

## NOTICE TO SHIPS BOUND FOR PONTA UBU TERMINAL

### 1- **Shipvetting**

*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 listed below certificates concerning cranes tasks as well and informations for obtaining the crane's effective outreach:*

- *Cranes maintenance record and compliance certificates*
- *Crane arrangement plan*
- *Grabs arrangement*

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 em Ubu deverão remeter os certificados listados abaixo referentes a seus guindastes e informações para determinação exata do alcance do guindaste (outreach).

- *Certificados de conformidade e registros de manutenção dos guindastes de carga de bordo.*
- *Planos de arranjo dos guindastes.*
- *Planos dos grabes.*

### 2- **Deck Obstructions**

*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 esses obstáculos e suas dimensões. Veja as especificações do terminal (anexo 1).

### 3- Cargo Plan

*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 porão, 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- Bending Moment and Shear Force

*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 Força Cortante, segundo a tabela 1 (a seguir).

Table 1 / Tabela 1- Maximum Bending Moment and Shear Force / Momento Fletor e Força Cortante Máximos 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

*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.*

*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 statemant of facts.*

Shippers and/or Port operators reinforce that will not be responsible for any shortage of cargo caused due the conditions above mentioned. See the Stoppage requested by vessel chart in annex 2.

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.

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”.

Porto e embarcador não se responsabilizam por qualquer transtorno devido às circunstâncias acima mencionadas. Ver a carta sobre paradas para deslastro no anexo 2.

Hold No.	Cargo Quantity	Deballasting operations
<b>ARRIVAL CONDITION</b>		
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	

## 6- Draft Marks and Hold Identifications

*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- Pilot on Board at Arrival

*As per local pilotage/tugboats procedures, the berthing maneuvers at this terminal must be fixed with five (05 hours) prior start. Due to this, in the event that terminal decide to fix pilot for berthing on arrival, the ship must be at Ponta Ubu roads, ready in all respects to load her cargo, even if ship has not sent written notice of readiness.*

*These rules also applies to ships already at anchorage area awaiting the commence of laydays to send N.O.R. to terminal, it means that vessel must be ready in all respects to load her cargo on the first minute of laydays, and terminal shall fix pilot for berthing with five (05 hours) before laydays start.*

*The ship is responsible for any delay/costs arised directly or indirectly in case she arrives at berth not ready to load.*

Conforme procedimentos locais da praticagem/rebocadores, as manobras de atracação neste terminal deverão ser marcadas com 05 (cinco) horas de antecedência. Por isso, caso o terminal decida marcar prático para atracação na chegada, o navio deverá estar ao largo de Ponta Ubu, pronto em todos os aspectos para carregar sua carga, mesmo que o navio não tenha enviado o aviso de prontidão.

Estas regras também se aplicam aos navios já estacionados no fundeadouro aguardando o início das estadias para envio do N.O.R. ao terminal, significa que o navio deverá estar pronto em todos os aspectos para carregar sua carga no primeiro minuto da estadia, e o terminal marcará prático para atracação cinco (05 horas) antes do início do laydays.

O navio é responsável por quaisquer atrasos/custos decorrentes, direta ou indiretamente, caso chegue ao cais sem estar pronto a operar.

## 8- Draft Survey

*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.

### **9- Loading Sequence**

*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.

### **10- DUKC for Cape Size Vessels**

*On the account of Samarco's high safety standards, the company is using the Dynamic Under Keel Clearance (DUKC), an aid to navigation which manages a ship's under-keel clearance through accuracy and safety, taking into account the vessel's dimensions and stability and the prevailing environmental conditions. Eventually, the DUKC method may also predict detrimental conditions for vessel's mooring/unmooring. In any case, the terminal orientations shall be align with the DUKC technology predictions. DUKC parameters are available to cape size vessels.*

Atendendo aos padrões de segurança da Samarco, a empresa está utilizando Folga dinâmica abaixo da quilha (FDAQ), um auxílio à navegação que gerencia a folga abaixo da quilha de um navio com precisão e segurança, levando em consideração as dimensões e a estabilidade da embarcação e as condições ambientais. Eventualmente, o método DUKC também poderá prever condições prejudiciais para a atracação/desatracação do navio. Em qualquer caso, as orientações do terminal deverão estar alinhadas com as previsões da tecnologia DUKC. Os parâmetros DUKC estão disponíveis para navios cape size.

