

PORT INFORMATION



IRON ORE TERMINAL
Terminal 1 (T1)
Açu Port
Brazil

June, 2025

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1. DEFINITIONS

ACCESS CHANNEL:	A delimited and signaled waterway through which ships reach the port and Anchorage area;
AGENTS:	Maritime Agency representatives acting on behalf of Owners/Ship (Protective Agents) or on behalf of Shippers/Receivers (Cargo Agents);
AIS:	Automatic Identification System;
ANVISA:	Port Health Authority (Agência Nacional de Vigilância Sanitária)
ARPA:	Automatic Radar Plotting Aid;
ASD:	Azimuthal Stern Drive;
BA:	British Admiralty;
BLU CODE:	Code of Practice for the Safe Loading and Unloading of Bulk Carriers;
BP:	Bollard Pull – Longitudinal Static Pull of the tugboat;
BWM:	Ballast Water Management Convention;
CCOS:	The Security Operational Control Centre (Centro de Controle Operacional de Segurança) of the T-ORE, organized in compliance with ISPS Code;
CCTV:	Closed Circuit TV;
COLREG:	The International Regulations for Preventing Collisions at Sea;
CONPORTOS:	National Commission of Public Safety in the Ports, Terminals and Navigational Waterways (Comissão Nacional de Segurança Pública nos Portos, Terminais e Vias Navegáveis);
DHN:	Navigational and Hydrographical Navy Administration (Diretoria de Hidrografia e Navegação);
DPC:	Ports and Coastal Navy Administration (Diretoria de Portos e Costas);
DWT:	Deadweight Tonnage;
ECDIS:	Electronic Chart Display and Information System;
ETA:	Estimated Time of Arrival;
FERROPORT:	Ferroport Logística Comercial Exportadora SA (CNPJ/MF no. 08.807.683/0001-03) Which is the operator in charge of the administration of the T-ORE & T1 Share Infrastructure, also referred to in this Port Information as “T-ORE ADMINISTRATION” or “T1 PORT ADMINISTRATION” when applicable;
FIFI:	Firefighting System;
GPS:	Global Positioning System;
ICS:	International Code of Signals;
IMO:	International Maritime Organization;

IMPA:	The International Maritime Pilots Association;
IMSBC CODE:	International Maritime Solid Bulk Cargoes Code;
IP:	Internet Protocol;
IALA:	International Association of Marine Aids to Navigation and Lighthouse Authorities;
ISPS CODE:	International Ship and Port Facility Security Code;
LOA:	Length Overall;
MARPOL:	The International Convention for the Prevention of Pollution from Ships;
MMSI:	Maritime Mobile Service Identity;
Mt:	Metric Tons;
Mt/h:	Matric Tons per Hour;
NOR:	Notice of Readiness;
NORMAM:	Maritime Authority Standards Rules (Normas da Autoridade Marítima);
OBO:	Ore Bulk Oil Carrier;
O/O:	Ore Oil Carriers Ships;
OCIMF:	Oil Companies International Marine Forum;
PFF:	Pellet Feed Fines;
P.i.C.:	Person in Charge;
POB:	Pilot on Board;
PRUMO:	Company that administrates the T2 at Açú Port;
PTZ:	Pan-Tilt-Zoon features;
RDC:	Port Health Authority Resolution (Resolução da Diretoria Colegiada);
SAB:	Submersible Articulated Buoys;
SOLAS:	International Convention for the Safety of Life at Sea;
STCW:	The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers;
t/m³:	Tons per Cubic Meter;
T-OIL:	Offshore Liquid Bulk Terminal for Oil handling purposes, administrated by AÇU PETRÓLEO;
T-ORE ADMINISTRATION:	FERROPORT;
T1:	Offshore Maritime facilities at the Açú Port, comprising T-OIL and T-ORE

	Terminals as well as the T1 SHARED INFRASTRUCTURE;
T1 SHARE INFRA STRUCTURE:	The areas, wharves, piers, landing places, berths, docks, roads, passageways, Buildings and any instalation or facilities intended to be accessed by users of both T-ORE and T-OIL, administrated by FERROPORT as T1 PORT ADMINISTRATION;
T2:	Onshore Multipurpose Terminals, administrated by PRUMO;
TRIM:	Difference between forward average drafts and afterwards average drafts;
UTM:	Universal Transverse Mercator Coodinate System;
VAST INFRAESTRUCTURE:	Is the operator in charge of the administration of the T-OIL;
VETTING:	Technical Analisis of Ships to be nominated;
VESSEL OWNER:	All and any of the following: (a) the owners, charterers, operators, and managers of the Vessel; (b) contractors and subcontractors of any person within the meaning of item (a) above; and (c) the respective directors, counselors, agents, and employees of any person within the meaning of (a) or (b) above (including the Vessel's Master, officers, and crew).
VHF:	Very High Frequency;
VTS Center:	The Vessel Traffic Service Center;
WGS:	World Geodetic System.

2. GENERAL INFORMATION

2.1 Introduction

The purpose of this document is to provide information to all parties involved, such as Agents, Owners, Charterers, Shippers, Operators, Subcontractors, Authorities, Pilots and Shipmasters, regarding Açu Port T-ORE facilities and general physical/operational conditions. T-ORE will not assume responsibility for any events and/or errors generated from disregard or misinterpretation of the information herein provided.

This Port Information must be delivered by the ship's Agents to the Shipmasters 10 days in advance to vessel's arrival at the T-ORE.

The content of the present document must be thoroughly observed and followed by all Masters and their Crew in accordance with the Brazilian Labor Legislation, Customs, Immigration, Maritime, ANTAQ (National Water Transport Agency) and Port Health Authorities' Rules, ISPS Code, the International Regulatory Landmarks named IMO, ILO, WHO, ISO, ITF, as well as the SOLAS, MARPOL, COLREG, OCIMF, IMSBC CODE and BLU CODE and other applicable Resolutions and Regulations.

2.2 General Arrangements

Açu Port Layout

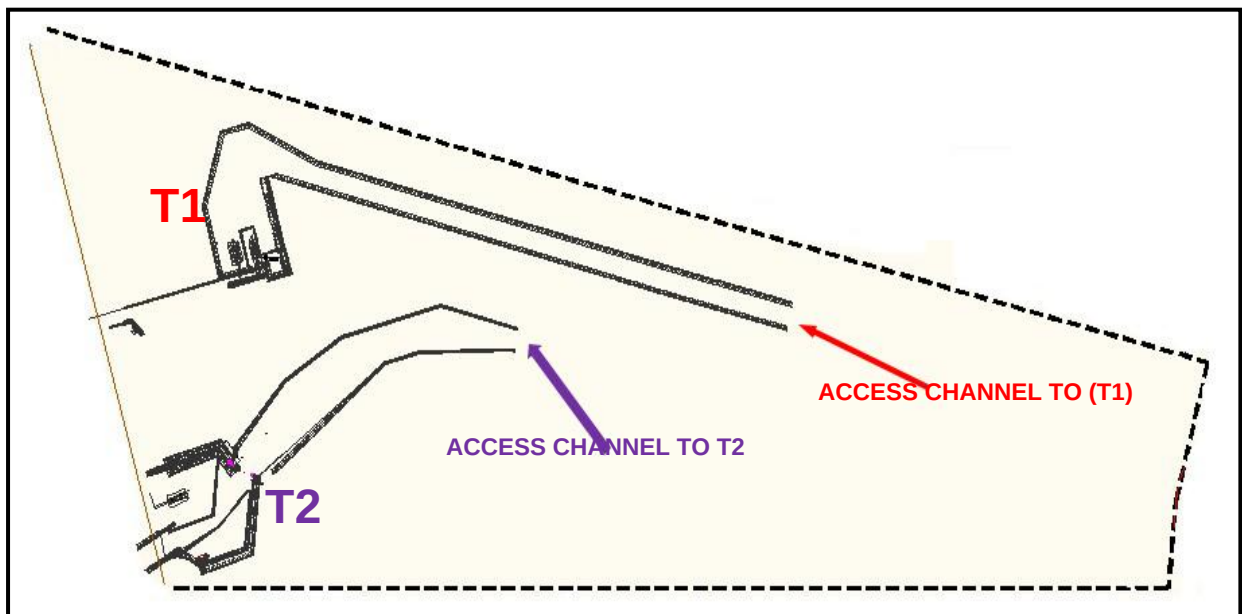


Figure 1

IRON ORE TERMINAL – T-ORE



Figure 2

2.3 Location, Maps, Nautical Charts, Anchorage and Maneuvering Areas

Location and Maps

The Port is located in the District of Açú, São João da Barra City, in the northeast of the Rio de Janeiro State about 12 nautical miles (NM) north of Cape São Tomé and another 12NM south of the Paraíba do Sul River Mouth, with following geographical coordinates: Lat: 21°50' S Long: 041°00' W.

MAP OF BRAZIL



MAP OF RIO DE JANEIRO STATE



LOCAL MAP



Figure 3

Açú Port is located approximately 35Km from Downtown São João da Barra (connected by the following roads and highways: Cajueiro Road - northwards and BR 356 - eastwards), 47km from the City of Campos dos Goytacazes (connected by RJ 240 - northwards and BR 356 - westwards) which in turn is 103km from Downtown Macaé and 280Km from the City of Rio de Janeiro - both

connected by BR 101 southwards, and also 240km from the City of Vitória (State of Espírito Santo) connected by the same BR 101 Highway, but in opposite way, to northwards. There are two domestic airports in the Port vicinity: (1) Campos dos Goytacazes (Bartolomeu Lizandro - 54km from Açu Port) which serves Rio de Janeiro and Campinas (in the State of São Paulo); (2) Macaé, which also serves Campinas and Rio de Janeiro.

Nautical Charts

The following nautical charts covering the area are available:

British Admiralty:

3972 Rio Doce ao Cabo de São Tomé

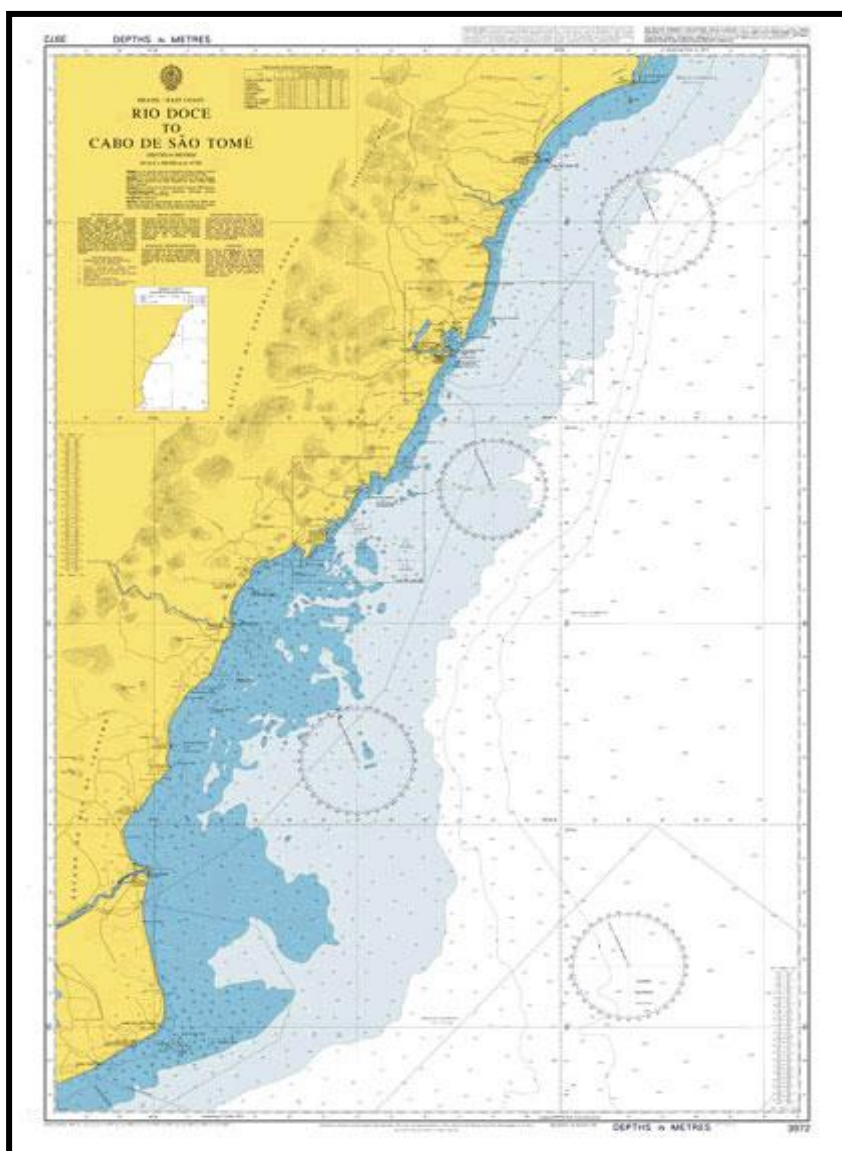


Figure 4

DHN Brazilian Navy Nautical Charts:

1403 From Ponta do Ubu to Cabo de São Tomé – East Coast

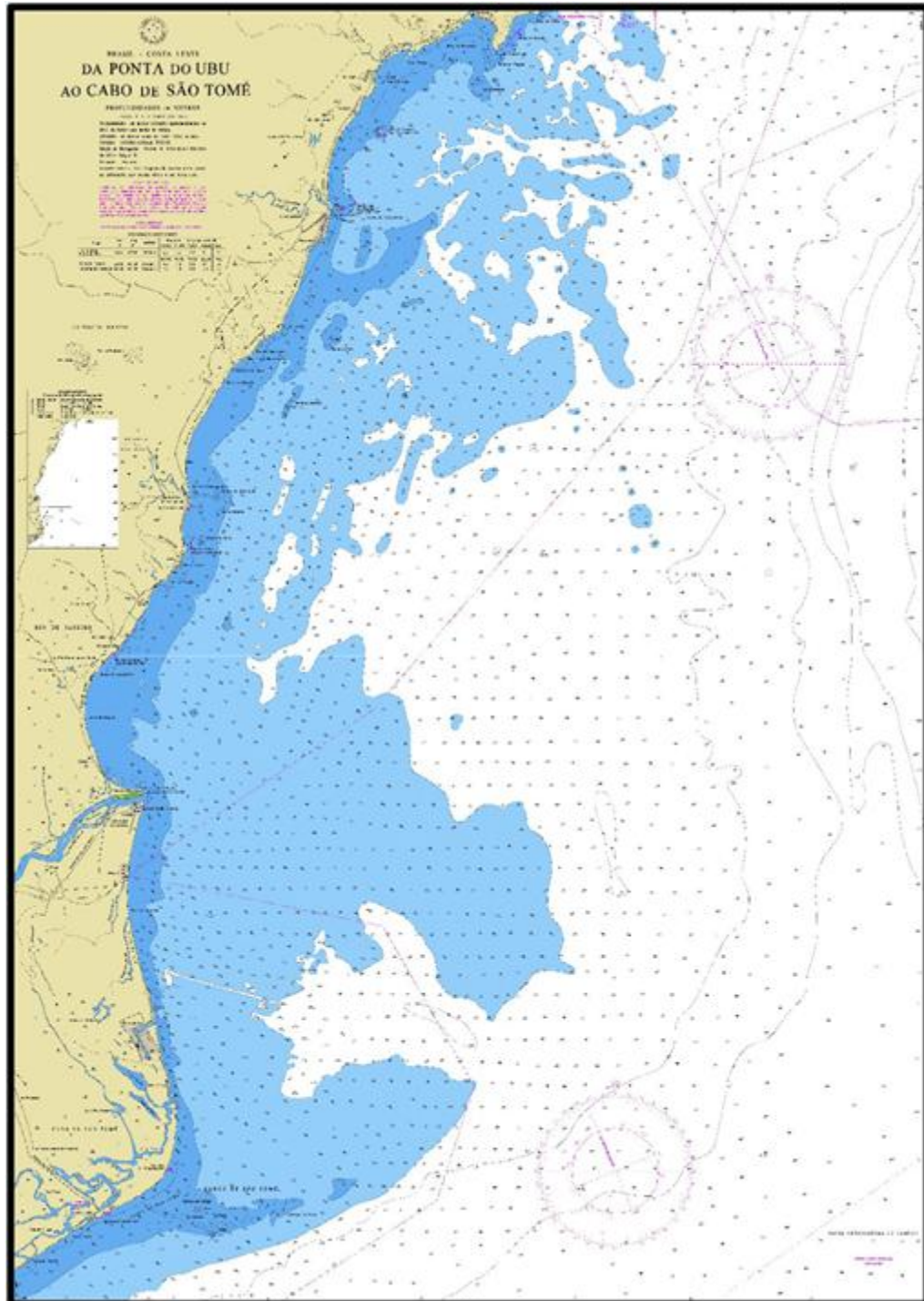


Figure 5

1406 Açú Port Approaches

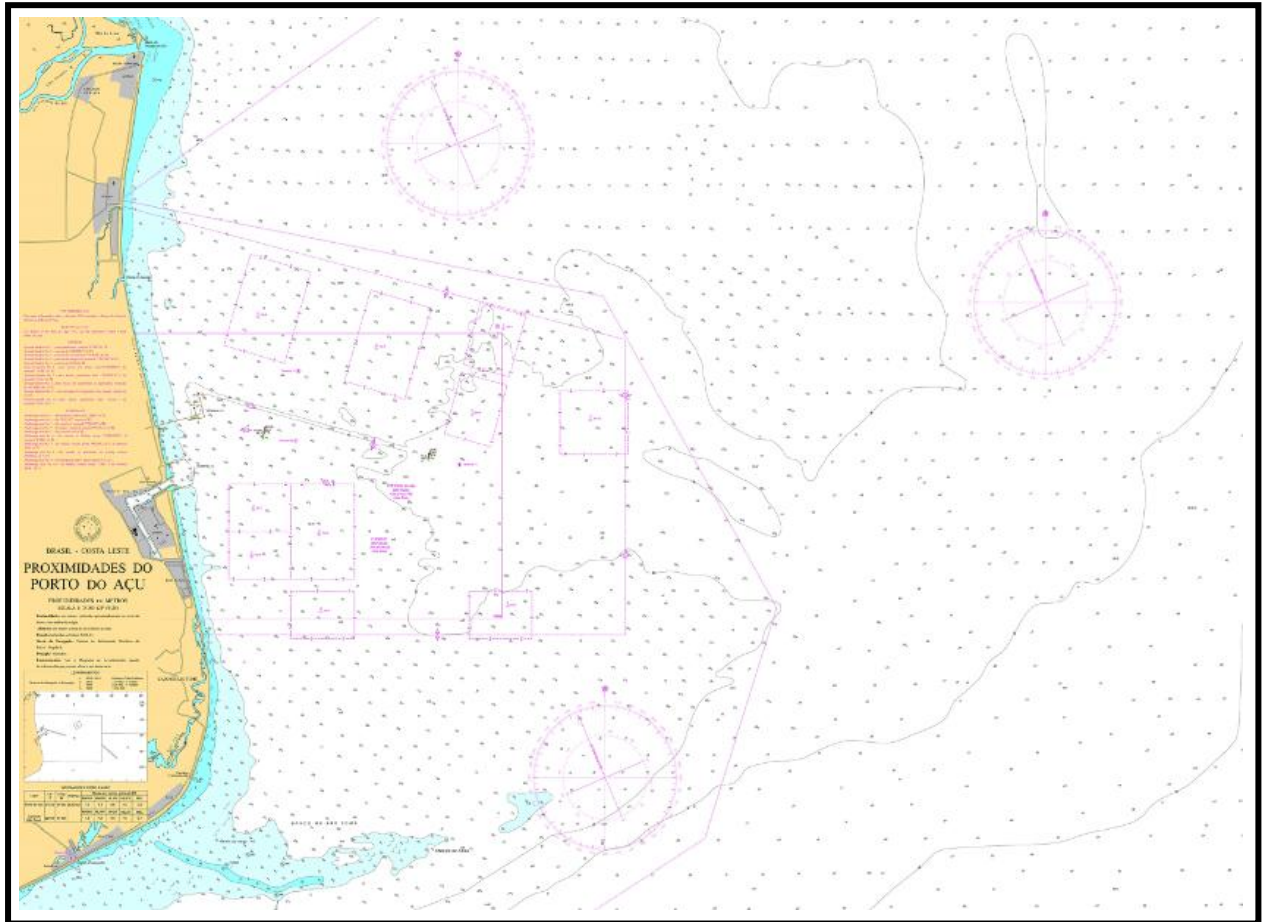


Figure 6

1405 Açú Port

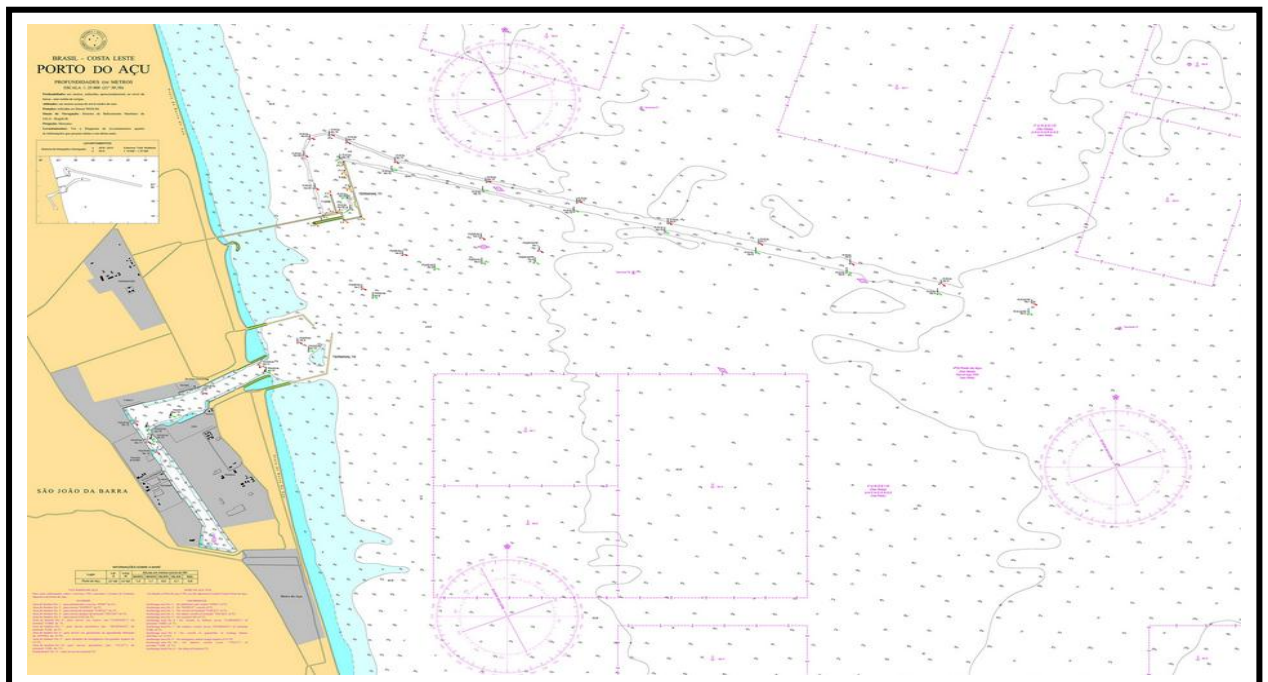


Figure 7

Anchorage Areas

The anchorage areas established for the Açú Port can be visualized in the Brazilian DHN nautical chart 1406. Anchorage no.6 (for T-ORE inbound vessels in ballast condition) geographical coordinates are:

LAT 21° 43.506' S / LONG 040° 57,069' W;
LAT 21° 44.070' S / LONG 040° 55.011' W;
LAT 21° 46.943' S / LONG 040° 55.906' W;
LAT 21° 46.371' S / LONG 040° 57.973' W;

For other related anchorages such as areas for emergency or quarantine purposes, Masters must consult VTS Centre as appropriate and necessary.

Access Channel

The access channel to the T1 Açú Port is one-way, allowing only one vessel navigating at once (entering or leaving port). It is 10 nautical miles long (18,520m), 280m wide, with 24.50m minimum depth at zero tide datum heading SE<>NW (105° <> 285°) of true direction.

Turning Basin

With a diameter of 800m and a minimum depth of 25.00m, the evolution basin of the T1 allows the safe turning of the entry / exit ships, coming from / going to the East / West berth of the T-ORE.

2.4 Vessel Traffic Service at Açú Port (VTS Centre)

Vessel Traffic Service (VTS) is an electronic navigation aid capable of providing active monitoring of maritime traffic, with the purpose of enhancing safety of human life at sea, navigation safety, and environmental protection in areas influenced by the port where there is intense vessel traffic and/or the risk of large-scale accidents. Its mission is to provide the Port of Açú with a maritime traffic monitoring structure to observe and inform, in real-time, vessels, contributing to navigation safety.

It is the responsibility on the VTS, but not limited to:

- Identify and position all vessels equipped with AIS A and B, as well as all large vessels, with knowledge of their intended movements and destinations.
- Monitor the movements of small vessels to identify potential traffic conflicts with larger vessels.
- Monitor maritime traffic and issue alerts to vessels at risk of collision with other vessels and port infrastructure, vessels deviating from their routes, heading where they should not, or approaching underwater obstacles.
- Provide information to mariners, when requested or deemed necessary by the VTS operator, regarding the position, identity, intentions, and restrictions of nearby traffic.
- Disseminate weather warnings for the VTS area, status of navigational aids, weather conditions, and any changes in waterways that may affect navigation safety.
- Contribute, upon request from the Command of the 1st Naval District (Com1stDN) and (or) Port Authority of Macaé (CPM), to search and rescue operations (SAR) within the VTS area, without assuming coordination of efforts and without compromising VTS services.

