 WBT P/S TO 57%
7	3000	PO NO.4 WBT P/S TO 57%
1	5000	PO NO.1 WBT P/S TO 42%
		STOP FOR DEBALLASTING
5	5500	STRIPPING
3	5000	
7	2500	
1	4000	
		TRIMMING
7	470	
1	680	

Shippers and/or Port operators reinforce that will not be responsible for any shortage of cargo caused due the conditions above mentioned.

Porto e embarcador não se responsabilizam por qualquer transtorno devido às circunstâncias acima mencionadas.

6- *Ship draft marks and holds' numbers identification shall be in good conditions, clearly visible and adequately illuminated. Cargo reserved for trimming shall be about 3.0 % of total load. Trimming should be completed at the end holds, or as near to the ends as possible.*

As marcas de calado e identificação dos porões devem estar em boa ordem, claramente visíveis e iluminadas adequadamente. A carga reservada para trimimming deve ser aproximadamente 3,0% do carregamento total e, deverá ser feito utilizando os porões extremos ou, o mais próximo possível deles.

7- *Procedures considered normal and adequated for draft survey are :*

The initial reading prior to loading;

Another reading at the beginning of trimming; and

One upon completion of loading.

No other draft survey shall be performed that could impair loading, except in case of unpredictable instances such as ships with different loads and/or several clients.

Procedimentos considerados adequado e/ou usuais para leituras dos calados da arqueação são :

Inicial, antes do carregamento;
Leitura no início do processo de trimming; e
Ao final, para concluir o carregamento.

Nenhuma outra leitura poderá ser solicitada impactando a sequência de carregamento, exceto se condições excepcionais, como quando houver mais de uma carga ou cliente.

8- *Ships with different types of cargo shall try to obtain their loading sequence in order to finish the first one before the second cargo brand starts. The same situation should be done until the last cargo. If the cargo list includes Ore Pellets this cargo should be the first one to be loaded.*

Navios com mais de um tipo de carga deverão sequenciar o carregamento de forma a concluir cada uma delas antes de iniciar o próximo lote da sequência. Havendo pelotas de ferro entre as cargas, esta deverá ser a primeira a ser carregada.

9- *The terminal nominal average loading rate is 12,500 t/h.*

A taxa nominal de carregamento de Ponta Ubu é de 12.500 t/h.

Masters should declare to the terminal their awareness about terminal particulars and rules.

Os Comandantes deverão declarar ciência das particularidades e regras vigentes do terminal.

10- *The length for loading at both wharf berths are the same: Shiploader moves up to 279.5m.*

O comprimento para carregamento é o mesmo em ambos os berços. O shiploader translada até 279,5m.

11- *Vessels narrower than 32,0m meters (breadth) should alongside south heading at ordinary berthing maneuver (portside at the West side and starboard side if East side).*

Navios com boca inferior a 32,0m, deverão atracar aproados para o sul em manobras de rotina (bombordo no lado oeste e boreste no lado leste).

12- *Compulsory conditions to vessels intending to load cargo of the Group "A" of IMSBC-Code: LoA ≤ 293,0m and Breadth ≤ 46,0m.*

Condições obrigatórias para navios que irão carregar cargas do grupo "A" do IMSBC-Code: Comprimento todo (LoA) ≤ 293,0m e Boca ≤ 46,0m.

In cases of rain, the decision to close holds shall be at the terminal discretion, always underpinned on the pluviometer results, cargo moisture and TML situation.

Em caso de precipitação, a decisão de fechar os porões deve ser a critério do terminal, sempre respaldado nos indicadores do pluviômetro, condições de umidade e TML da carga em questão.

13- *Ships in “gas free” condition shall take the necessary measures for issuing and submitting the Gas free Certificate document, without which the ship cannot be moored and will not be considered ready in all aspects to berth/load. Therefore, any waiting time will not count as laytime or time on demurrage.*

Navios na condição “gas free” devem enviar o Certificado compatível. Sem este documento, o navio não será atracado, nem será considerado pronto a operar em todos os aspectos. Então, qualquer tempo de espera decorrente deste fato não será considerado no cômputo para *laytime* ou *demurrage*.

However, if there is no flammable cargo since the last three cargoes, vessels should only send a Master’s declaration in accordance with requirements of SOLAS. The statement will take in trust.

Entretanto, caso não tenha havido carga inflamável nos últimos 3 carregamentos, o navio poderá se valer apenas da declaração do Comandante, conforme previsto no SOLAS, e que será aceita em boa fé.

14- The foreman will be fully available, however in any emergency situation that loading must be stopped, it can be done using Zulu whistle signal :

2 long and 2 short (- - ..)

A despeito da disponibilidade plena do inspetor de embarque, em qualquer situação emergencial que requeira a parada de carregamento poderá ser sinalizada com o apito do sinal (Zulu):

2 longos e 2 curtos (- - ..)

15- *Minimum mandatory freeboard is 4.50m, any time, east and west side.*

A menor borda livre aceitável é de 4,50m, em todos os momentos, LE e LW.