### **11- Loading Rate**

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

A taxa nominal de carregamento de Ponta Ubu é de 12.500 t/h. Os Comandantes deverão declarar ciência das particularidades e regras vigentes do terminal.

**12- Length for Loading**

*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.

**13- Breadth < 32.0m**

*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 apoados para o sul em manobras de rotina (bombordo no lado oeste e boreste no lado leste).

**14- Scrubbers Operation**

*The operation of scrubbers or any alternative form of flushing, backwashing or use of an open or semi-open system that involves disposal at sea, whether moored or at anchor, is not allowed. As for the disposal of slop tanks containing scrubber washing water via pumping by a waste removal company, it will be treated with the same precautions as oily waste.*

Não é permitida a operação de scrubbers nem qualquer forma alternativa de flushing, retrolavagem ou uso de sistema aberto ou semi-aberto que implique em descarte no mar, seja atracado, seja fundeado. Quanto ao descarte de slop tanks contendo água de lavagem de scrubbers via bombeio por empresa de retirada de resíduos, será tratado com as mesmas precauções de um resíduo oleoso.

**15- IMSBC Code "A" Group Cargoes**

*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.*

*Other types of cargo do not require closing the holds in case of rain. If the ship closes her holds, she must bear all costs resulting from these interruptions and delays.*

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

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.

Os demais tipos de carga não requerem fechamento de porões em caso de chuva. Caso o navio feche os porões, deverá assumir todos os custos decorrentes dessas interrupções e atrasos.

**16- Holds Cleaning / Previous Cargo**

*Ships that will load pellets for direct reduction, which have previously loaded cargoes with possible high sulfur content, such as coal, metallurgical coke, petroleum coke, blast furnace slag, electrical steel slag, oxygen steel slag, waste steel and fertilizer mills, must wash their holds.*

*Ships that will load blast furnace (BF) pellets, which have previously loaded cargoes containing alkalis (sodium (Na) and potassium (K)), and phosphorus, such as fertilizers, must wash their holds.*

*For other loads, just sweep.*

*If in doubt, the terminal should be consulted.*

Os navios que irão carregar pelotas para redução direta, que anteriormente tiverem carregado cargas com possibilidade de alto conteúdo de enxofre, tais como carvão, coque metalúrgico, coque de petróleo, escórias de altos fornos, escórias de aciaria elétricas, escórias de aciaria oxigênio, resíduos siderúrgicos e fertilizantes, devem lavar seus porões.

Os navios que carregarão pelotas tipo alto forno (BF), que anteriormente tiverem carregado cargas contendo álcalis (sódio (Na) e potássio (K)), e fósforo, tais como os fertilizantes, deverão lavar seus porões.

Para as demais cargas, somente varrer.

Em caso de dúvidas, o terminal deverá ser consultado.

### **17- Hold Inspection**

*Entry into holds for inspection is only permitted on a ship at anchor. After docking, visual inspection is only permitted from the main deck. If the surveyor needs to carry out an inspection inside the hold, the ship must bear all costs resulting from the operation delay.*

A entrada em porões para vistoria é permitida somente em navio fundeado. Após a atracação, só é permitida inspeção visual a partir do convés principal. Caso o vistoriador precise realizar inspeção no interior do porão, o navio deverá arcar com todos os custos decorrentes do atraso causado.

### **18- Gas Free**

*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.*

*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.*

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*.

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.

### **19- Emergency Situations**

*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 ( - - .. )*

### **20- Freeboard**

*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.