2.5 T-ORE Characteristics and Facilities

Piers

➤ T-ORE Pier

With 442m long and 25m wide, comprises two parallel berths (345° <> 165° direction) known as WEST (W) and EAST (E), both with 20.50m minimum depth.

➤ Tugboats Pier

Located along the access bridge's north side and in the rear part of the West berth, is fitted with 8 mooring bollards of 15t capacity each and 10 fenders capable to accommodate two 32m LOA tugs alongside in line, which, in turn, are able to accommodate another three tugs of the same size. The Tugboat Pier is also equipped with 5 plugs for electric power supply of 480 VAC.

Berth Dimensions and Layout

Berths dimensions (m)			
A	Bottom fender pad elevation		03.00
B	Top fender pad elevation		06.65
C	Pier elevation		08.00
D	Fender pad clearance from pier		03.30
E	Horizontal reach of ship loader boom	East	34.30
		West	27.30
F	Air draft		21.00
G	Depth		20.50

Table 1

Berth Layout

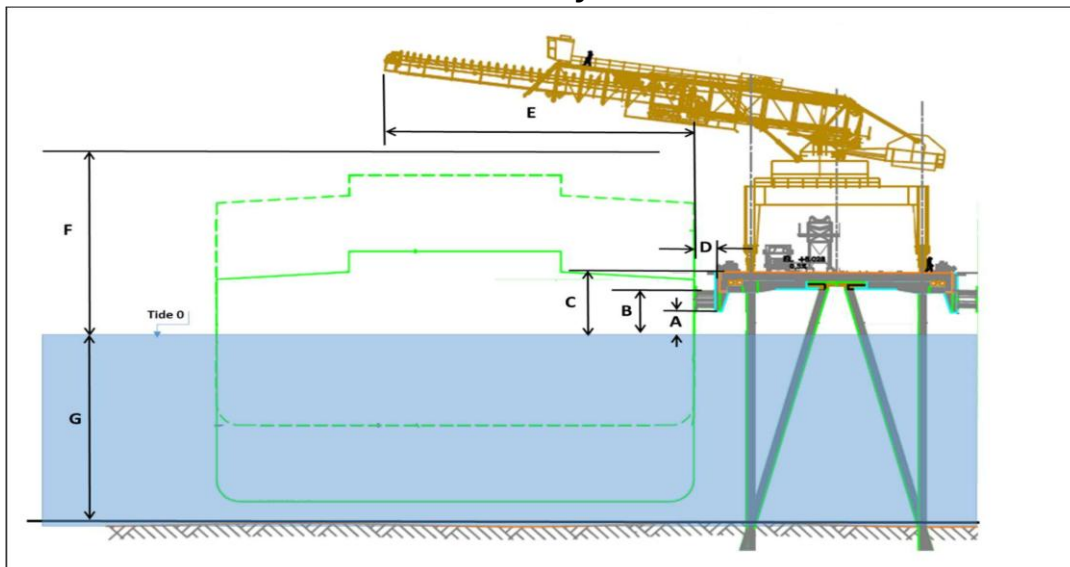


Figure 8

Ship Characteristics

- Maximum LOA: 300m
- Maximum Breadth: 50m
- Maximum DWT: 220,000m/t
- Maximum Draft: refer to item 4.2 below
- Maximum Draft for Partly Loaded Ships: 13.70 m
- Maximum Air Draft (cargo): 21.00m
- Minimum Freeboard: 5.00m

Important Remark: *The figures above reflect the present operational limits and are paramount for acceptance of a vessel during its nomination process since all vessels are subject to the T-ORE ADMINISTRATION vetting criteria. In case of doubt, please check with the T-ORE ADMINISTRATION by contacting the Anglo American Commercial Department.*

Tides

- Highest: 1.7m
- Lowest: - 0.1m
- Variation: up to 1.8m

Port Fenders

The WEST and EAST berths are fitted with Sumitomo fenders of the conical elastomer type connected to a 3.6m high by 3.0m wide fender pad. Each berth has a total of 14 fenders spaced 30.0m measured between vertical axes.

Onshore Mooring Equipment

Both berths have 14 lashing points equally spaced 30m from each other. They are fitted with a 200t mooring bollard at points 2, 4, 5, 7, 8, 11 and 12, while points 1 and 14 are fitted with quadruple quick release hooks, point 9 with a triple quick release hook, and finally points 3, 6 & 13 with a double quick release hook. All hooks have a 75t capacity.

Suggested Mooring Arrangements

- Capesize



Figure 9

➤ Panamax, Supramax e Handysize

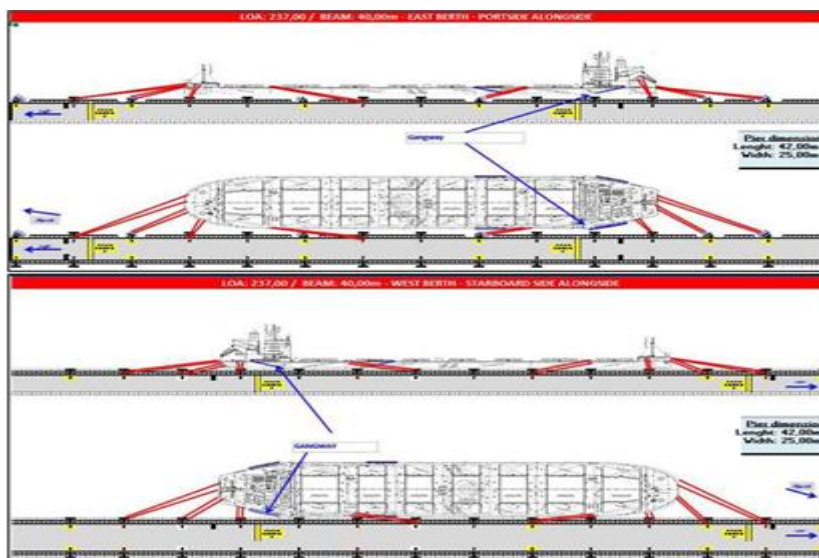


Figure 10

Access Ladders and Extensions (planks)

Access to ships shall be through accommodation ladders or aft gangways (the last latter in case possible/necessary) with the use of extensions (auxiliary plank) since the fender pad lies about 3.3m from the pier border (refer to item 2.5 - Port Fender - above). In addition, vessels must provide safety nets to their access ladders as appropriate.

Navigation Aids

As per the drawing below, the T1 Nautical Signaling Project comprises an array of 28 semi-submersible articulated buoys (SAB) to guide all vessels in transit through the access channel and turning basin to the berths plus 9 little onshore lighthouses for signaling of facilities/structures (pier, berths, breakwater and access bridge). Their details including geographical coordinates are as per the sketches and table below:

T1 Nautical signalization

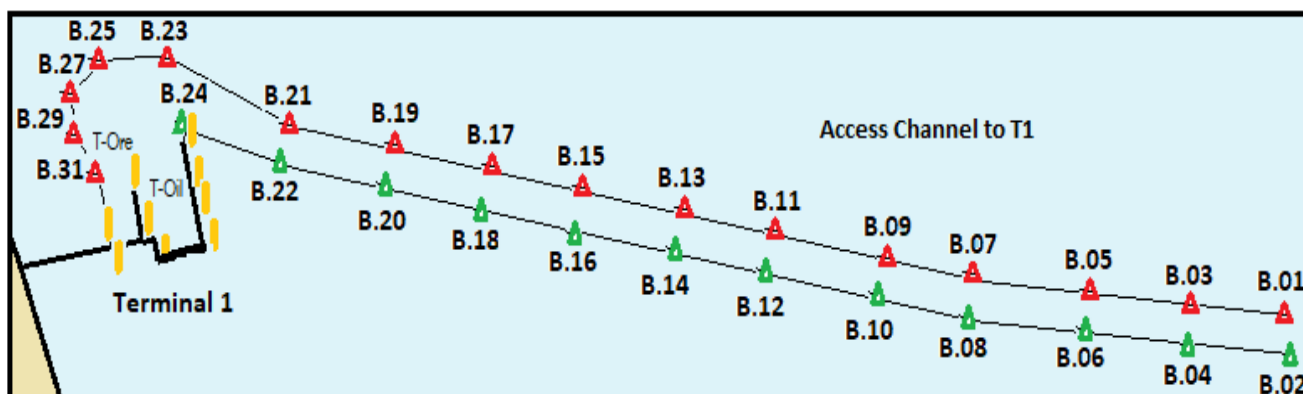
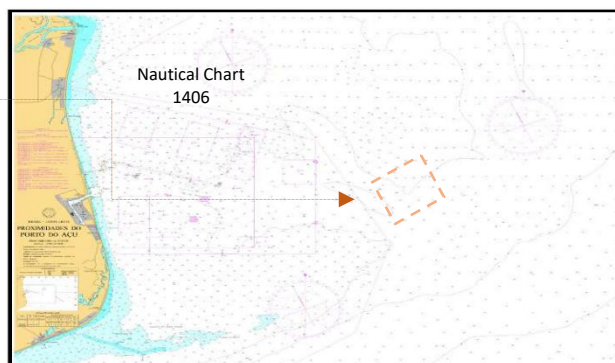


Figure 11

Important Warning: The T-ORE ADMINISTRATION, in order to preserve the safety of maritime traffic and the environment, highlights special attention to the following area outside the access channel to be avoided by vessels due to higher depths at the location indicated below in Nautical Chart 1406

21 47,631'S 040 42,433'W
21 44,826'S 040 33,616W
21 47,785'S 040 32,457W
21 50,758'S 040 38,032'W



T1 Nautical signalization – zoom in the turning basin

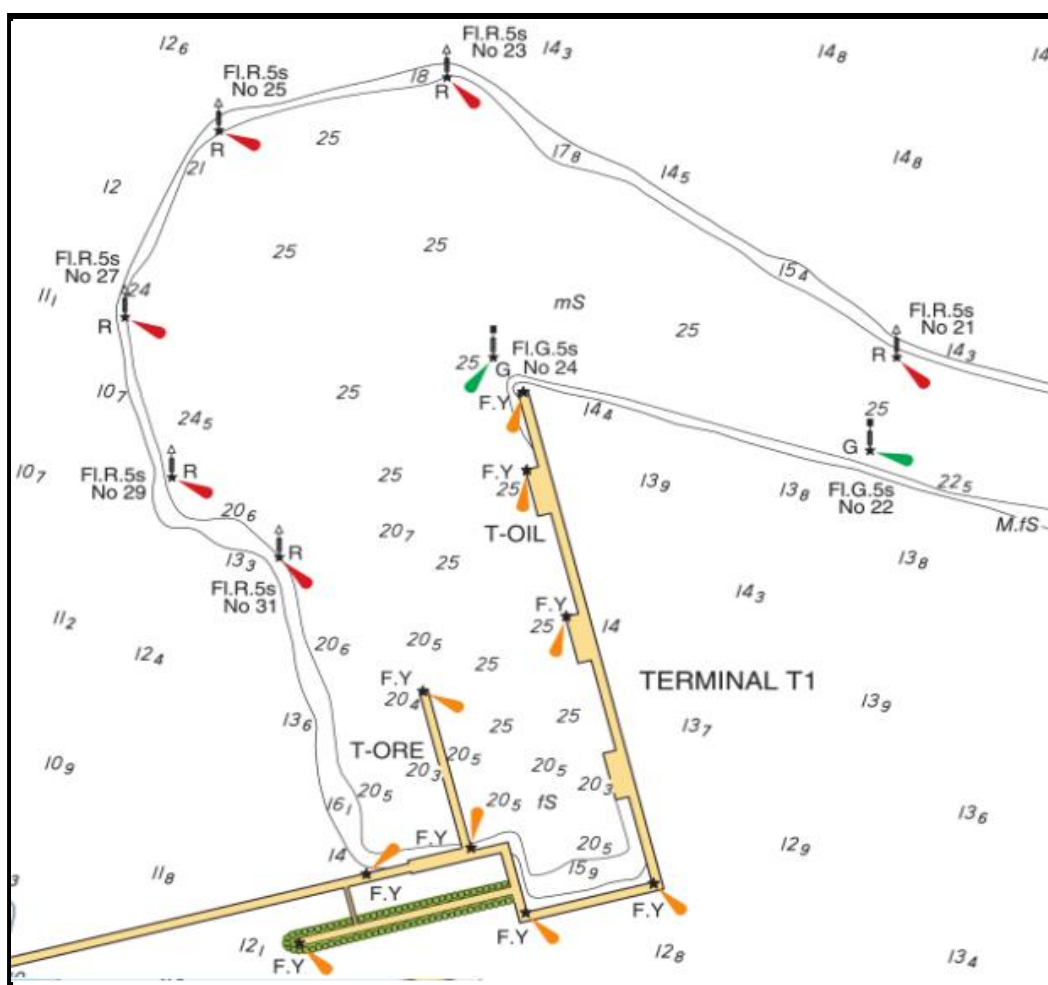


Figure 12

Nautical signaling positioning (WGS 84)