16- *For vessels above 30,000 tons (deadweight) there are different wind speed and wave heights limits to ordinary berthing maneuvers for East Side and West side (table 2).*

Para navios acima de 30.000 t (Porte Bruto), a velocidade máxima de vento e da altura significativa das ondas para atracações ordinárias são diferentes para os lados Leste e Oeste (vide abaixo)

Table 2 / Tabela 2 – Maximum weather conditions for ordinary ship manoeuvres / Condições ambientais máximas permitidas para manobras usuais.

PARTICULARS	EAST SIDE	WEST SIDE
Max Wind Speed	23 Knots (East hemisphere)	28 Knots (West hemisphere)

Max. Significant Wave Height	1.8 m (Northeast quadrant)	1.8 m (Northeast quadrant)
------------------------------	----------------------------	----------------------------

17 - Pilot Transfer Arrangements

In order to reduce the risk of falling during pilot boarding, it is recommended that the pilot transfer arrangements are in compliance with SOLAS Chapter V / 23 and IMO Resolution A.1045 (27) provisions. So the master of this ship is asked to pay attention to the following points:

Accommodation ladders used in conjunction with pilot ladders

The lower platform of the accommodation ladder should be in a horizontal position and secured to the ship's side when in use. The lower platform should be a minimum of 5 m above sea level.

The ladder and platform should be equipped on both sides with stanchions and rigid handrails, but if handropes are used they should be tight and properly secured. The vertical space between the handrail or handrope and the stringers of the ladder should be securely fenced.

If a TRAPDOOR is fitted in the lower platform to allow access from and to the pilot ladder, the aperture should not be less than 750 mm x 750 mm. The trapdoor should open upwards and be secured either flat on the embarkation platform or against the rails at the aft end or outboard side of the platform and should not form part of the handholds. In this case the after part of the lower platform should also be fenced as above specified, and the pilot ladder should extend above the lower platform to the height of the handrail and remain in alignment with and against the ship's side.

De forma a reduzir os Riscos no embarque de práticos, os navios nomeados para Ubu deverão ter a chegada escadas de quebra-peito, ou escadas combinadas em conformidade com a Convenção SOLAS capítulo V/23 e a resolução A.1045 (27) da IMO.

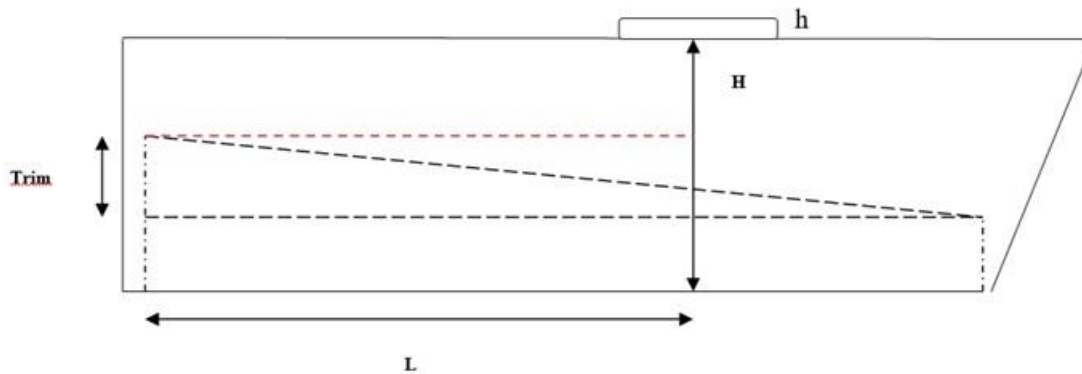
Em caso de uso de dispositivo "Trapdoor", a escada de quebra-peito deverá passar por dentro do trapdoor e se estender pelo menos até a altura do corrimão do patim inferior da escada de práctico ou portal, sem interrupção, desnível ou empecilho por outra estrutura.

18 – Operational Air Draft

*The operational **air draft** in Ponta Ubu is **18.50 m.**, considered the distance from the water line to hatch cover, when the hold is opened.*

Calado Aéreo Operacional

O calado aéreo operacional em Ponta Ubu é de 18,5 m, considerando a distância entre a linha d'água e a altura máxima da tampa do porão, quando aberta.



Air draft: $(H - dAP + (\text{trim} \times L/lbp)) + h$

H: Height from bottom of keel in meter (depth)

dAP: Draft at AP in meter

L: distance from AP in meter

h : hatch cover height

19 – Shortage of Cargo

Samarco Mineração S / A, as shippers and port operator declares that the terminal's scale system does not allow sufficient precision to load orders under 100 mt, and no cargo can be left on conveyor belt, it means that is impossible to load the exact quantity requested by Master, additionally we inform that the loading plan will be strictly followed as recommended in the BLU Code and the final figures were calculated according to international procedures for draft survey process of bulk carriers. Thus, the shipper will not be held responsible for dead freight required due to small shortage of cargo.

In addition, final cargo quantity is subject to:

- g) Out turn actual cargo S/F on completion of loading;*
- h) Hogging/Sagging on completion of loading;*
- i) Draft Restriction at loading and/or discharging port;*
- j) Commercial restriction regarding limit of cargo: CP (xxx mt +/- 10%);*
- k) Actual water density on completion of loading;*
- l) Residual ballast on board on completion of loading.*

IMPORTANT: *The terminal representative will not accept any adjustments to the draft survey calculation.*

REDUÇÃO DE CARGA

A Samarco Mineração S/A, como embarcador e operador portuário declara que o sistema de balança do terminal não permite precisão suficiente para carregar pedidos abaixo de 100 mt, e nenhuma carga pode ser deixada na esteira, impossibilitando o carregamento da quantidade exata solicitada pelo Comandante. Informamos adicionalmente que o plano de carregamento será seguido rigorosamente conforme recomendado no Código BLU e os valores finais são calculados de acordo com os procedimentos internacionais para o processo de levantamento de rascunho de navios graneleiros. Assim, o embarcador não será responsabilizado pelo frete morto necessário devido à pequena falta de carga.