## 21- Weather Conditions

For vessels above 30,000 DWT 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 TPB, a velocidade máxima de vento e da altura significativa das ondas para atracações ordinárias são diferentes para os lados Leste e Oeste (vide tabela 2 a seguir).

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

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)

## 22- 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.*

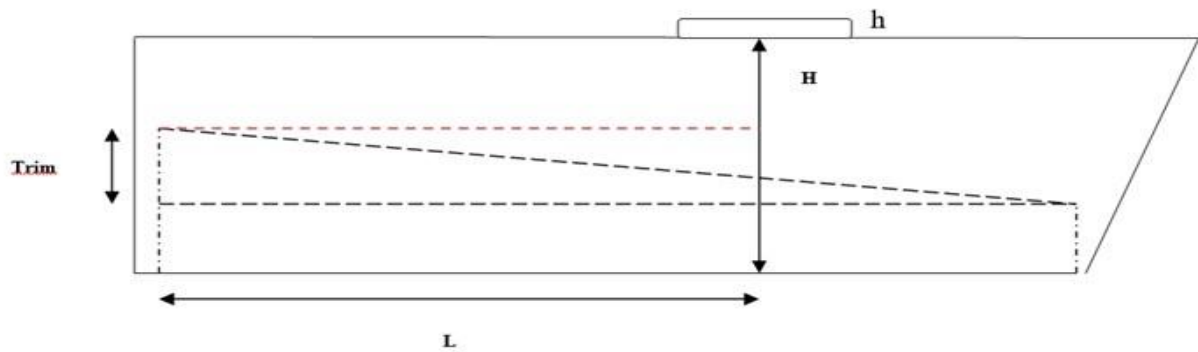
De forma a reduzir os Riscos no embarque de práticos, os navios nomeados para Ubu deverão ter a chegada escadas de quebra-peito, ou escadas combinadas em conformidade com a Convenção SOLAS capítulo V/23 e a resolução A.1045 (27) da IMO.

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.

## 23- 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.

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

#### **24- 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.*

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.

## **25- Responsibilities for Tugboat Delays**

*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.*

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 inputados 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.

## **26- Supplies**

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

## **27- Additional Requirements for Discharging Vessels**

### **a) Holds cleaning**

*Samarco is held responsible by sweeping (coarse cleanness) of the cargo holds, but never with risk of workers moreover concerning the roof cleanness and high parts of the bulkheads.*

A Samarco é responsável pela varredura simples dos porões de carga, mas nunca com risco para os trabalhadores, inclusive quanto a limpeza de teto e partes altas de anteparas.

### **b) Cranes**

*Vessel to have cranes capable of working all hatches at full power simultaneously. Charterers to have free use of same.*

O navio deverá ter guindastes capazes de operar simultaneamente em capacidade total. Os operadores deverão ter acesso livre para seu uso.

**c) Grabs**

*Vessel to have adequate grabs to carry out the operation safely, and compliance with environmental requirements and maximum productivity;*

*Grabs to have capacity according to the volume/weight ratio, that is, the cranes capacity (SWL) must be considered in relation to the bulk density of the cargo.*

*Grabs to have a volume adjustment between 6 and 12 m<sup>3</sup>, controlled by removing the side plates. Port operators will inform master to adjust the grabs volume prior arrival.*

O navio deverá possuir grabs adequados para realizar a operação com segurança, atendimento aos requisitos ambientais e máxima produtividade; Os grabs devem ter capacidade de acordo com a relação volume/peso, ou seja, a capacidade dos guindastes (SWL) deve ser considerada em relação à densidade aparente da carga. O grabe deverá ter um ajuste de volume entre 6 e 12 m<sup>3</sup>, controlado através da remoção das placas laterais. Os operadores portuários informarão o comandante para ajustar o volume antes da chegada ao porto.