SEMISUBMERSIBLE ARTICULATED BUOYS (SAB)							
BUOY	COLOR	COORDENATES				LIGHT CHARACTER	PHASE CHACTERISTIC
		UTM		GEOGRAFIC			
		EAST (m)	NORTH (m)	LATITUDE	LONGITUDE		
BA T1 01	ENCARNADA	314342,6	7584296,6	21° 50' 07,84399"	040° 47' 46,91034"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 02	VERDE	314309,3	7584026,2	21° 50' 16,62180"	040° 47' 48,17933"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 03	ENCARNADA	312316,5	7584548,9	21° 49' 58,86822"	040° 48' 57,35292"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 04	VERDE	312276,5	7584274,2	21° 50' 07,78398"	040° 48' 58,85987"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 05	ENCARNADA	310287,3	7584802,8	21° 49' 49,83395"	040° 50' 07,90250"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 06	VERDE	310246,8	7584518,4	21° 49' 59,06330"	040° 50' 09,43064"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 07	ENCARNADA	308287,1	7585057,3	21° 49' 40,78041"	040° 51' 17,43621"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 08	VERDE	308215,6	7584774,4	21° 49' 49,94992"	040° 51' 20,04216"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 09	ENCARNADA	307091,9	7585372,9	21° 49' 30,05165"	040° 51' 58,91559"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 10	VERDE	306997,4	7585094,1	21° 49' 39,07858"	040° 52' 02,32158"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 11	ENCARNADA	305255,4	7585848,8	21° 49' 13,85662"	040° 53' 02,64997"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 12	VERDE	305195,2	7585588,1	21° 49' 22,30803"	040° 53' 04,85785"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 13	ENCARNADA	303466,1	7586340,3	21° 48' 57,16488"	040° 54' 04,73170"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 14	VERDE	303391,2	7586058,4	21° 49' 06,29731"	040° 54' 07,45992"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 15	ENCARNADA	301662,3	7586820,5	21° 48' 40,82708"	040° 55' 07,31962"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 16	VERDE	301589,4	7586556,8	21° 48' 49,36967"	040° 55' 09,96923"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 17	ENCARNADA	299862,9	7587295,7	21° 48' 24,64796"	040° 56' 09,75072"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 18	VERDE	299790,0	7587031,2	21° 48' 33,21781"	040° 56' 12,40334"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 19	ENCARNADA	298064,3	7587794,1	21° 48' 07,71039"	040° 57' 12,13796"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 20	VERDE	297987,7	7587512,0	21° 48' 16,84852"	040° 57' 14,92836"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 21	ENCARNADA	296202,5	7588289,9	21° 47' 50,82415"	040° 58' 16,72294"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 22	VERDE	296132,2	7588016,8	21° 47' 59,67360"	040° 58' 19,29072"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 23	ENCARNADA	295021,1	7589045,1	21° 47' 25,78491"	040° 58' 57,50597"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 24	VERDE	295157,1	7588271,5	21° 47' 50,98810"	040° 58' 53,12010"	Lp. V. 5s	V. 0,5 – Ecl. 4,5
BA T1 25	ENCARNADA	294449,4	7588886,5	21° 47' 30,69954"	040° 59' 17,47425"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 27	ENCARNADA	294220,2	7588376,6	21° 47' 47,17672"	040° 59' 25,68228"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 29	ENCARNADA	294342,3	7587938,5	21° 48' 01,46927"	040° 59' 21,62741"	Lp. E. 5s	E. 0,5 – Ecl. 4,5
BA T1 31	ENCARNADA	294625,1	7587714,7	21° 48' 08,86479"	040° 59' 11,88469"	Lp. E. 5s	E. 0,5 – Ecl. 4,5

HEADLIGHTS							
HEADLIGHT	COLOR	COORDENATES				LIGHT CHARACTER	PHASE CHARACTERSTC
		UTM		GEOGRAFIC			
		EAST (m)	NORTH (m)	LATITUDE	LONGITUDE		
Fte T1 01	AMARELA	294858,7	7586839,7	21°48,62'	40°59,07'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0
Fte T1 02	AMARELA	295128,7	7586886,1	21°48,60'	40°58,91'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0
Fte T1 03	AMARELA	294997,8	7587342,5	21°48,35'	40°58,98'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0
Fte T1 04	AMARELA	294666,4	7586657,2	21°48,72'	40°59,18'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0
Fte T1 05	AMARELA	295255,7	7586710,0	21°48,70'	40°58,84'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0
Fte T1 06	AMARELA	295617,1	7586806,5	21°48,65'	40°58,63'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0
Fte T1 07	AMARELA	295241,3	7588175,4	21°47,90'	40°58,84'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0
Fte T1 08	AMARELA	295253,2	7587960,0	21°48.02'	40°58,83'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0
Fte T1 09	AMARELA	295361,8	7587554,7	21°48,24'	40°58,77'	Fl. (4) A 10s	A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 1,0 – A. 0,5 – Ecl. 5,0

Table 2

2.6 General Weather Information

Weather conditions

The weather conditions are of the tropical kind with low to moderate rainfalls, particularly during wintertime from June to August.

The average yearly temperature is around 27° C ranging from 23° to 31° C during the year.

The relative atmospheric humidity is usually high throughout the year with monthly averages varying from 75% to 85%.

The average annual rainfall is 1,944 mm. During the rainy season (with about 15 rainy days per month), the monthly average is 325 mm, and during the dry season (from July to November) the monthly average is 50 mm considering only 5 rainy days per month.

The prevailing wind direction is NE with an average frequency of 63% during the last 10 years of observation, reaching along the summer season the remarkable figures of 76%, 86% and 83% respectively for the months of December, January and February and eventually with intensities up to Beaufort Wind Scale (BWS) force 6. It decreases significantly varying from 61% to 35% from March to May and then up to 54% until July, eventually up to BWS force 6 and occasionally up to force 7 along the entire period; it increases again up to 70% from August to October eventually up to force 7 and occasionally force 8.

Winds up to BWS force 8 followed by rain may occasionally occur from different directions depending on the cold fronts crossing the region during the year.

Winds, waves, sea currents and tides are monitored 24/7.

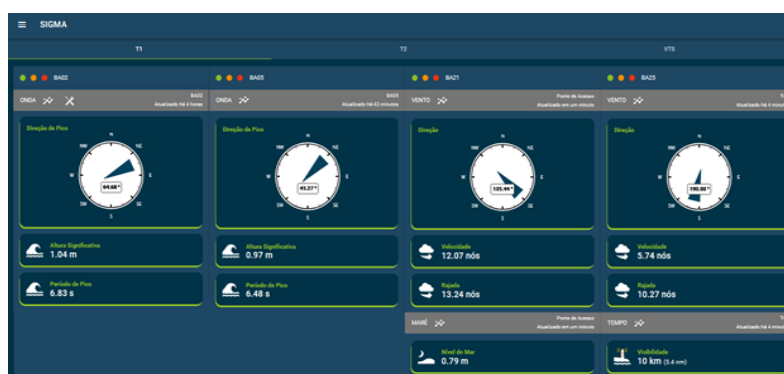


Figure 13

Sea Conditions and Local Water Depth

The low and flat coast relief allows the wind to change direction quickly leading to formation of swells with a certain frequency. Depth increases eastwards under a soft seabed gradient varying from 12m to 19m. Predominant winds of moderate intensity range from northeast to southeast directions during the year. The waves have significant influence on vessels underway through the access channel, especially if associated to tidal currents at an average depth of 13m (flooding towards WNW at over 0.6knot, ebbing towards ENE up to 0.6knot) and to surface currents usually influenced by the prevailing winds (flooding towards W up to 0.6knot and ebbing towards SE less than 0.6 knot). Tides may vary from minus 0.10m to plus 1.70m depending on the moon phase as usual.

The actual conditions of wind, current, wave, and tide are monitored in real-time by the SIGMA platform via web, which displays metocean data measured by monitoring stations installed at different points offshore and inshore (Figure 13).

3. CARGO CHARACTERISTICS, ORIGIN, HANDLING & STOCK AREAS

The cargo handled at the T-ORE is iron ore transported as iron ore pulp (mixed with water) throughout the pipeline.

Upon arrival at the Port, this iron ore pulp passes through a filtration system (for water elimination) and is then carried by a conveyor belt (passing through a sampling system) to be stacked at the stockyard as iron ore “Pellet Feed Fines” (PFF) type with approximate specific weight of 2.50t/m³, granulometry of 99% < 1.0 mm, around 9,0% of moisture and angle of repose of 34°.

The iron ore is recovered through a single reclaimer (which can be turned to both existing yards “A” and “B”) by feeding the conveyor belt system (with its transfer houses) until it reaches the Shiploder pier. On the pier, the Shiploder can properly load the ship with its own conveyor belt and spear, pouring the cargo into the ship's holds following the good practices and procedures required under the BLU Code.

- The project loading rate capacity is 13,000 Mt/h.
- The nominal loading rate capacity is about 10,000 Mt/h.
- Average loading rate about 8,000 Mt/h.

4. T-ORE RULES

4.1 Priority Rules

All stakeholders involved in vessel operations at Terminal T1 are deemed to be aware of and in agreement with the existence of the Iron Ore Terminal (T-ORE) Priority Rights. The Iron Ore Priority Rights are defined and detailed in the T1 Port Regulations, and vessels entering Terminal T1 are considered to have full knowledge of the terms and conditions outlined in the Port Regulations. The Iron Ore Priority Rules apply in all cases when an Iron Ore Vessel is ready to berth or unberth, regardless of the order of arrival, provided that a T-ORE berth is available and ready to receive an Iron Ore Vessel.

4.2 Vetting

It is mandatory that all vessels undergo the verification procedure by the T-ORE ADMINISTRATION at the time of appointment, during which they must present the duly completed Assessment Questionnaire (Annex 5). Please note that all nominated ships must be mandatory members of IACS and IG P&I; cannot be 18 (eighteen) years old or older (delivery date); No converted ship is allowed, must not have impediments from Port State Control, such as structural pendencies, main engine and power generation system pendencies and navigation aid and steering systems pendencies (except deficiencies that do not impact the operation, which may be accepted by T-ORE ADMINISTRAÇÃO at its sole discretion after analysis); must have a maximum recommended GHG rating of “E” and a minimum safety rating of 3 according to Rightship Vetting criteria (Note 2 may be accepted at Ferroport's sole discretion and only for ships over 14 years old)

4.3 Arrival and Departure Procedures

First reports

Vessels are required to report updated ETA on minimum timeframes below to Agents who will pass the information on to the T-ORE ADMINISTRATION and the VTS Centre as follows:

10, 7, 5, 4, 3, 2 and 1 day before arrival.

It's imperative vessels to establish communication with the VTS Centre via VHF channel 16 as soon as possible to update arrival time and also report the following information: Agents' contact details, official arrival time/position (NOR), arrival draughts and maximum cargo air draught, time/position of first anchoring and occasional changes, anchor aweigh time, time crossing first pair of buoys, time and description of first line ashore, berthing (all fast and ladder down) and unberthing times, Pilot boarding/away times, occasional anchoring details after sailing (if so requested) and finally the official port departure details;

The entry and departure of vessels are subject to clearance by the VTS Centre. Masters (or Pilots on their behalf) shall request clearance upon heaving up anchor or letting go their lines. This will trigger the VTS Centre to assure that all maneuvering areas including the access channel are clear for the ship to pass. The VTS Centre will monitor all ships anchored, underway or berthed at all times.

Maneuvering Requirements

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

"Every vessel must navigate continuously at a safe speed, enabling it to take appropriate and effective action to avoid collision, as well as to be stopped at a distance appropriate to the prevailing circumstances and conditions. The following factors should be among those considered when determining the safe speed: (ii) traffic density, including concentrations of fishing vessels or any other vessels."

The vessel's Master is responsible for exercising caution in interacting with other vessels and port infrastructure to avoid accidents.

All others vessels, mainly those going to or coming from the T2 Terminal, if needing to cross the T1 access channel, shall keep a safe distance from the T1 vessels, at least 4 NM from the bow and 0.5 NM from the aft.

All vessels must have support from tugboats whenever crossing out of the turning basin either way; however always under her own engines as main propulsion.

Rules including operational limits and general conditions established by the Harbor Master (on behalf of the Maritime Authority) for inbound/outbound vessels as follows:

- Applied for ships with draft up to 18.50 m (maximum allowed sailing draft irrespective of tide condition) the following condition / restriction for maneuvering:

		Daylight Maneuver		Night time Maneuver	
		In	Out	In	Out
	Wnd	20'	20'	20'	15'
	Wave	1,6m	1,6m	1,6m	1,0m
	Current	1,0'	1,0'	1,00	1,0
	Nº Pilots	1,0	1,0	1,0	2,0

- Use of 4 ASD tugboats being 2 of 80t BP and 2 of 70t BP.