Além disso, a quantidade final de carga está sujeita a:

- a) Saída da carga real S/F na conclusão do carregamento;
- b) Hogging/Sagging na conclusão do carregamento;
- c) Restrição de calado no porto de carga e/ou descarga;
- d) Restrição comercial quanto ao limite de carga: CP (xxx mt +- 10%);
- e) Densidade real da água na conclusão do carregamento;
- f) Lastro residual a bordo após a conclusão do carregamento.

IMPORTANTE: O representante do terminal não aceitará nenhum ajuste no cálculo da arqueação.

Os expedidores e/ou operadores portuários reforçam que não se responsabilizam por eventuais reduções de carga causados pelas condições acima mencionadas.

20 - Responsibilities for Delayed Tugboats

Berthing and Unberthing vessels must require tug service according to the table available at Samarco website. Vessels must ensure the availability of tugs. Any expenses arising from delays in maneuver due to lack of tugs will be charged to the vessel's account.

The Port Administration is not responsible for any loss, damage to property or to any person, delay, stoppage or any other adverse impact on anyone, as a result of delay, unavailability, breakdown or misuse of the tugs scheduled for the maneuver.

Tugboat scheduling must be done directly by the ship's agent with the tug company.

Responsabilidades sobre Atrasos de Rebocadores

Os Navios em manobras de atracação ou desatracação precisam requerer o serviço de rebocadores de acordo com a tabela disponível no site da Samarco. Os navios devem assegurar a disponibilidade dos rebocadores. Quaisquer despesas decorrentes de atrasos em manobra devido a falta de rebocadores serão imputados na conta do navio.

A Administração Portuária não tem responsabilidade por qualquer perda, dano à propriedade ou a qualquer pessoa, atraso, paralisação ou qualquer outro impacto adverso sobre quem quer que seja, como consequência do atraso, indisponibilidade, pane ou mau uso dos rebocadores escalados para a manobra.

O agendamento de rebocadores deve ser feito diretamente pelo agente do navio junto a empresa de rebocadores.

OTHER RELEVANT INFORMATION / OUTRAS INFORMAÇÕES IMPORTANTES:

All material and/or service supply shall be made in compliance with relevant legal requirements and harbor rules, and shall cause no delays.

Cargo should not handle by sea/hull or using gang way or pilot ladder.

Todo material e/ou serviço requisitado deve estar em concordância com os requerimentos legais relevantes e as regras do terminal. E, não devem ocasionar atrasos.

Não é permitido movimentação de carga pelo bordo do mar ou com o uso da escada de quebra-peito.

A) Images

There are many high quality cameras around the terminal and Remotely Piloted Aircraft Systems (drones) devices in order to guarantee safety, security (ISPS-code) and environment control. However is not allowed to fly a drone, caused for safety reasons.

Há várias cameras de alta qualidade e Drones (Remotely Piloted Aircraft Systems) objetivando garantir a segurança patrimonial, ISPS-code e controle Ambiental. Entretanto, não é permitido o uso de outros drones, por razões de segurança.

B) Allowance for accessing ships

Access to the ship is not allowed without the Captain's (or his representative's) approval, for the ship's own safety and control. Thus, the permit shall be individual (nominal) and not transferable. The request shall be made via email (sent to autporto@samarco.com) 24 hours in advance.

O acesso a bordo não é permitido exceto se com anuência do Comandante (ou seu representante). Desta forma, a permissão deve ser individual (nominal) e intransferível. A solicitação pode ser feita por email (autporto@samarco.com) com 24 horas de antecedência.

C) Oil to the vessels and/or Sludge Disposal

The supply (and removal) of oily material shall be made by means of sealed drums. Pumping oil or oily waste is only allowed in the terminal in compliance with a series of additional and mitigating requirements in case of an accident and previously agreed with the terminal at least 48 hours in advance.

O fornecimento (ou remoção) óleo ou material impregnado de óleo deve ser feito com tonéis selados. Bombeio de óleo e/ou resíduo oleoso só é permitido em anuência com uma série de requerimentos adicionais e mitigadores para o caso de acidente, previamente acordados com o terminal, com antecedência de 48 horas.

Service boats will only be authorized to work at the Terminal for the duration of their approved registration. It will not be allowed to carry out activities in the terminal by service boats not previously authorized by the Port.

The losses per hour not worked will be the responsibility of the company responsible for the service boat.

Solid and oily waste removal works are only allowed during the day, and must be closed or interrupted at sunset, and the barrier removed.

The barrier transport and handling vessel must maintain the barrier in good order throughout the duration of the work. The barrier must remain away from the ship's side, in order to cover any leakage occurred between the vessel side and the edge of the quay, and the service boat ready to move the barrier away from the ship's ends, in order to allow the intermediate draft readings.