**d) Pre-operational Inspection**

*Cargo handling gear and its accessories will be inspected by a company accredited by Samarco, soon after berthing, to ensure operational safety. Samarco will request some corresponding documents (reports, manuals, etc), that must be provided by shipowners.*

*If cranes and grabs presents any non-conformity for operation, Samarco's technical team may request replacement and the downtime will not count as operating time on Samarco's part.*

Os guindastes de carga e seus acessórios serão inspecionados por empresa credenciada pela Samarco, logo após a atracação, para garantir a segurança operacional. A Samarco solicitará alguns documentos correspondentes (relatórios, manuais, etc), que deverão ser fornecidos pelo armador.

Caso os guindastes e grabs apresentem alguma não conformidade para operação, a equipe técnica da Samarco poderá solicitar a substituição. e a parada não será contabilizada como tempo de operação por parte da Samarco.

**28- Bad Weather Condition**

*In the event of severe bad weather, bringing risks to the ship's crew and terminal's team, damage to defenses and other port equipment, rupture of mooring ropes, damage to the ship's hull and stoppage of operation, the ship must ask the agent to schedule pilot and tugs, and prepare for unberthing as soon as possible, as the safety limits both on board and land are exceeded. See annex 15, Adverse Weather Condition.*

Em caso de mau tempo, trazendo riscos à tripulação do navio e à equipe do terminal, danos às defesas e demais equipamentos portuários, rompimento dos cabos de amarração, danos ao casco do navio e paralisação da operação, o navio deverá solicitar ao agente o agendamento do práctico e rebocadores, e preparar-se para a desatracação o mais rápido possível, pois os limites de segurança tanto a bordo quanto em terra estão sendo ultrapassados. Ver anexo 15, carta sobre condições climáticas adversas

## 29- Safety for mooring personnel

*In order to provide greater safety for line handlers on the pier, the ship is requested to avoid tensioning the lines with maximum load until those workers have finished winding the lines and moved away from the bollards and capstans to a safe position.*

De forma a prover maior segurança para os amarradores no cais, é solicitado ao navio que evite retesar os cabos com máxima carga até que os amarradores finalizem o encapelamento dos cabos e se afastem dos cabeços e cabrestantes para uma posição segura.

## 30- Other Relevant Information

### A) Cameras and Drones

*There are HQ cameras around the terminal and Remotely Piloted Aircraft System devices in order to guarantee safety, security (ISPS-code) and environment control. However is not allowed to fly other drones, by safety reasons.*

Há várias câmeras de alta qualidade e drones 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](mailto: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](mailto: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.*

*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 service boat's company.*

*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.*

*Exceptional situation should be previously agreed with the Terminal Authority.*

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.

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.

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 impose risk for 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 conveyor belts.*

Tripulantes e afins ao se movimentarem pelo terminal devem calçar sapatos fechados, calças compridas e camisas com mangas e devem se manter atentas longe das correias transportadoras.

**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 Ship's Captains 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 dos navios e demais embarcações atracados e/ou fundeados, conforme necessário.

**K) Steel wire ropes 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) Safety and Environment Check List / GHG Emissions**

*All ships at Ponta Ubu are subject to random inspection to be carried out by the port team (see Annex 5). Ships must provide data regarding the sulfur content in the fuel and the average daily consumption before arrival.*

Todos os navios em Ponta Ubu estão sujeitos a inspeções aleatórias feitas pelo pessoal do Porto (ver Anexo 5). Os navios devem fornecer dados sobre o teor de enxofre no combustível e o consumo médio diário antes da chegada.

**M) Ballast Quality**

*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 sendo 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**

*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.*

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) Tugboats compulsory use**

*The regular use of Tugboats 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 website.*

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 na internet.