- **Applied for all ships regardless of their drafts and tide condition:**

- 2 ASD tugboats of 60t BP available all time for emergencies while a ship is at berth;
- 1 Pilot full time on shore on stand by while a ship is at berth.

Note: The following meteorological limits are authorized for special maneuvers, provided that the simultaneity of two or more of these limits is not observed. Please inform the Pilots if necessary.

- Wind: above 20 knots and limited to 25 knots;
- Wave: above 1.6 meters and limited to 2 meters; and
- Current: above 1 knot and limited to 1.3 knots.

- **Maximum Air Draft:**

21.00m

Ferroport strongly recommends that berthing and unberthing maneuvers be carried out within the meteorological limits (wind, wave, and current) established by the Maritime Authority, and that safe distances be maintained from other moored vessels, as well as offshore infrastructure and signaling buoys during the maneuvers.

For better guidance, please find the schematic diagram below, outlining safe routes and recommended speeds.

We recommend that commanders visit the Ferroport website at https://ferroport.com.br/nosso-negocio/terminal-portuario/#safe_maneuvering_guide_lines to consult the complete document "safe Maneuvering Guide Lines." This document should be understood as a recommendation to support the "Passage Planning" preparation during inbound and outbound maneuvers the port, as described in Rule 34, Chapter V of SOLAS.

The Captain, assisted by the Pilot, is responsible for the safety of the vessel under his command during all phases of the maneuvers, so the information described in this document must be considered as information, subject to adjustments according to the specific conditions and operational circumstances encountered during each maneuver.

Arrivel Maneuvers

Reference Trajectories:

Utilize the turning basin for procedures of stopping and turning the vessel.

The turning basin has a diameter of 800m and its center is offset from the axis of the navigation channel.

Vessels may opt for a navigation oriented to the north of the transition between the channel and basin, compensating for the wind drift (green trajectory).

Speeds and Points of Attention:

At the waiting point and start of the tug line passing area, speed may be kept up to 6 knots (magenta location), and at the point where tugboats should have the lines passed, speed may be kept at up to 4 knots (blue point).

The coordinates of the reference points are:

Center of the turning basin (21° 47.720' S, 40° 59.093' W)

Waiting point for tugboats (21° 47.859' S, 40° 58.573' W)

Point where tugboats should have the lines passed (21° 48.069' S, 40° 57.818' W)

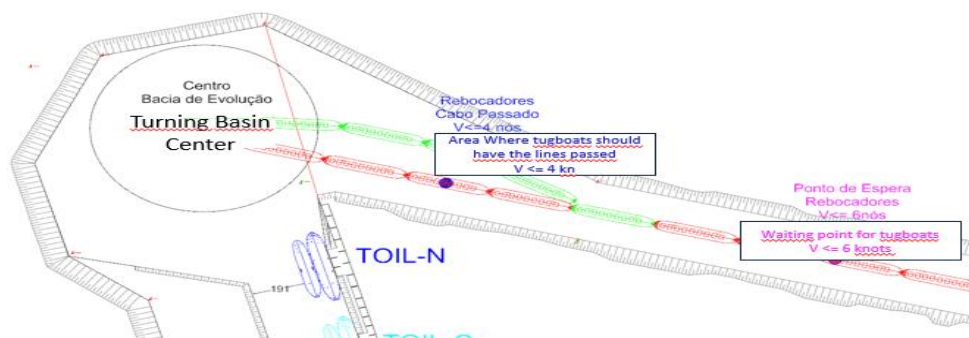


Figure 14 – Reference Trajectories

Berthing At T-Ore East

Reference Trajectories:

Following the turn in the turning basin, the ship may approach the berth going astern with an initial heading below 350°.

Maintain distance of at least 50m between the sides of the passing ship and the moored vessel.

The vessel should approach to about one breadth of distance between the ship side to the berth and have the heading and approach speed adjusted precisely.

Speeds And Points of Attention:

Recommended speed below 3 knots during the maneuver to reduce the passing ship effects when close to other vessels.

Action of tugboats tend to be more intense during berthing and when controlling the passage through TOIL-N.

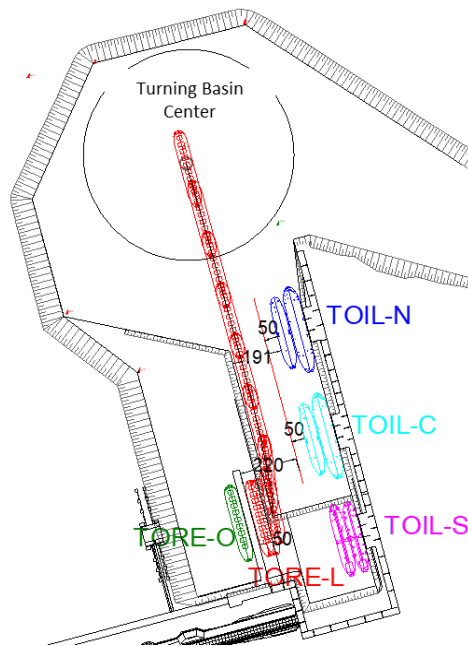


Figure 15 – Berthing At T-Ore East

Berthing At T-Ore West

Reference Trajectories:

After turning at the turning basin, the vessel may approach the berth going astern with initial heading of approximately 355°.

May approach about one ship breadth of distance to the berth and adjust the heading and approach speed.

Speeds And Points of Attention:

Recommended speed below 3 knots during the maneuver to reduce the passing ship effects.

The wind coming from NE tends to increase the difficulty in the approach maneuver to align with the berth.

Tugboats' activity tends to be more intense during the berthing process.

Tugboats should predominantly operate in pushing mode under prevailing NE wind conditions, with a tendency for greater utilization of the tug located aft.

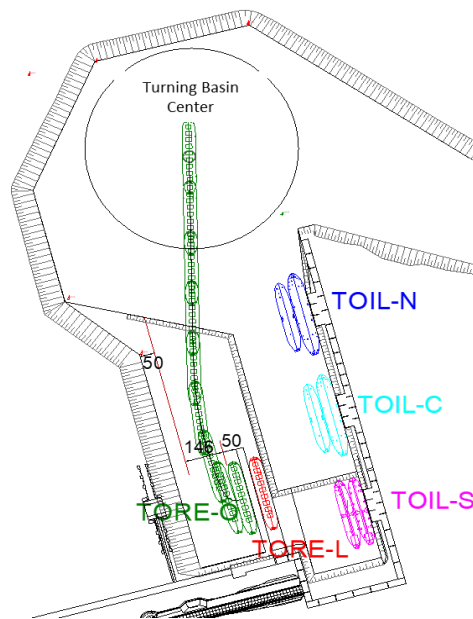


Figure 16 – Berthing At T-Ore West

Unberthing T-Ore East

Reference Trajectories:

The vessel may move away from the berth by one breadth of distance, head towards the turning basin with the assistance of tugs and execute the turn utilizing the basin area. After turning in the turning basin, the vessel may aim for an initial heading of approximately 105° and alignment with the center of the channel.

Speeds And Points Of Attention

Recommended speed below 3 knots during the maneuver to reduce the passing ship effects. Especially for loaded ships exiting through the jetties, there may be difficulty to increase the speed, as NE winds and SW currents tend to push the vessel towards the green side.

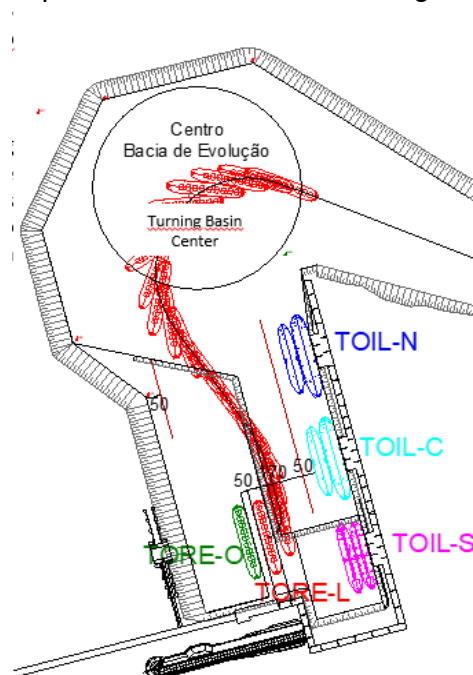


Figure 17 – Unberthing At T-Ore East

Unberthing T-Ore West

Reference Trajectories:

The vessel may move away from the berth by up to 2.5 breadths of distance before heading towards the basin.

The available area of the basin should be utilized to execute the turn within it.

After the turn in the turning basin, the vessel may aim for an initial heading of approximately 105° and alignment with the center of the channel.

Speeds And Points of Attention:

Recommended speed below 3 knots during the maneuver to reduce the passing ship effects.

Especially for loaded ships exiting through the jetties, there may be difficulty to increase the speed, as NE winds and SW currents tend to push the vessel towards the green side.

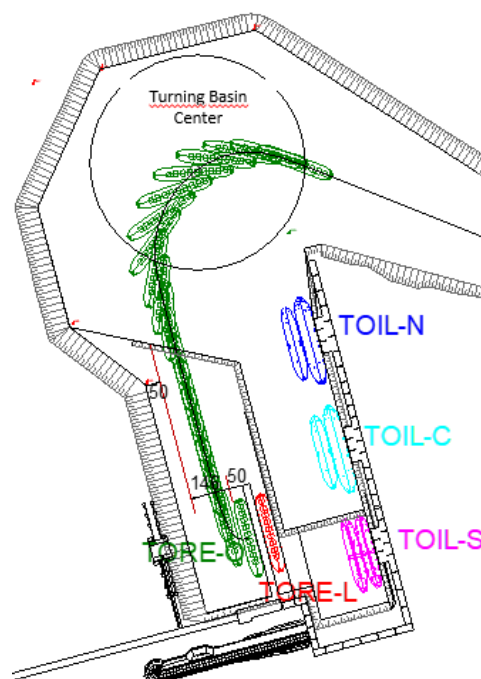


Figure 18 – Unberthing At T-Ore West

4.4 Cargo Plan, Loading Sequence Plan and Loading Operation

Masters must submit the Cargo Plan / Loading Sequence using the standard T-ORE forms, at least 7 days prior to the ship's arrival in port. For reasons of good order and / or better operational performance, ADMINISTRATION T-ORE may require adjustments as needed.

The Commanders must present values of Bending Moment and Shearing Force in the Load Sequence Plan, always relative to the Sea Condition in all passages. If the T-ORE ADMINISTRATION considers it necessary to obtain these values in the Port Condition, it will notify and request accordingly.

Note that it is highly recommended that the percentages calculated for each step of the Loading Sequence Plan in relation to the Bending Moment and Shearing Force, obey the recommendation of the table below:

SF&BM Values per step of Loading Sequence Plan	
Vessels Age up to (years)	Maximum SF&BM Percentual (Sea Condition)
5	95
9	94
12	93
15	92
18	91
>18	90

In order for the ship's loading operation to proceed normally and safely, Masters must observe and comply with the STCW rules (mainly Chapter VIII / 2) regarding the need to have a Nautical Officer capable of discussing with the Loading Inspector on duty, any changes to the cargo plan / loading sequence plan or other situation that may occur during the loading operation (BLU Code).

Remark: Any change in the cargo plan / loading sequence plan as requested by Master during the loading operation which will cause interruptions in the loading flow will be droven to ships responsibility.

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

In case of any main deck obstruction, the T-ORE ADMINISTRATION must be informed accordingly.

All vessels shall be suitable and capable to load according to the loading rate established by the terminal as follows:

- Nominal Loading Rate: 10,000 Mt/h;
- Average Loading Rate: 8,000 Mt/h;

Deballasting must be performed simultaneously to the loading operation and properly done to balance the loading rate previously settled, otherwise the foreman on duty must be immediately advised for appropriate actions required.

Deballast operation must not be a cause for loading interruption, otherwise any delays arisen from that will be imput to ship's account.

Unless otherwise instructed, cargo required for trimming must never be less than 4.0 % of the total intended cargo. In addition, Masters must keep in mind that 300mt are the minimum amount of cargo to be requested by the ship for completion of the total cargo otherwise the loading operation has to be declared as finished.

Regarding the loading sequence, unless otherwise agreed, 2 passes per hold in balanced quantities (normal operation) + 2 additional passes (for trimming) is recommended.

Note that is not an Terminal's obligation to clean the main deck and its housings, fittings, equipment, hatch coamings, hatch covers, structures, superstructures, masts or any other parts of the vessel prior, during or after loading Operation.

Note that, for the sake of operational safety, the maximum allowed sailing draught is 18.50m as per item 4.2 above and Masters are required to avoid exceeds the mark of 19.00m for maximum drafts during the all load operation.