All activities between service boat and ship must be terminated up to 30 minutes before the scheduled time for reading drafts. The service boat must retract the barrier as requested by the foreman's notice.

Any delay in removing the barrier, which may prevent the draft reading and cause the loss of the tide to vessel leave the berth, may result in a demurrage charge, and the responsibility of the service boat and the waste removal company.

As embarcações apenas estarão autorizadas a trabalharem no Terminal durante vigência do seu cadastro aprovado. Não será permitida execução de atividades no terminal por embarcações não autorizadas previamente pelo Porto.

Os prejuízos por hora não trabalhada serão de responsabilidade da empresa responsável pela embarcação.

Fainas de Retirada de Resíduos sólidos e oleosos só são permitidas no horário diurno, devendo ser encerradas ou interrompidas ao pôr do Sol, e a barreira retirada.

A embarcação de transporte e manuseio de barreira deve manter a barreira em boa ordem durante toda a duração das fainas. A barreira deve permanecer afastada do costado do navio, de forma a abarcar qualquer vazamento ocorrido entre o costado e a borda do cais, e a embarcação pronta a afastar a barreira das extremidades do navio, de forma a permitir as leituras de calado intermediárias.

Todas as atividades entre embarcação e navio devem ser encerradas até 30 minutos antes do horário previsto para leitura de calados. A embarcação deve recolher a barreira ao receber o aviso do Inspetor de Embarque.

Eventual atraso na retirada de barreira, que venha a impedir a leitura de calado e provoque a perda da maré para saída do navio, poderá acarretar cobrança de “demurrage”, e responsabilização da embarcação e da empresa de retirada de resíduos.

Exceptional situation should be previously agreed with the Terminal Authority.

Situação excepcional deve ser previamente acordada com a administração do terminal.

D) Diving around the ships:

It shall always be monitored by Samarco personnel and shall be requested at least 48 hours in advance.

É compulsório a atividade ser monitorada por profissionais da Samarco (ou indicados por ela) e, deve ser requerida com 48 horas de antecedência.

E) Waste removal

Shall only be carried out through the secondary entrance gate, even if it is transported by small vehicles, and only during day shift, with weighing being performed both when accessing and leaving Samarco. Copies of documents must be provided to the terminal and further issuing of the waste final disposal confirmation within 48 working hours, at the most.

O acesso para retirada de resíduo dos navios deve ser pela Portaria Industrial (secundária) mesmo se usando carros de pequeno porte e apenas no horário diurno. O veículo deve ser pesado na entrada e na saída. Devem ser fornecidas cópias dos documentos pertinentes ao terminal. Deve também ser informada a destinação final do produto em até 48 horas.

F) Cleaning anchor chain and external hull marine growth and painting

It is not allowed in the area under Samarco's responsibility.

Não é permitido a limpeza das amarras e/ou do costado do navio na área do terminal.

G) Cleaning hold comings and hatches, decks and adjoining areas

Cleaning with compressed air jet spreads particulate matters that contribute to the pollution of surrounding waters and beaches. Therefore, it is not allowed until the ship has passed by the last pairs of buoys (canal exit).

A limpeza com ar comprimido projeta partículas que contribuem pelo aumento de poluição da área do entorno, o que a faz ser proibida até o que o navio passe pelo primeiro par de boias.

H) Repairs Onboard

Repairs that pose risk to safety, as hot work and others, shall be previously agreed with the terminal. Works that may partially or completely impair the ship's operational capacity also require previous written authorization, where the ship will assume responsibility for all costs directly or indirectly related to the repair (Annex 3).

Reparos que coloquem em risco a segurança, como trabalhos “a quente”, devem ser previamente autorizados pela administração do terminal. E, trabalhos que afetem a capacidade operacional plena ou parcial do navio requer uma autorização por escrito, onde a embarcação assume a responsabilidade por todos os custos direta ou indiretamente relacionados com o reparo em questão.

I) Movement of the Crew

Members of the crew and other people moving around must wear shoes, pants and shirts and must be aware of the safety about conveyor belts risk.

Tripulantes e afins ao se movimentarem pelo terminal devem calçar sapatos fechados, calças compridas e camisas com mangas e devem se manter atentas as correias transportadoras e seus riscos relativos a segurança.

J) Simulation Drills

Simulation drills that may interfere with the terminal routine, including such as life boats, boats, external firefighting, etc shall be previously discussed. Terminal simulation drills shall be previously informed to Captains of ships that have been moored and/or anchored, as relevant. (see Annex 4).

Simulações que possam interferir na rotina do terminal, tais como as que fazem uso de botes, salva-vidas e combate a incêndio devem ser previamente acordados com o terminal. As simulações do terminal serão previamente informadas aos comandantes de embarcações atracadas, fundeadas pertinentes.

K) Wire ropes during mooring

Except in very exceptional circumstances, the terminal does not allow the use of steel cables in the mooring. This parameter is checked in the vetting process. Pier bollards (SWL) is 150 tf and quick release hooks SWL is 100 tf. The mooring arrangements must be suitable with those values.

Exceto em caráter excepcionalíssimo, o terminal não permite o uso de cabos de aço na amarração. Este parâmetro é verificado no processo de vetting. Os cabeços possuem SWL de 150 tf e, os gatos, de 100 tf. O arranjo de amarração deverá considerar estes valores.