**ANNEX LIST:**

- 1) Harbor Particulars Table
- 2) Stoppage Requested by Vessel
- 3) Formal Authorization for Repairs
- 4) Simulation Drill Formal Authorization
- 5) Safety and Environment Check List / GHG Emissions
- 6) Statement of Awareness
- 7) Samarco Loading Plan Form
- 8) Master Receipt
- 9) Sludge Disposal Formal Authorization
- 10) Departure Declaration
- 11) Accommodation Ladder and Safety Net
- 12) PSC Declaration
- 13) Sailing Conditions
- 14) Samarco Questionnaire
- 15) Adverse Weather Condition

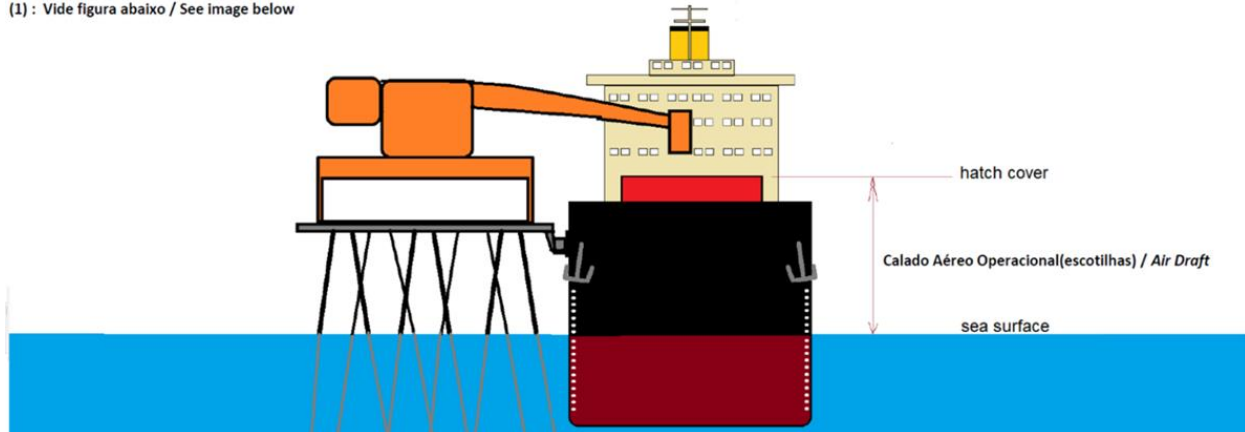


## ANNEX 1

Especificações para Navios / Max. Vessel Particulars				
	Oeste / West	Leste / East	TCD	Cais Rebocadores /Tug's Quay
Comprimento Total / Lenth 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	8,50	12,40
Calado Máx. Canal Aproximação/ Max. Draft Inner Channel	16,80	13,10	8,50	6,60
Calado Máx. Bacias dos Berços	16,80	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 Vessels Information

Grab's capacity  $\geq 10$  cbm and  $\leq 13.0$  cbm ( $m^3$ );

Grabs dimensions: length  $\leq 3.0$  m; width  $\leq 3.6$  m.

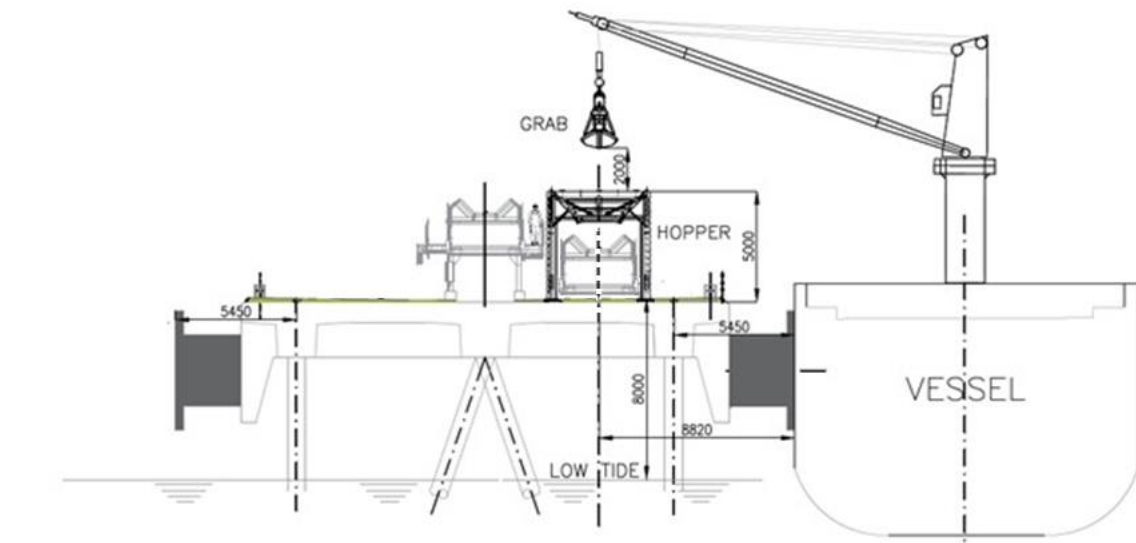
Suitable vessels particulars for bulk discharge Outreach  $\geq 9.0$  m and SWL  $\geq 30$  t;