Warning 1: Upon berthing, all vessels must have their main decks clean and free of previous leftover cargoes, especially coal or similar cargo that may eventually cause seawater pollution in

case of strong rain occurrences, resulting in pollution which is subject to heavy fines by The Government Environmental Administration besides compromising the next vessel's nomination to the T-ORE ADMINISTRATION.

Warning 2: In order to avoid any interruption in loading at the request of the ship due to air draft restrictions, the loading sequence and ballast plane must be completely controlled at all times and in all aspects, before and during loading according to BLU Code and the Port Regulation.

4.5 Holds & Hatch Covers

Unless otherwise established by the governing charter party, all cargo holds are required to be free from previous cargo, clean, dry and ready for loading. Therefore, Masters are required to avoid ballast water inside the floodable holds before vessel's mooring.

All hatches are required to be widely open upon berthing for visual inspection of the cargo holds except in case of moderate to heavy rains as applicable and subjected to Foreman evaluation.

After cargo holds inspection and clearance granted by the foreman, all cargo holds are required to be kept opened during all loading time. In case of heavy rains, loading operation is subject to be interrupted as necessary and according to Foreman evaluation.

4.6 Draft Surveys, Draft Checkages, Trimming and Stoppages

Draft survey will be performed according to the best current practice (initial, intermediate and final drafts checking). Being the initial and final draft survey to Terminal's account. Extra and/or additional draft Survey by Master's requesting will be to vessel's account.

The Loading Sequence Plan shall contains all trimming details which will take place just once.

4.7 Shiploader Boom Travelling / Hatches Opening & Closing

The shiploader boom may take a few minutes to move over the hatches. Therefore, it is highly recommendable that all persons stay out of its reach; walk always on the sea side as well as avoid to jump over the tensioned lines across the main deck pier side.

Any delay for opening or closing hatches will be at the ship's account.

4.8 Working Time for Load Operations

24/7.

4.9 Certificates Validity

The Masters, Owners, Charterers, Operators, Managers and/or Ship's Agents must keep in mind that any delay to the port operations caused by reason of renewal of any vessel's document or certificate which may affect her entrance, berthing/unberthing or her departure during vessel's stay in port, will be input solely to vessel's account.

All statutory certificates and/or any other documents for vessels nominated to load at T-ORE must be valid until 72 hours after the scheduled completion of loading, under the risk of having their nomination denied and/or Notice of Readiness (NOR) broken (not accepted). In this case, if a ship arrives at the T1 anchorage area but has pending documentation issues that were required in the nomination (due to invalid, expired, and/or not presented documents), the ship will NOT have its berthing maneuver scheduled/confirmed. It may lose its place in the queue, and its NOR may be canceled and NOT accepted, in addition to having the acceptance of the final nomination not confirmed.

It is strongly recommended that all statutory certificates and other documents are properly valid (including annual and intermediate surveys) until the scheduled arrival date of the vessel at the Discharge Port.

4.10 Pilotage

Pilotage is compulsory for all inbound/outbound ships through the T1 access channel as per NORMAM 311 (Maritime Authority Regulation).

For navigation safety, all vessels must navigate through the access channel, unless otherwise indicated. Pilots must board the vessels at the points indicated in the nautical chart 1405 in force. When leaving loaded vessels, it is important to highlight that the pilot's disembarkation point will always be at the end of the channel, approximately 2 nautical miles beyond the first pair of buoys. All pilots associated to the Rio de Janeiro State Pilotages for attending the T-ORE must be fully certified and authorized by The Brazilian Maritime Authority.

Pilotage service is available 24/7 (Sundays and Holidays included) and to be requested by ship's Agents at least 06 hours in advance.

Pilots will contact vessels through VHF radio channels 16 or 12 before boarding.

As per the ICS, seafarers can recognize the Pilot Boat by its red hull and white structure and, at nighttime, by the vertical white and red lights on its top. In addition, unless exception is applicable, Pilots will not permit access to the Pilot Boat to anybody except themselves and employees of the boat.

According to Maritime Authority Regulations, all vessels shall provide a safe pilot ladder or combination ladder (pilot ladder + accommodation ladder) as necessary and applicable, correctly and safely rigged and positioned besides being properly lighted during night time to grant safety conditions for pilot boarding and disembarking.

As per NORMAM 201 - Chapter 4 - item 4.13, a life buoy provided with a heaving line no less than 30m and a white strobe light, must be kept in sight, hung in the main deck railings close to the pilot ladder, ready to go during pilot boarding or disembarking.

Pilotage service tariffs shall be settled between Shipowners, their Agents and the Pilots' Associations.

For further information or more details, visit the IMPA – International Maritime Pilots Association site at <http://www.impahq.org>.

4.11 Tugboats

The Present available fleet of ASD tugboats and their Bollard Pull are: 01 tug 90t BP, 01 tug 91t BP, 01 tug 72t BP, 01 tug 71t BP and 01 tug 70t BP totaling 05 units.

All tugs are required to maintain AIS in full operation 24/7, and its use is mandatory for all ships. The service of Tugboats must be requested by the ship's Agent and their service tariffs are to be settled among Shipowners, their Agents and the tugboat provider Company.

At the Master's discretion and expense, additional tug assistance may be requested as deemed necessary.

Important Remark: For the sake of good order, it is highly recommended to restrain from boarding/disembarking to/from tugboats at any place at sea for any reason unless they are safely moored alongside the tugboat pier. The T-ORE ADMINISTRATION strongly discourages this practice besides stating that it shall not be liable for noncompliance with such warning and whatsoever consequences that may arise from it.

4.12 Boat Services

A service boat to attend the terminal sheltered area will be available 24/7 while the vessel is alongside. Requests for using of the boat must be made via the T-ORE ADMINISTRATION.

4.13 Free Pratique, Port Health Authorities and Quarentine

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

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

Whenever a ship is not in a satisfactory condition under the Port Health Authority judgment, the Shipmaster will be required to anchor under the VTS Centre guidance, as per Maritime and Port Health Regulations in force. In such case, neither the cargo can be loaded nor can any crewmember sign in/off.

Furthermore, Agents are required to send a Free Pratique scanned copy to the T-ORE ADMINISTRATION as soon as the Port Health Authority releases it.

4.14 Customs and Immigration

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

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

Except for the Pilots, nobody is allowed to board or leave the vessel before clearance is granted from all Port Authorities concerned.

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

4.15 Mooring Arrangements, Requirements and Operations

T-ORE will previously recommend a Mooring Plan to the Master. Once agreed, any further deviation during berthing time, Master, Pilot and a terminal representative shall discuss it immediately for a reasonable solution. Once moored, change of position of any line during loading operation must be previously reported and discussed between Master and the terminal representative. The Master is strongly advised to follow strictly the recommended Mooring Plan proposed by T-ORE.

Except under extraordinary reasons and conditions, the vessels shall normally berth always with their bow northwards regardless of the side of the berth.

All ship lines must be in good condition and follow the requirements below:

- 20 pieces available on board being 16 to cover equally the forward and aftward stations plus 02 extra ones as safety precaution for reinforcement and use at forward station as appropriate plus 2 spare ones available at all times for eventual replacement of any nature as necessary;

- Diameters of 72mm and MBL of 707KN (72t);
- Polypropylene or similar material. Wires will not be accepted.
- The ropes must be Free of oily residues, visually not worn out or deformed and also free of fatigue evidences such as burrs, grooves, twists, kinks etc.;
- The ropes must be one single piece (without tied-up pieces of broken lines);
- Hands must be protected with heavy duty canvas and the ropes must be correctly made without improvised knots;
- The ropes must be provided with a short line (1" diameter / 1.5 m long) tied up to their hands for easy handling;
- All ropes must be provided with rat guards while vessel is moored/berthed.

Note: Service boats may eventually be used to support berthing/mooring Operation.

Handset maritime VHF radios shall be used by all parties directly involved in the maneuver to speed up and assure a smoothest berthing/mooring execution as possible, preferably via channel 13 or else on a specific channel previously agreed on by the Master, Pilot and terminal personnel. Besides, personal safety equipment must always be used.

In order to avoid accidents, whenever throwing heaving lines towards, either the tugs or pier, the vessel's crew are strongly requested to warn all persons around engaged in such activity immediately before throwing their heaving lines. They must also be safely positioned at all times, well sheltered and clear from any tensioned line (especially towlines) to protect themselves against sudden occurrences of broken ropes.

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

While berthed, the automatic mooring winch tension system shall not be used. In addition, instructed by the Master, vessel's crew are strongly advised to check frequently every related deck equipment and mooring fittings all the time in order to prevent mooring ropes from suffering unwanted friction caused by stuck deck fittings or hard structures that may lead to early wear, fray and cause the lines to rupture abruptly without previous notice.

Masters must never forget that events such as breaking of lines may jeopardize the safety of persons around, compromise the operability of terminal equipment besides significantly increasing the tension in other lines close by in use and thus compromise the safety of the vessel itself. Therefore, if the vessel experiences such event entailed from poor conditions of the lines whatsoever and consequently the requirement for tugboat assistance is necessary as additional measure to keep the vessel properly and safely docked alongside, all costs regarding it will be at the vessel's account or her contractor, regardless of who first calls tugboats for such assistance.

The breakwater laying parallel to the right side of the iron ore pier (both with true direction 165° 345°) offers a safe shelter to berthed vessels. Nevertheless, Masters must always guarantee sufficient ropes, of good quality, shape, positioning and equalized tension to keep the ship well moored and docked at all times including with regards to local weather conditions during the year as described in item 2.6 above. In this sense, any tug assistance required due to noncompliance with this paragraph or any other related one herein, all costs regarding it will be at the ship's account or that of her contractor, regardless of who first calls tugboats for such assistance.

4.16 Vessel Boarding Ways

Accommodation Ladder

The vessel's access ladder at the pier side must be duly ready and already provided with safety net upon completion of mooring to avoid unwanted delays at commencement of loading Operation.

Any access ladder in use as well as its extension must always be provided with safety net to prevent people from falling at the sea.

Crew must pay attention to the mooring lines and keep them properly tensioned to refrain from vessel's longitudinal and transversal movements which might cause serious damage to the accommodation ladder and their extensions (boards/planks).

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

Masters are required to guarantee the safe position for the fittings with projections beyond hull limits such as provision cranes or other devices.

In case of any of the vessel's lines need to be temporarily released or slacked away, foreman on duty must be immediately contacted.

Helicopters

Masters shall not authorize the take-off or landing of helicopters from their helidecks, decks or any other part of their structures while inside the T-ORE, unless expressly authorized by the T-ORE ADMINISTRATION.

Masters shall not authorize the embark or disembark of any person or cargo carried through helicopters on their helidecks, decks or any other part of their structures while inside the T-ORE, unless expressly authorized by the T-ORE ADMINISTRATION.

4.17 Walking on the Pier

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

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

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

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

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

In case of emergency, the foreman on duty must be contacted immediately by any available communication means.

4.18 Persons Under Vessel's Responsibility

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

4.19 Vessel's Exercises

Rescue, emergency response, pollution and fire prevention and combat exercises, with the use of lifeboats and / or rescue / lifeboats, may be performed while vessel is at berth subject to the following conditions:

- (1) must be previously communicated to the T-ORE ADMINISTRATION;
- (2) should be performed only during daylight;
- (3) the meteorological conditions must be favorable, allowing the exercise to be carried out safely;
- (4) must be completed at least 4 hours before the expected end of loading.
- (5) The Master shall ensure that the exercises do not interfere with or compromise the loading operation.
- (6) The Master shall inform the VTS Center the start and end of the activity.

4.20 Degassing

All vessels are required to be fitted with appropriate instruments for measuring concentration of gases without requiring entry into the cargo holds' spaces. These instruments shall be regularly serviced and calibrated and the crew duly trained for their correct use.

All O/O, OBO and bulk carrier ships engaged in carrying petroleum and its refined products or high volatility coal in the last three voyages must present the following document:

A certificate issued by an independent Surveyor (no more than 48 hours before berthing schedule time) stating that the atmosphere in all vessel's compartments is free from flammable, toxic and inert gases (gas-free condition), being whatsoever, one copy sent by any available means to the T-ORE ADMINISTRATION no less than 12 hours before berthing time and the original one presented to the foreman on duty upon berthing and before beginning of loading Operation.

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

Regardless of the previous cargoes, for every single call, all ships must present a Gas-free-for-man Certificate by an independent Surveyor or alternatively a declaration issued by the Master himself, stating that the atmosphere in all cargo holds and adjacent areas is in good condition for breathing, being also one copy sent by any available means to the T-ORE ADMINISTRATION no less than 12 hours before berthing time and the original presented to the foreman on duty upon berthing and before commence of loading Operation.

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

4.21 Firefighting

The board firefighting system must be ready and in good conditions to be used at any time.

