

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 cargo plan must foreseeing two passages per hold, always avoiding stress and shear forces high values.*

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 plano deve prever 2 passagens por cada porção, sempre evitando valores altos de força cortante e momento fletor.

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 sequencia. 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 nas 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.

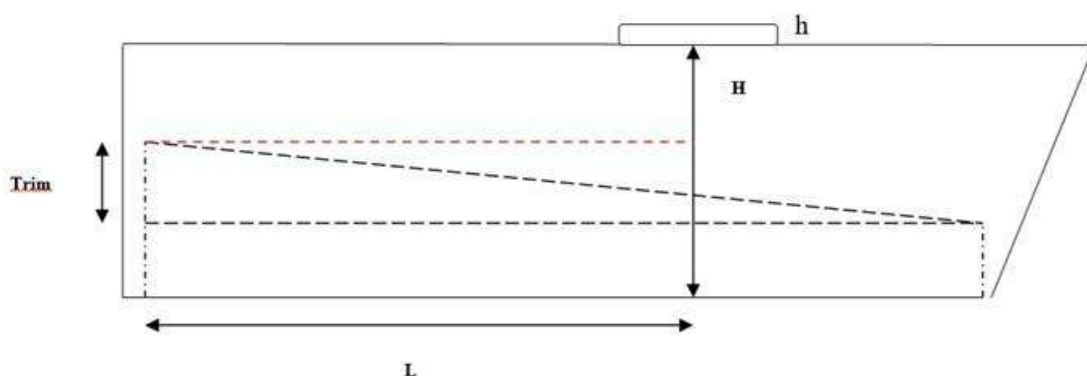
Em caso de uso de dispositivo "Trapdoor", a escada de quebra-peito deverá passar por dentro do trapdoor e se estender pelo menos até a altura do corrimão do patim inferior da escada de práctico ou portal, sem interrupção, desnível ou empecilho por outra estrutura.

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:

- 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.*

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) Alquebramento/tosamento 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) Steel wire ropes are not allowed for mooring

Except in very exceptional circumstances, the terminal does not allow the use of steel wire ropes 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 excepcional, 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)

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

Todos os navios em Ponta Ubu estão sujeitos a inspeções aleatórias 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 Code

Pre-operational forms related to ISPS Code 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 código ISPS 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.

Existem 2 berços independentes. A fila de navios contempla as características dos navios e as restrições do pier. Portanto, o princípio "primeiro a chegar, primeiro a carregar" é aplicado sempre que possível, sempre considerando os fatores antes mencionados.

O cumprimento desta instrução resumida não isenta o navio de suas responsabilidades, e a lista de recomendações aqui contidas não contempla todas as práticas e exigências legais ou estabelecidas pelo terminal. Informações adicionais devem ser obtidas com o agente nomeado para o navio.

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:

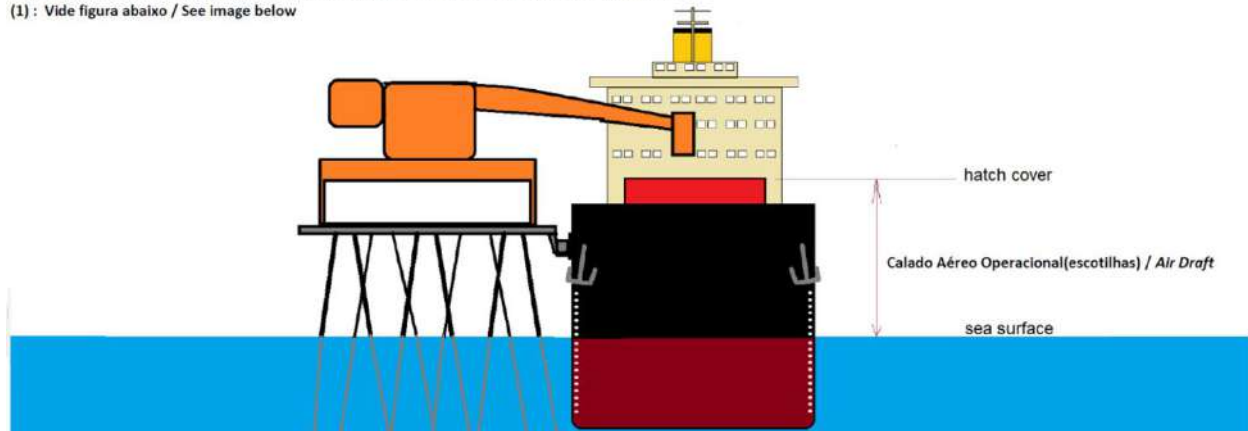
- 1) Harbor Particulars Table
- 2) (cancelled)
- 3) Formal Authorization for Repairs
- 4) Simulation Drill Formal Authorization
- 5) Safety and Environment Check List
- 6) Statement of Awareness
- 7) Samarco Loading Plan Form
- 8) Master Receipt
- 9) Sludge Disposal Formal Authorization

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	16,50	13,10	13,00	13,00
Calado Máx. Bacias Evolução / Max. Draft Manoeuvring Basin	10,2 Av(Bow) 10,3 Ar(Aft)	12,40	8,50	12,40
Calado Máx. Canal Aproximação/ Max. Draft Inner Channel	16,50	13,10	8,50	6,60
Calado Máx. Bacias dos Berços	16,50	13,10	8,50	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.

- 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 (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 / Rank

Anchieta, _____.

Dear Captain, MV _____

For greenhouse gas emissions statistics, we would like the following information about your vessel:

AVERAGE DAILY FUEL CONSUMPTION (ton)		
	In Port (at berthed/maneuvering)	At Sea (full speed)
Marine Fuel Oil		
Diesel Oil		

Thankfully,

Ponta Ubu Terminal

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*)

Eduardo Luís de Barros
Supervisor de Segurança da Instalação Portuária
(*Port Facility Security Officer*)

ANNEX 07

SAMARCO		DATE		VESSEL		PONTA UBU TERMINAL - LOADING SEQUENY (ONE LOADER)										LOADING RATE (IMPORTANT)								
CARGO TYPE	LOADING PORT	LAST CARGO	DEBALLASTING RATE	SAILING DRAFTS AT WEST BERTH	SAILING DRAFTS AT EAST BERTH	DISCHARGE PORT	DOCK WATER MEAN DENSITY	DEBALLASTING TIME + SPRIPPING	MINIMUM FREE BOARD AT WEST SIDE	MINIMUM FREE BOARD AT EAST SIDE	DRAFT Fwd	DRAFT Aft	MAX SF	MAX BM	Air Draft	Mid Draft	Trim	HOLD	STOWAGE PLAN	HOMOG	ALTER	CAPACITY (MT)	CAPACITY (M3)	
GRADE 1						Ponta Ubu Terminal - Samarco		1,025 g/cm3	4,5 m.	4,5 m.								# 1						
GRADE 2				16,80 + tide	13,10 + tide													# 2						
GRADE 3																		# 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 density 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																								
						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*)

* * *

Revisão	Data	Itens
07	25/07/2022	"5", "C" e anexos 6, 9 e 10.
08	06/06/2023	Alterações no item 3 e no anexo 5.