L) Ship Inspection (LVS)

Almost all ships at Ponta Ubu are subject to inspection to be carried out by the port team, and might have their ballast water sampled for analysis. (see Annex 5).

Quase todos os navios em Ponta Ubu estão sujeitos a inspeções feitas pelo pessoal do Porto, podendo ser requerida uma amostra do lastro. (ver Anexo 5)

M) Ballasting

Removal of water in good condition and in compliance with Brazilian Maritime Authority Standard and rules is a procedure included in the terminal routine. However, water cannot be dumped on the quay or on port structures even when clear.

O deslastro em boas condições, e em acordo com as normas e regras da Autoridade Marítima é prática incluída na rotina do terminal. Porém, o deslastro deve ser feito sem ser direcionado ao cais e superestruturas do porto, mesmo quando for água limpa.

N) SOPEP Kit

For possible environmental incidents the ship shall be adequately and proportionately equipped with SOPEP Kit. The use of dispersants is not allowed without previous authorization of the competent environmental authorities.

Visando possíveis acidentes e incidentes ambientais os navios devem dispor de kit sopep adequado e proporcional. O uso de dispersantes não é permitido sem a prévia autorização das autoridades competentes.

O) ISPS

Pre-operational forms related to ISPS and the crew list shall be issued within four days before ETA. (Annex 8). At the end of loading, Form C (ISPS Code, Annex 6) must be returned to foreman filled up and signed.

Any delay to the port operations caused by stowaways on board, that might affect her entrance/berthing or unberthing/departure during vessel's stay in port, it will be solely for ship's account.

Os arquivos pré-operacionais referentes ao ISPS-code e a lista de tripulantes deve ser enviada em até 4 dias antes do ETA (anexo 8). Ao final de carregamento os documentos pertinentes deverão ser entregues ao Inspetor de Embarque assinados.

Todo atraso nas operações causado pela presença de clandestinos a bordo do navio, afetando a entrada, saída e estadia no porto, serão alocados a conta do navio.

P) Waiting Vessels

There are two independent berths. Vessels queue is understood regarding the ship's particulars and berth restrictions. Hence, First-Come-First-Served (FCFS) principle is applied as much as possible, but always concerning the words above mentioned.

The observation of this instruction summary does not exempt the ship from her responsibilities, and the list of recommendations herein does not include all legal practices and requirements or those established by the terminal. Additional information should be taken with the named ship's agent.

Q) Tug boats compulsory use

The regular use of Tug Boats depends on the vessels particulars and additional information. The instructions about tug's use, including mandatory Maritime Authority (CPES – Capitania dos Portos do Espírito Santo) rules are available at Samarco page.



O uso regular de rebocadores depende das características dos navios envolvidos e outras informações. As instruções referentes, incluindo as regras mandatórias da Capitania dos Portos do Espírito Santo estão disponíveis no site e página da Samarco.

ANNEX LIST:

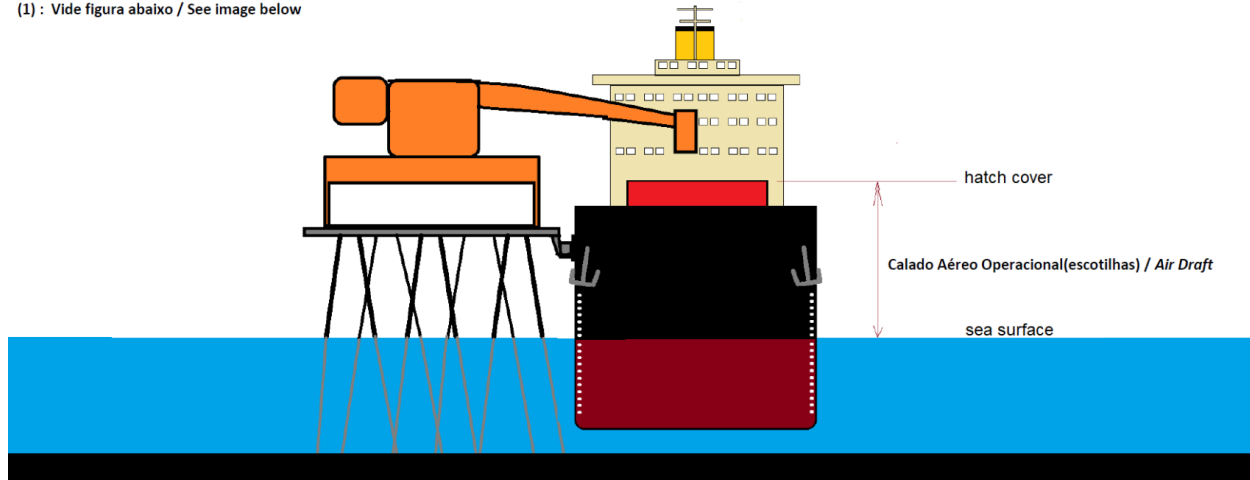
- 1) Harbor Particulars Table
- 2) (cancelled)
- 3) Formal Authorization for Repairs
- 4) Simulation Drill Formal Authorization
- 5) Safety and Environment Check List
- 6) Statement of Awareness
- 7) Samarco Loading Plan Form
- 8) Master Receipt
- 9) Sludge Disposal Formal Authorization