4.22 Emergency Medical Assistance

In case of any medical assistance be required on emergency bases, regardless of the reason, First Aid shall be taking place onboard and at the same place of the occurrence before removing the patient inadvertently from the vessel without express authorization from the terminal.

In the case of a medical assessment or a request for low-severity health care, patient removal must be conducted via the maritime agent, directly to the reference health unit. For severe emergencies, unconscious victims, or life-threatening situations, the terminal's emergency response team must be activated for assistance.

Warning: In case of failure to comply with the above General Safety Precautions, Master will be held the sole responsible and therefore the vessel will be subject to penalties imposed by the T-ORE ADMINISTRATION and/or Authorities concerned especially in the event of human injury or loss of life, time, material and/or related damages, being any delay and costs directly or indirectly involved at the ship's account.

4.23 Deballasting

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

It is highly recommended to keep an updated and detailed record of the water exchange as per concerned regulations in force.

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

Vessel Masters must closely watch the deballasting performance: if for any reason it falls below expectations, any delays, lost time and demurrages will be at the ship's account;

Discharge of clean ballast water is allowed within Port area provided compliance to the procedures below are observed:

- (1) Masters must be fully certain regarding the good quality of the ballast water which must be free from any kind of oil, chemicals, pathogenic organisms, bacteria and/or exotic and unwanted species;
- (2) Special attention must be given to the ballast water management which must be in compliance with IMO Resolution A.868(20), BWM Convention/2004 (International Convention for the Control and Management of Ships' Ballast Water and Sediments), Brazilian Federal Law 9966/2000, Port Health Authority (ANVISA) Regulation RDC 217 and also with the Brazilian Maritime Authority Regulation NORMAM 20;
- (3) Ballast water cannot be discharged directly at the pier since it may cause damages to the shiploader's electrical equipment and others; therefore, Masters must assure that the vessel is provided with an appropriate device to avoid direct discharge from the topside tanks outlets that may cause failure and/or severe damage to the shiploader power equipment followed by loading interruption.

Remark: Ships equipped with Ballast Water Management System (BWMS) are exempt from ballast water exchange, provided presentation of the respective valid International Certificate issued by a competent authority or classification society.

No complying with all above requirements are subject to heavy fines imposed by the Brazilian Federal Law 9605/1998.

4.24 MARPOL & Potencial Polluton Sources

Brazil is a signatory of MARPOL. The Law enforces environmental protection and special attention must be given to Brazilian Federal Law nº 9605/98 and 9966/00, which may punish environmental crimes with heavy fines. All costs arising from any pollution caused by vessels, will be at the account of the responsible party, whether the Vessel, Master, Owners, Charterers, Managers, Operators and/or their Agents. Discharge of any kind of residies (including dirty ballast water) at sea within the port limits IS NOT PERMITTED and will subject vessel to the fines applicable under Brazilian Law, which may be extremely high.

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

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

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

Oily sawdust on any deck (particularly on main deck) must be collected immediately as soon as its use is finished, properly packed away and stored appropriately.

Main deck drains must always be kept plugged up but must be quickly unplugged to drain clean water without any kind of trash or oil, whatsoever.

Oily water must never overflow to the sea. Therefore, any presence of it on the main deck must be pumped out immediately to a slop tank or other appropriate compartment.

4.25 Oil Sludge, Oily Residues / Mixtures, Garbage Removal and Food Waste Removal

These Services may be performed only with the prior and duly authorization from the T-ORE Environment Management Sector. (minimum of 48 business hours).

Only companies approved by the Environmental Department are allowed to perform the service. Waste removal is only permitted on business days and during business hours.

4.26 Bunkering of Fuel Oil, Lubricants, and Hazardous Products

Bunkering: Not available.

Lubricants and Hazardous Products: The supply of lubricants and substances classified as hazardous under environmental legislation is only permitted upon prior authorization and in accordance with specific instructions issued by the Environmental Management Department of T-ORE.

All deliveries of lubricants and hazardous products must be carried out in drums or other suitable containers, as applicable. Bulk supply of lubricants or hazardous materials is strictly prohibited.

4.27 Air Environment

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

Soot blowing through the smokestack is not allowed during port stay.
Exhaust gases produced by ships under manoeuvre must be reduced as much as possible to refrain from excess of smoke emission in the air.

4.28 Fumigation & Deratisation

Not available.

Warning: All vessels are subject to Brazilian Port Health&Environmental Authorities inspections. In case of any air/water pollution caused by vessel, she will be subject to the fines applicable under Brazilian Law, which may be extremely high, and may also compromise her future nominations to the T-ORE.

4.29 Diving

Not allowed during the ship's berthing for any reason. Diving for hull inspection purposes may be carried out while the ship is anchored in the designated anchorage areas, approved by the Brazilian Maritime Authority, as indicated in Nautical Chart DHN 1405-Porto do Açú. The activity must be previously and properly authorized by the Brazilian Maritime Authority and performed by a diving company registered with that entity. We emphasize full compliance with the provisions of NORMAM-222/DPC and NPCP for the execution of these activities. Important: All Subaquatic Activities must be reported to the VTS Center before commencement and after completion. Ferroport should receive copies of all relevant authorizations before the start of any activity.

4.30 Fishing

Not allowed in any circumstance.

4.31 Repairs

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

All necessary use of oxyacetylene gases for repairs on main deck open areas and vicinities must have Clearance granted previously by a terminal's representative.

The vessel berthed is prohibited from conducting repairs that would hinder its ability to maneuver, except in special situations and provided that the Terminal Administration's agreement is obtained, and the Maritime Authority is notified in advance. The movement of vessels unable to maneuver under their own power, to or from the anchorage area, should be executed using a special towing device suitable for the situation of being towed without propulsion.

Hull cleaning is prohibited in the jurisdictional areas of CPM, DelCFrio, and AgSJBarra. Any such service can only be performed in a shipyard duly licensed for this purpose, following the regulations of the Environmental Agency and other competent authorities.

Regardless of the kind of repair in progress on board, in case of emergency, any ship berthed at the T-ORE must be ready to leave within 30 minutes as from the time of request. Therefore, major routine repairs that may compromise an imminent unberthing, should not be carried out unless previously reported and duly authorized by the Maritime Authority and the T-ORE ADMINISTRATION. Masters should bear in mind that the use/support of tugboats is mandatory in any situation, and the movement of ships unable to maneuver with their own resources, from or to an anchoring area, should be executed using a special tugboat service, adequate to the

situation of being towed without propulsion, and always with a Pilot on board, and all costs of tugboat and Pilot shall be charged to the ship.

In case of emergency repair or major routine maintenance, even if authorized by the Maritime Authority, the T-ORE reserves the right to request that the ship dismantle and proceed to the designated anchorage area, in order to carry out or resume its repairs, as the case may be.

If the ship is under repair (authorized or not) at the anchorage and is not ready to berth or re-berth when called, regardless of the scheduled queue of ships, the T-ORE reserves the right to delay its entry and declare loss of position in the queue of ships, and all costs for the delay and/or demurrage will be charged to the ship.

4.32 Completion of All Activities Before End of Loading Operation

Masters must assure that any activity such as general supplying (provisions, spare parts, general goods, other materials), third party services (repairs, inspections, surveys, others), Emergency's exercises, crew change, families and visitors embarkation/disembarkation or who else it may concern, must be finished no less than 4 hours prior to the end of loading operation besides not to interfere with the same whatsoever.

4.33 Dry Dock

The T1 is not fitted with dry-dock facilities or related expertise therefore being incapable to give support to major repairs.

4.34 Fresh Water Supply

Not available.

4.35 Electric Power Supply

It is possible, subjected to previous permission by T-ORE ADMINISTRATION, to be supplied to tugboats berthed at the tugboat pier.

4.36 Supplying of General Goods & Laundry Services

It is possible upon request to the Vessel's Agent, however always subject to the permission of ADMINISTRATION T-ORE.

Supply of spare parts, provisions and other goods must be made under the responsibility (expenses and arrangements) of the Master and his Suppliers, provided that previously authorized by the T-ORE ADMINISTRATION and after due authorization from the relevant Authorities such as Federal Police, Customs and Authority Sanitary (when applicable).

The supply of fuel, petroleum derivatives, and hazardous products must comply with specific criteria, as applicable, and shall only take place upon authorization from Ferroport's Sustainability Department. Masters of the vessels shall consult their Shipping Agents to obtain the necessary information regarding these requirements

In order to ensure that these activities will take place during daylight, all vehicles engaged in supplying of the vessel must report to Ferroport's main concierge by 15:00 (local time). After this time, permission to access the terminal will not be granted.

Vehicles, boats and unauthorized walkers are not allowed to access or transit through the facilities and customs area of the terminal.

Warning: Any failure to comply with the requirements above, the Master will be solely responsible for the damage caused to T-ORE, Shared Infrastructure, T-ORE ADMINISTRATION,

loss of perishable food and / or any other cargo in addition to any third party, especially in cases injury, loss of life, time, material and / or related damages, including but not limited to costs arising from any delay and other expenses arising from the relevant event. At the same time, the ship will be subject to the applicable penalties provided for in Brazilian legislation and which can be extremely heavy, in addition to compromising future nominations to the T-ORE.

4.37 Security & Safety

Security (ISPS Code)

The T-ORE operates in accordance with the ISPS Code as per Resolution no. 2 of December 12, 2012 of the current SOLAS.

Any request for access to the bonded areas must be directed to Property Security whose contact details are below in item 5 COMMUNICATIONS AND ADDITIONAL INFORMATION.

Masters and crews are requested to cooperate and report any suspicious behavior in the vicinity of the ship (including anchorages) and the pier to the VTS Center.

Security

- Firefighting: The T-ORE has a Fire Brigade equipped and trained for firefighting at the terminal and other port facilities only. Although the terminal is provided with fire hydrants, the Fire Brigade as well as the terminal personnel are not trained or meant to fight fire on board vessels and therefore will not be liable for any damages or losses arising directly or indirectly from fires on board of vessels.

In the event of a fire on board while at berth, the vessel shall immediately contact both the VTS Centre and T-ORE ADMINISTRATION and, in case of losing control during firefighting, it shall prepare to cast off by rigging the points defined for emergency towing among other vessel's emergency procedures. The Vessel will be towed to an anchorage area and a position shall be designated by the VTS Centre in order to allow adequate firefighting as necessary. For this aim, while berthed, all vessels are required to leave dedicated wires with eyes 2m from the waterline at the seaside forward and aft stations for emergency purposes.

- Personal Protective Equipment (PPE): Are mandatory for everyone, including crewmembers leaving the ship for any reason.

- Accident and Navigation Incident Information in T-ORE – In accordance with NPCP 0420 – Any type of accidents and navigation incidents or any incident that may impact navigation safety and the environment must be immediately reported via VHF channel 10 to the VTS Center Açú. Complete details of the occurrence must be provided. Communication to the Port Administration does not exempt the Shipowner, Owner, or Legal Representative of the vessel from making notifications to the Maritime Authority.

4.38 Masters Duties

As the Masters are the mainly responsible for maneuverings of their vessels, they are required to provide the VTS Centre with all relevant information and/or peculiarities about any specific restrictions, failures, malfunctions or deficiencies found in the vessel's structures, ballast & oil tanks, propellers, main & auxiliary engines and other relevant machinery, rudder, steering gears, S-band and X-band radars, ARPA, GPS, ECDIS (if so provided), gyrocompass and their repeaters, echo sounder, electrical boards & systems, firefighting system & equipment, anchoring system, mooring lines & equipment, or any other items that may compromise the safety of

navigation and/or compromise the approach, access, berthing, mooring, deballasting, unberthing and departure of the vessel.