### Outreach

The calculation of the effective outreach of the ship's cranes must be exact, due to the great height of the pier, according to the drawing below;

The minimum **horizontal range** is 9 meters, from ship's rail;

The minimum **vertical range** is 15 meters, from water line to lowest point of the grab, at low tide.



**ANNEX 2****PONTA UBU TERMINAL**

SUBJECT: STOPPAGE REQUESTED BY VESSEL

DATE: \_\_\_ / \_\_\_ / \_\_\_\_\_

M/V \_\_\_\_\_

IMO: \_\_\_\_\_

WE HEREBY INFORM THAT VESSEL'S REPRESENTATIVE REQUESTED TERMINAL'S REPRESENTATIVE TO STOP LOADING OPERATION FROM \_\_\_\_\_ UP TO \_\_\_\_\_, IN ORDER TO DEBALLAST THE SHIP.

VESSEL'S REPRESENTATIVE IS AWARE THAT THIS STOPPAGE WILL BE RECORD ON STATEMENT OF FACTS AND AGREE WITH THAT.

SAMARCO MINERAÇÃO S/A, AS TERMINAL OPERATOR, DECLARES THAT UNDER NO CIRCUMSTANCE WILL ACCEPT ANY CLAIMS REGARDING THE ABOVE MENTIONED.

---

CHIEF OFFICER OR CAPTAIN.

---

TERMINAL OPERATOR.

**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 acordo 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 / GHG Emission**

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 are 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- Average Daily Fuel Consumption:

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

Thanks for your cooperation. We wish you a very nice stay in our Terminal.

Ponta Ubu Maritime Terminal \_\_\_\_\_

Received/Acknowledged by M/V \_\_\_\_\_

Sign / Rank / Stamp \_\_\_\_\_

**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 ES060, 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 Luis de Barros**  
Supervisor de Segurança da Instalação Portuária  
*(Port Facility Security Officer)*

**ANNEX 07**

SAMARCO		PONTA UBU TERMINAL - LOADING SEQUENY (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		Max. Operational air draft (from WL to hatch cover)							
	Ponta Ubu Terminal - Samarco												18,50 M.						
CARGO TYPE																			
GRADE 1																			
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) HOMOG	ALTER	CAPACITY (M3)	
													# 1						
													# 2						
													# 3						
													# 4						
													# 5						
													# 6						
													# 7						
													# 8						
													# 9						
													# 10						
													# 11						
													TOTAL						
<b>IMPORTANT NOTES</b>																			
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 <b>loading rate average</b> means the nominal rate including all losses of operational time;																			
03) Tonnage on conveyor belt (minimum pour): <b>100 MT</b> , 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>																			
<b>TOTAL CARGO</b>																			
			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)*