ANNEX 1

	Especificações para Navios / Max. Vessel Particulars			
	Oeste / West	Leste / East	TCD	Cais Rebocadores / Tug's Quay
Comprimento Total / Length Over All	301,99	225,99	157,99	100,99
Boca Máxima / Total Beam	52,99	32,35	28,49	20,99
Distância Máx. Escotilhas Extremas / Extreme hatch coamings distance	230,00	230,00	NA	NA
Calado Máx. Canal de Acesso / Max. Draft Approach Channel	16,80	13,10	13,00	13,00
Calado Máx. Bacias Evolução / Max. Draft Manoeuvring Basin	10,2 Av(Bow) 10,3 Ar(Aft)	12,40	7,50	12,40
Calado Máx. Canal Aproximação/ Max. Draft Inner Channel	16,80	13,10	7,50	6,60
Calado Máx. Bacias dos Berços	16,80	13,10	7,50	6,60
Calado Aéreo Operacional(escotilhas) / Max. Air Draft (from hatch cover (1))	18,50	18,50	Na	Na
Borda Livre Mínima / Min Freeboard	4,50	4,50	3,20	2,00

Calados devem considerar alterações da maré astronômica / Drafts should consider astronomical tide

(1) : Vide figura abaixo / See image below



Discharge Information

Grab's capacity ≥ 10 cbm and ≤ 13.0 cbm (m^3);

Grabs dimensions: length ≤ 3.0 m; width ≤ 3.6 m.

Suitable vessels particulars for bulk discharge Outreach ≥ 9.0 m and SWL ≥ 30 t;

ANNEX 2

(Cancelled)

ANNEX 3

FORMAL AUTHORIZATION FOR REPAIRS

Ponta Ubu, _____, 20____

The Master of MV “ _____”(vessel’s name) hereby declares his intentions to proceed with maintenance repairs which will require the immobilization of the vessel for ___hours which is less than loading time.

O Comandante do NM “ _____” (nome) declara intenção em fazer manutenções que irão require a imobilização do navio por ___ horas, inferior ao tempo de carregamento e seu ETD (Estimated Time of Departure).

Therefore, in accordance with the Terminal rules, it means that it will happen under owner’s and captain’s supervision and in accordance with maritime law and rules and whatsoever costs that arise, directly or indirectly linked with that labor and/or any eventual delay will be under ship’s account.

Assim sendo, de acordo com as regras do terminal, isto significa que irá ocorrer sob supervisão do comandante e da empresa. E, de acordo com a lei, regras e costumes marítimos os custos decorrentes desta atividade, indireta ou indiretamente relacionados, bem como atrasos serão de responsabilidade do navio.

Agree

Capt. _____ Vessel’s Stamp:

ANNEX 4**SIMULATION DRILL FORMAL AUTHORIZATION**

Ponta Ubu, _____, 20____

The Master of the M/V “_____” hereby declares his intentions to carry out the drill (drop the rescue boat, firefighting, etc.)

O Comandante do navio N/M “_____” declara intenção de efetuar exercício simulado (arriar baleeiras e similares, combate a incêndio, etc.)

However, in accordance with the Terminal rules, whatever happens with the life rafts, rescue boats, crew or any other device will be under owner’s and master’s supervision and in accordance with maritime law and rules. Thus, Master agrees that whatsoever costs that arise, directly or indirectly linked with that drill and/or any eventual delay will be under ship’s account.

Entretanto, de caordo com as regras do terminal, sempre que houver esse tipo de atividade com embarcações salva-vidas, tripulação ou outro dispositivo similar, ele ocorrerá sob o comando e supervisão do Comandante, de acordo com as leis, regras e costumes. Assim sendo, o Comandante concorda que quaisquer custos e os eventuais atrasos relacionados direta ou indiretamente com a atividade são responsabilidade do navio.

Agree

Capt. _____

Vessel’s Stamp:

ANNEX 5

Anchieta (Ponta Ubu), , _____

To: Master of M/V

From: Ponta Ubu Maritime Terminal

Ref.: Safety and Environment Checklist

Welcome to Ponta Ubu Maritime Terminal. Below you will find important information that will make your stay more safer. Samarco Mineração S.A. strongly believes in a partnership work between Terminal and the berthed vessels. It also believes in a harmonious coexistence between port activities and preservation of the local environment.

20- Channel VHF 16 should be used for communication between vessel and Terminal.

21- If communication difficulties are found, the vessel can use two long followed by two short blasts to indicate emergency condition (- - ..) This will cause the loading operations to stop, among others.

22- At the sentry office there radio and telephone to be used in case of emergency, as well as to get urgent medical help, which is available 24 x 7.

23- There is a permanently pressurized fire system below the pier. Six hydrants, whose position is indicated by red lids, are alternately distributed between East and West berths.

24- One ASD 45BP tugboat is available full-time at the Terminal. If necessary, ask to foreman.

25- For bunkering operations, additional measures should be taken. The vessel or its Agent should ask for previous authorization at least 24 hours before the operations, by e-mail "porto.adm@samarco.com".

26- Internal operations involving bunker, diesel oil and/or oily residues (such as pumping from one tank to another) can only be made with Terminal's previous authorization, and always during daytime.

27- In order to safety of life, ship's supplies should be taken on board by means of provisions cranes, not by the gangway or access plank.

28- As part of our Safety Policy and control of alcoholic beverages, Samarco kindly asks that crewmembers clearly showing signs of alcohol consumption should only go on board if accompanied by the Duty Officer on deck.

29- A surveyor from the Terminal are routinely designated to make a safety and environment inspection on board, always accompanied by Duty

Officer. The aim of this action is to ask the Master and his crewmembers to become our partners in keeping the local environment safe and clean.

30- Vessel must have an appropriate "Ballast Management Plan". Samarco fully cooperates with Global Ballast program, and samples of ballast water are taken with Master's permission.

31- Hull maintenance like cleaning or painting is not allowed during vessel's stay in port, except mandatory hull markings.

32- Welding, propeller repairs and the lowering of lifeboats as drills should be previously arranged with the Terminal.

33- All kinds of repairs that could eventually stop the vessel from leaving the berth at any time are not allowed. Exceptions, however, will be analysed separately. All applications should be addressed to the Terminal's Manager.

34- Walking on the pier is only allowed between vessel and the sentry office with appropriate clothes, like sleeved shirts, trousers and protective footwear.

35- In case of oil/oily residue spilling overboard and into the sea, Samarco will immediately launch its Emergency Plan.

36- All decks, superstructure and Engine Room must be kept in good condition.

37- The Oil Record Book must be up to date and perfectly coherent.

38- The bilge hold space must be in good condition meaning no risk to the environment.

20- Vessel's mooring arrangements must be adequate for all local effects of tide, stream, weather, traffic and craft alongside.

21- All the scuppers and drip trays must be effectively plugged.

22- All unused cargo and bunker connections must be properly blanked and fully screwed.

23- An International Shore Fire Connection must be available at main deck.

24- An adequate "SOPEP kit" must be available and stand-by all time.

25- According to the Port Authority's rule, it is not allowed to keep a ladder lowered by the sea edge.

26- Sulfur content (SOx ppm) in the fuel used by the main engine:
_____.

27- Intended departure Metacentric Height (GM), according to cargo plan:
_____m.

Any apparent risk to environment or to person/equipment should be immediately informed.

Thank you very much for your cooperation. We wish you and your crewmembers a very nice stay in our Terminal.

Ponta Ubu Maritime Terminal

Received/Acknowledged by M/V _____

_____ Ship Stamp:

Sign / Ran

ANNEX 6**DECLARAÇÃO DE CIÊNCIA – (DECLARATION OF ACKNOWLEDGE)**

DECLARO que tomei ciência da obrigatoriedade de registrar, caso ocorram, os danos ou atos ilícitos contra esta embarcação, tripulantes ou passageiros e seus pertences e/ou carga, durante a permanência e a interface da embarcação com a instalação portuária.

I declare that i've become aware of the obligation to record, in the event of damage or illegal acts against this ship, crew or passengers and their belongings and/or cargo, during the stay and ship/port interface.

EMBARCAÇÃO - SHIP

Nome do Navio - <i>Ship's name</i>	
Porto de Registro - <i>Port of register</i>	
Número IMO - <i>IMO number</i>	
Comandante ou Oficial de Proteção da Embarcação: <i>(Commanding Officer or Ship Security Officer)</i>	
Identificação – <i>Identification MMSI</i>	

INSTALAÇÃO PORTUÁRIA - PORT FACILITY

Razão Social/Nome - <i>(Name of the port facility)</i>	SAMARCO MINERAÇÃO S/A
Endereço - <i>Address</i>	Rodovia Es 060, km 14,4 – s/nº - Ponta Ubu – 29230-900 Anchieta – ES - Brasil
Número na IMO - <i>IMO number</i>	BRVIX-0004
Número da declaração de Cumprimento – <i>(Number of the Statement of Compliance)</i>	06/2022
Situação atual da declaração de Cumprimento - <i>(Current situation of the Statement of Compliance)</i>	(X) Vigente () Suspensa () Cassada (X) Effective () Suspended () Canceled

ATENÇÃO: A recusa, por parte do Comandante ou do Oficial de Proteção da embarcação, em assinar a presente DECLARAÇÃO impõe ao Supervisor de Segurança da

Instalação Portuária que consigne o fato formalmente neste formulário e adote as providências previstas na presente Resolução.

ATTENTION: The Commanding Officer's or Ship Security Officer's refusal to sign this DECLARATION requires the Port Facility Security Officer to formally record the fact in this form and to take the measures provided for in this Resolution.