## ANNEX 11

### INSTALLATION AND OPERATION OF ACCOMMODATION LADDERS AND SAFETY NET

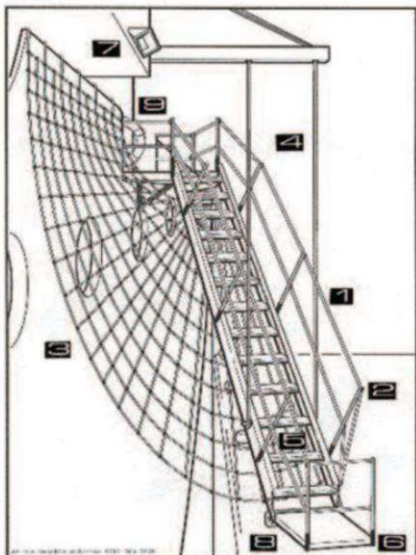
All vessels calling Brazilian ports are requested to follow Brazilian rules in parallel to International rules. The document of reference for the safety of labour activities in ports is NR-29 (Norma Regulamentadora 29), available on <http://portal.mte.gov.br/legislacao/normas-regulamentadoras-1.htm>

NR-29 is clear on instructing about installation of safety nets on accommodation ladders. On item 29.3.2.4 it is clearly defined that accommodation ladders must count with a safety net that must be secured on ship's balaustrade (handrail), pass under whole extension of ladder and then secured on ladder's handrail, on side facing shore line. The aim of this instruction is to prevent anyone falling from accommodation ladder from hitting nearby structure, including ship's side.

Same provision may be found on IMO Circular MSC.1/Circ.1331, 11 June 2009 / 3.8 Rigging (safety net), available on [www.imo.org](http://www.imo.org): A safety net should be mounted in way of the accommodation ladders and gangways where it is possible that a person may fall from the means of embarkation and disembarkation or between the ship and quayside.

We reinforce and state that safety nets must be properly installed on accommodation ladders, according to NR-29, otherwise vessel will be instructed to leave pier, regardless the stage of cargo operations, being all costs and delays involved charged on vessel. Being a rule that primarily focus on the safety of personnel involved in port operations and also ship's crew, there is no room for impromptu arrangements or delay on following such rules, that are already in force.

Based on all the above, we call immediate attention to Masters, Owners and Agents on the correct operation of accommodation ladders and the installation of safety nets. For easy reference, sketch and photo showing correct operation of accommodation ladder and installation of safety net are found below.



#### Important points to be considered during the rigging process:

1. Rope guardrails tight and free of damage and/or degradation
2. Stanchions free of distortion and all in place
3. Safety net positioned between ladder and ship, free of damage and/or degradation
4. Hoisting arrangements clear of head height
5. Steps free of oil, grease and ice
6. Bottom platform level (where fitted)
7. Lighting arrangements positioned effectively
8. Base clear of obstructions
9. Lifebuoy fitted with a light and a lifeline with a quoit available at the point of access

Your faithfully,  
Terminal Ponta Ubu – Samarco Mineração S.A

**ANNEX 12**

**PORT STATE CONTROL DECLARATION**

Date: \_\_\_\_\_

From: Samarco Mineração S.A. – Ponta Ubu Terminal

To: Master of M/V \_\_\_\_\_

Please be informed that shipper will consider following procedures in case of PSC Inspection:

- In case of 17-code deficiencies found in PSC inspection, Terminal will have prerogative of stopping loading and unberthing vessel if deficiency apparently cannot be fixed during usual loading time (if unberthing is authorized by Maritime Authority);
- All delays and costs will be on vessels account;
- All time lost will not participate in laytime or demurrage calculation;
- Vessels readiness will be consider lost and she might lose her place in line, until the deficiency is fixed (when applicable).

Agreed.

Master signature

**ANNEX 13**
**SAILING CONDITION**

SAMARCO		PONTA UBU TERMINAL - DEPARTURE CONDITION			
VESSEL:		DATE:		DISCHARGE PORT:	
LIGHT SHIP:					
TOTAL CARGO		WATER DENSITY:		1,025	
CONDITION					
HYDROSTATICS			DRAFTS AND TRIM		MEANS OF MEANS
TPC			FWD		
LCF			FWD MARK		
MTC	(+) 50:		AFT		CONSTANT
	(-) 50:		AFT MARK		
DISPLAC			MID		SAG/HOG?
GMf (m)			MID MARK		
KG (m)			AIR DRAFT		
			TRIM		
IS THERE ANY DRAFT RESTRICTION AT DISCHARGE PORT? (YES/NO)					
DEDUCTIBLES			REMARKS		
FUEL OIL					
DIESEL OIL					
LUB OIL					
FW					
OTHERS					
BALLAST					