OBSERVAÇÕES - (Remarks):

Local e data - (Local and Date): Anchieta, ____ / ____ / _____

Comandante ou Oficial de Proteção da Embarcação
(Commanding Officer or Ship Security Officer)

Ronilson José Lira
Supervisor de Segurança da Instalação Portuária
(Port Facility Security Officer)

ANNEX 07

SAMARCO		PONTA UBU TERMINAL - SAMARCO		PONTA UBU TERMINAL - LOADING SEQUENCE (ONE LOADER)		LOADING RATE (IMPORTANT)										
DATE	VESEL	DISCHARGE PORT	DOCK WATER MEAN DENSITY	DEBALLASTING TIME + SPRIPPING	MINIMUM FREE BOARD AT WEST SIDE	MINIMUM FREE BOARD AT EAST SIDE	LOADING RATE (IMPORTANT)									
	Ponta Ubu Terminal - Samarco				4,5 m	4,5 m	a) Loading System nominal capacity is 12.500,0 mt/h; b) Debballasting time is expected to be compatible with the terminal loading rate, if this is not possible, debballasting stoppages must be clearly formalized in the loading sequence; c) Master and/or CO has all rights to request stoppages in loading ops in order to avoid hull stress over the safe limits. Max. Operational air draft (from WL to hatch cover) 18,50 M.									
GRADE 1					1,025 g/cm3											
GRADE 2																
GRADE 3																
Pour No.	Cargo type	Hold No.	Cargo Quantity	Deballasting operations	ARRIVAL CONDITION	DRAFT Fwd / Aft	MAX SF	MAX BM	Air Draft	Mid Draft	Trim	HOLD	STOWAGE PLAN	HOLDS CONDITION	CAPACITY (MT)	CAPACITY (M3)
												# 1				
												# 2				
												# 3				
												# 4				
												# 5				
												# 6				
												# 7				
												# 8				
												# 9				
												# 10				
												# 11				
												TOTAL				
IMPORTANT NOTES 01) SAMARCO MINERAÇÃO S/A as Shipper / Terminal operator will strictly follow the loading plan proposed by vessel. Any deviation, must be agreed and the loading sequence must be revised; 02) The loading rate average means the nominal rate including all losses of operational time; 03) Tonnage on conveyor belt (minimum pour): 100 MT , no cargo can be left on conveyor belt; 04) Final cargo quantity is subject to: Out turn actual cargo S/F on completion of loading; Hogging/Sagging on completion of loading; Draft Restriction at discharging port; Actual water deskly on completion of loading; Residual ballast on board on completion of loading. <i>Shippers and/or Port operators will not be responsible for any shortage of cargo caused due the conditions above mentioned.</i>																
TOTAL CARGO																
DEPARTURE CONDITION Ponta Ubu Terminal Chief officer / Captain																

ANNEX 08

MASTER’S RECEIPT OF ACKNOWLEDGEMENT

I, as Master, hereby state that all possible diligences/measures will be exercised in name of below mentioned vessel, in order to comply with such protective guidance. Also, I post these guidance in manner to assure the compliance by crew, visitors and others person under interest of ship’s management.

I confirm that all instructions contained on this document will be disseminate to ship’s crew prior arrival, preferably on safety / training meetings. Terminal reserves the right to ask for evidences that the correct dissemination of information has been observed, including presentation of a list of participation of crewmembers on such pre-arrival safety meeting.

Acknowledged by,

VESSEL: _____ DATE: _____

Master’s	Signature/	Ship’s	Stamp:

IMPORTANT: After signed, this page must be returned to the Terminal, thru port agents, as proof of understanding. Lack of compliance will prevent vessel of having authorization for berthing.

This form must be stamped / signed / dated for each and every call regardless vessel is customary to the port/terminal.

ANNEX 09

SLUDGE DISPOSAL FORMAL AUTHORIZATION

VESSEL:

IMO:

Ponta Ubu, _____ / _____ / _____

The Master of the M/V _____ hereby declares his intention to carry out SLUDGE DISPOSAL.

However, in accordance with the terminal rules, whatever happens during the operation of SLUDGE DISPOSAL will be under owner's and master's supervision and in accordance with maritime law and rules. Thus, Master agree that whatsoever costs that arise, directly or indirectly linked with that operation and or any eventual delay, it will be under ship's account.

Agree

Master -----

Vessel's stamp:

ANNEX 10

TERMINAL MARÍTIMO PONTA UBU

Ponta Ubu Maritime Terminal

DECLARAÇÃO DE PARTIDA

DEPARTURE DECLARATION

IDENTIFICAÇÃO DO NAVIO E DA INSTALAÇÃO PORTUÁRIA

(SHIP AND PORT INSTALLATION IDENTIFICATION)

Nome do navio / <i>Ship's name</i>	
Número do IMO / <i>IMO number</i>	
Instalação portuária / <i>port installation</i>	SAMARCO MINERAÇÃO S/A

NÍVEL DE PROTEÇÃO DO NAVIO E DA INSTALAÇÃO PORTUÁRIA

(SHIP AND PORT PROTECTION LEVEL)

Nível de proteção do navio / <i>protection level to the ship</i>	
Nível de proteção para a instalação portuária / <i>protection level to the port installation</i>	

OBSERVAÇÕES (*comments*):

As atividades ocorreram sem incidentes ou acidentes durante o período de operações neste terminal.

(De ____/____/____ a ____/____/____).

*Operations have been carried out without any incidents or accidents during vessel's stay at this terminal.**(From ____/____/____ until ____/____/____).*

Feito em Anchieta, ES, Brasil, no dia ____/____/20____.

Elaborated in Anchieta, ES, Brazil, at ____/____/20____.

Comandante ou Oficial de Proteção do Navio

(Master or Ship Security Officer)

 Assinatura (*signature*)

Deadlines: biennial or on-demand reviews
Revision 2.6, approved by Ubu Terminal Board on 25-jul-2022