Terminal Ponta Ubu

Chief Officer / Captain

**ANNEX 14**
**SAMARCO QUESTIONNAIRE**

SHIPS' NAME				
FLAG				
IMO				
LAST PORT OF CALL				
DISCHARGE PORT				
ETA				
MASTER NAME				
MASTER NATIONALITY				
TOTAL NUMB OF CREW				
TOTAL NUMB OF PASSENGERS				
NET TONNAGE				
TYPE OF SHIP				
YEAR BUILT				
CALL SIGN				
GROSS TONNAGE				
SUMMER DWT				
CLASS SOCIETY				
OWNER				
OWNER ADDRESS				
CHARTERER				
CHARTERER ADDRESS				
VOY NUMBER				
PORT OF REGISTRY				
OFFICIAL NUMBER				
LOA				
BEAM				
DEPTH				
ARRIVAL DRAFTS	FORE		AFT	
SAILING DRAFTS (1.025)	FORE		AFT	
DATE LAST PSC INSPECTION				
PLACE LAST PSC INSPECTION				
TRANSIT TIME TO NEXT PORT				
VESSEL'S /PHONE/ FAX				
AGENT ( FULL STYLE)				
POWER IN HP				
SPEED				
NBR OF HOLDS				
NBR OF HATCHES				
DIMENSIONS OF HATCH				
CRANES QUANTITY/CAPACITY				
LAST DPC BRAZILIAN CONDITION INSPECTION CARRIED (VESSEL OVER 18 YEARS)				
EACH CARGO HOLDS CAPACITY IN "MT".				
DEBALLASTING TIME REQUIRED DURING LDNG				
SWL OF FORWARD BOLLARDS				
NAME OS SHIP CHANDLER				
PLS INFORM IN CASE OF ANY SHIP SERVICE ( SPARE PARTS / OTHERS)				
DRAWING OF LOCATION OF INFLAMMABLES ON BOARD AND MOORING ARRANGEMENTS in view of security reasons from terminal, pls send before arrival a drawing/sketch from vessels (it's kind of general arrangement) with quantities, location and type of all fuel on board (mgo, mdo and ifo, and others), as well as others inflammables onboard if any. for the same reasons, vessel must arrange an extra hawser and/or tow-line during berthing maneuver and before completion of mooring, which must be around 02,00 meters above waterline and ready to be use, in case of an emergency during berthing maneuver.				
BOTH LENGTH OF "METACENTRIC HEIGHT" (VESSEL LOADED CONDITION)				

**GENERAL INFORMATION - CREW INFORMATION**

PLS SEND ATTACHED TO THIS MESSAGE THE [CREW LIST](#).

PLS SEND ATTACHED TO THIS MESSAGE THE [ON/OFF SIGNERS LIST](#).



**ANNEX 15****ADVERSE WEATHER CONDITION****Ponta Ubu Terminal****ADVERSE WEATHER CONDITION**

VESSEL: .....

Ponta Ubu, \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Dear Captain:

At this time, the adverse weather conditions can cause serious damage to this vessel, her crew and the terminal facilities. Therefore, as provided in our "Notice to Ships Bound for Ponta Ubu Terminal" and "Ponta Ubu Port Regulation" documents, this terminal requests you to ask the agent to schedule pilot and tugs, and prepare your vessel for unberthing as soon as possible.

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Ponta Ubu Terminal

Agree

Captain -----

Vessel's stamp:

**Controle de Revisões**

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.
09	27/03/2024	Itens 1, 7, 10, 14, 15, 16, 17, 27, 28, 29 e 30. Anexos 2, 5 e 11 a 15.