Once moored, vessels should remain in conditions considered satisfactory by the T-ORE ADMINISTRATION. Additionally, Masters are strongly required:

- (1) To carry out the MPX (Master-Pilot Exchange Information) as per IMO Resolution A.960 dated 05 March 2004;
- (2) When entering the port in ballast condition, to guarantee that the vessel is sufficiently ballasted with the propeller fully immersed to meet Pilotage requirements and, in addition, to be satisfactorily equipped and suitable for complying with required mooring arrangements;
- (3) To ensure the vessel will never enter and navigate the access channel without Pilot on board and never disembark Pilot inside the channel when leaving the Port;
- (4) To warn his crew, passengers and any other persons on board to fully abide by Brazilian Legislation including averting civil and criminal wrongdoing, especially concerning smuggling of all kinds such as fire guns and ammunition, drugs, medications, chemicals, spirits, cigarettes and tobacco. It is highly recommended that the excess of spirits, cigarettes, cigars and tobacco be declared and placed in the bonded store room on board for Authorities' appraisal and legal measures as necessary while in port;
- (5) To provide safe access to the ship as required, assuring that the access ladders, mainly those facing the pier, are provided with safety nets and ready to lower down immediately after finishing of mooring to avoid delays;
- (6) In case of vessels older than 18 years as from her keel laying date such as bulk carriers, O/O or OBO vessels capable of carrying cargoes of 1,78Mt/cm³ or above, Master must guarantee that the vessel will be surveyed by an authorized Classification Society (other than that of the vessel) for the issue of a Condition Survey Report on behalf of the Brazilian Maritime Authority representing the DPC (Costal and Ports Board of Directors) - Ministry of Defense, since any vessel under this condition must always carry and present such valid Report to the T-ORE ADMINISTRATION before getting alongside. Failure to comply with will subject the vessel to NOR suspension, berthing cancellation and loss of her line-up position;
- (7) Ensure that all statutory certificates of the ship remain valid throughout the entire stay, and it is highly recommended that they remain valid until the voyage to the discharge port.;
- (8) Immediately inform the T-ORE ADMINISTRATION, upon confirmation of nomination, if the ship is equipped with an Exhaust Gas Cleaning System (EGCS) or 'Scrubbers.' In the affirmative, note that all water from the washing of the filters of this system must be retained on board throughout the ship's stay in port, including anchorage areas, and its discharge into the sea is prohibited while within 24NM from the coast line.
- (9) To guarantee and cooperate for the most satisfactory, safe and smooth loading operation including the necessary caution and attention regarding cargo request for trimming, keeping in mind that vessels of any age with low performance or found in substandard condition are subject to be inserted in the Black List for future nomination reference.
- (10) The Master of each Vessel is responsible for compliance with all regulations applicable to their activities outlined in this Regulation; non-compliance with any regulation is subject to the issuance of a protest letter.
- (11) As per NORMAM 602/DHN, vessels that have mandatory participation regarding compliance with the normative guidelines related to a VTS Center must adhere to the document "Procedures for Users in the VTS Area of Porto do Açu" available at https://portodoacu.com.br/wp-content/uploads/2023/10/PO.PA_.COR_.005-Procedure-for-Users-in-the-VTS-Area-of-Acu-Port.pdf

4.39 Responsibility

No provision in this Port Regulation shall exempt any user or Vessel Owner from complying with the laws, regulations, and conventions applicable to the activities conducted by Ferroport. Each user shall be fully liable, regardless of fault, for damages and/or infractions of any nature committed by themselves and/or their employees, directly or indirectly associated with their activities, including, but not limited to:

- Non-compliance with the conditions established in the respective licenses and/or authorizations;
- Non-compliance with any requirements made by the T-ORE ADMINISTRATION and/or Competent Authorities;
- Adverse alterations of environmental characteristics;
- Pollution of any kind;
- Contamination of soil and/or water;
- Adverse impact on air quality, fauna, and/or vegetation;
- Degradation of the health, safety, and well-being of the population;
- Creation of adverse conditions for social and economic activities;
- Adverse impact on local marine and terrestrial biota;
- Adverse impact on aesthetic and/or sanitary conditions of the environment;
- Disposal of materials and waste in violation of current environmental standards;
- Traffic and navigation incidents; and
- Non-compliance with labor legislation.

The list above serves only as an example, and there may be other cases not foreseen in this Port Regulation for which users are fully responsible.

5. COMUNICATION & ADDITIONAL INFORMATION

5.1 T-ORE Administration

E-mail: administracaoportuaria@ferroport.com.br

5.2 Port Security (24/7)

Phone: + 55 22 3722-1991 / + 55 22 3722-1992 (CCOS)

Cel Phone: + 55 22 99825-7983

E-mail: DL_SEGURANCAPORTO@ferroport.com.br

E-mail: DL_CCOSSEGURANCAPORTUARIA@ferroport.com.br

5.3 T-ORE Operations (24/7)

Phone: + 55 22 3722-1756 (Foreman)

Cel Phone: + 55 22 99214-3119 (Foreman)

Telephone: + 55 22 3722-1846 (Shift P.i.c.)

Celular: + 55 22 99224-2077 (Shift P.i.c.)

E-mail: DL_OPERACAO@ferroport.com.br

Radio VHF: Channel 67

5.4 VTS Centre (24/7)

Phone: + 55 22 2133-1223

Cel Phone: + 55 22 98119-3700

E-mail: acu.vts@portodoacu.com.br

Radio VHF Channels: 16 (general call), 78 (channel dedicated to T1) 10 (further traffic communications)

5.5 Harbor Master's office (Brazilian Navy)

Phone: + 55 22 2741-4807

E-mail: secom@agsjbarra.mar.mil.br

Radio VHF Channel 16: general calls

Website: www.marinha.mil.br/ag%C3%A2ncia-da-capitania-dos-portos-em-s%C3%A3o-j%C3%A3o-da-barra

5.6 Pilotage Office

Not available at local but in city of Rio de Janeiro as follows:

Phone: + 55 21 2516-1416 (24/7)

E-mail: atalaiario@praticagem-rj.org.br

Radio VHF Channels: 16 (general calls) & 12 (Pilot boat)

5.7 Post Office

Operated by Companhia Brasileira de Correios e Telégrafos in the city of São João da Barra located 35km from Porto do Açu.

5.8 Medical Assistance & Dental Care

Available in the city of Campos dos Goytacazes located 47km from Porto do Açu.

5.9 Consulates

Not available locally but in Rio de Janeiro only. However, there may not be consulates in Rio for every country, for better guidance the following website shall be accessed: <http://www.itamaraty.gov.br/servicos-do-itamaraty/enderecos-de-consulados-estrangeiros-no-brasil>

6. FINAL REQUIREMENTS & CONSIDERATIONS

Masters of vessels calling to the T-ORE must attach a copy of the following documents, duly completed:

- Statement of Compliance (Annex 1);
- ISPS Code form for ADMINISTRATION T-ORE (Annex 2);
- T-ORE ADMINISTRATION Operational Questionnaire (Annex 3);
- Load / Sequence Plan (Annex 4);
- Ballast Ocean Exchange Report;

- Port Scale List (last 10 ports);
- Complete List of Particularities of the Ship (Ship's Particulars);
- Crew List;
- Passenger List.

Compliance with the above requirements, procedures and guidance are essential to reduce the risk of accidents, incidents, size, potential risk of death, personal injury, loss of time and delay in port operations.

It is expected that all Masters, in addition to complying with the relevant International Conventions in force, will also act with common sense and good maritime practice whenever possible.

The use of "Port Regulations" does not exempt the Master and his crew from their responsibilities and commitment to legal requirements and good practices.

For any other matter not dealt with here, the Masters can consult the Terminal's Foreman in charge or other members of the T-ORE ADMINISTRATION, through their Maritime Agents, as needed.

This document issued by ADMINISTRATION T-ORE is disclosed in good faith, without prejudice to the subsequent right of defense.

In connection with this document, Masters are required to proceed as follows:

Send scanned pages 42,43 (this page), 44 (Declaration) and 46 (ANNEX 1 – Statement of Compliance) to the T-ORE ADMINISTRATION (via Agents), duly stamped and signed by the Master;

The Vessel Owner shall, at all times and under all circumstances, be and remain solely responsible for the safety and proper navigation of the vessels, and shall at all times comply with this Port Regulation, as well as any applicable laws, regulations, and codes.

The Vessel Owner shall be liable for any loss or damage to its vessel, any cargo, or any other vessel, whether or not located within the T-ORE facilities or Shared Infrastructure, unless it is duly proven that such loss or damage was caused by an act, omission, fault, or negligence of Ferroport or its representatives.

The Vessel Owner agrees and acknowledges that Ferroport shall not be liable for any loss, cost, expense, and/or demurrage incurred or suffered by the Vessel Owner as a result of the time taken to provide services.

Ferroport shall not be liable for any act or omission of the Vessel Owner that results in any loss or damage to vessels within the T-ORE area, any cargo, or any loss or injury suffered by the master, officers, or crew.

Ferroport shall not be held responsible for any loss related to strikes or other labor disturbances. The Vessel Owner shall, under all circumstances, hold Ferroport harmless and indemnify it against any actions, losses, claims, damages, costs, and expenses arising from or in connection with:

- (a) any damage to any of the T-ORE facilities or Shared Infrastructure or injury to its personnel related to the use of such facilities;
- (b) any loss suffered by third parties in relation to damage to their property or injury to their personnel related to the use of the T-ORE facilities and Shared Infrastructure;
- (c) any Hazard under the conditions described in this Port Regulation;
- (d) any pollution, oil spill, or contamination emanating from or caused by the vessel;
- (e) any loss or damage to the vessel while berthed at the T-ORE facilities, including indirect losses and any resulting claims, damages, and costs, regardless of any act, omission, fault, or negligence on the part of the Vessel Owner; and
- (f) any bodily injury or loss of property suffered by the Master, officers, or crew of the vessels while at the T-ORE facilities and Shared Infrastructure, including indirect losses and any resulting claims, damages, and costs.

DECLARATION

I, Master of M/V _____, hereby declare that all possible diligences, efforts and measures will be practiced on behalf of my Principals (Owners, Charterers, Managers and/or Operators), holders of the mentioned vessel above in order to fully comply with all rules, requirements and guidance of the Port Information, mainly those related to (but not limited to) safety issues to protect human life, vessel's properties and terminal's properties.

Date: ____ / ____ / ____

Time: ____:____ h

Ship's Master full Name: _____

Ship's Stamp over Master's Signature

7. ANNEXES

Annex 1: Statement of compliance

Annex 2: T-ORE Administration ISPS Code form

Annex 3: T-ORE Administration Operational Questionnaire

Annex 4: Loading / Sequence Cargo Plan

Anexo 5: Vetting Questionnaire

ANNEX 1

STATEMENT OF COMPLIANCE

Vessel's Name: _____ IMO nr.: _____

To **FERROPORT IRON ORE TERMINAL**

I, _____ (*Master full name*), Master of above mentioned vessel, hereby declare that my ship is covered with flag state statutory and class certificates in full term condition without critical outstanding items, assuring good seaworthiness, suitability, safe operational conditions and performance when calling and operating at the Iron Ore Terminal - Terminal 1 - Açú Port. This assurance applies to mostly but not limited to ship's structures, ballast & oil tanks, boilers, incinerator, hatch covers including opening & closing devices, cargo holds & other necessary fittings in the cargo space, deck gears & equipment, propellers, main & auxiliary engines and other relevant machinery, rudder, steering gears, S-band and X-band radars, ARPA, GPS, ECDIS (if so provided), gyrocompass and their repeaters, echo sounder, electrical boards & systems, electrical motors, firefighting system & equipment, approved & suitable SOPEP including oil spill control system and accessories, anchoring system, mooring lines & equipment, cranes, pumps, pipes, valves, ventilation systems, ballast system, crew certification & training, suitable drafts & trim. I also declare that any deficiency found or failure to comply with any item above-mentioned that may cause damages, demurrages, delays or extra costs, directly or indirectly to the ship or third parties involved in, it will be solely at the ship's account. I confirm the satisfactory completion of pre-operational tests for the propulsion and steering system, power generation system, and navigation and communication equipment as prescribed by the Safety of Life at Sea (SOLAS) and the International Safety Management Code of the International Maritime Organization (IMO). I finally confirm that my ship is able to comply with Ferroport Port Regulation and capable to perform deballast operation simultaneously with loading operation according to the following:

T-ORE berth: () East side () West side
Maximum loading rate: 10,000mt/h
Average loading rate: 8,000mt/h
Maximum Ship's Air Draught: 21.00m

Ship loader will change from one hatch to another with maximum 21.00m air draft. Is there any deck obstruction between the first and last hatch? If answer is yes, please attach photos. () NO () YES

Is there any possibility to lower obstruction in order to avoid delays on loading operations? () NO () YES

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

List of certificates including expiry dates (*):

CERTIFICATES	DATE OF ISSUE	DATE OF EXPIRY
Ship's Register Certificate		
Cargo Ship Safety Construction Certificate		
International Load Line Certificate		
IOPP / MARPOL Certificate		
International Safety Management Certificate (ISMC)		
International Ship Security Certificate (ISSC)		
P&I Club Certificate of Entry		
Document of Compliance		

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

Date: (month) / (day) / (year) Time: : h

Signed by: (full name of person and function / rank / company)

Ship's Stamp:

Signature:

ANNEX 2

T-ORE ADMINISTRATION ISPS CODE FORM

 ISPS CODE - SHIPS & PORT SECURITY INFORMATION AÇU PORT ORE TERMINAL Rev. E - 15 MAIO 2020										
SHIP INFORMATION										
Name of Ship			Port of Registry			IMO Number			Call Sign	
Type of Ship			Name of Company			Address Co.				
Name of Master										
Name of CSO			Means of Contact	Phone		Email			24hs Phone	
Name of SSO			Means of Contact	VHF Channel		Email			24hs Phone	
Name of Agent			Means of Contact	Phone		Email			24hs Phone	
Type of Certificate			Issue Authority			Issue date			Expire date	
Ship Security Level			Is the Declaration of Security required?			*If Yes, explain reasons for DOS requisition on additional information				
ISSC (Annex)			Crew list (annex)							
List of Last 10 Ports of Call* (*Please declare if the ports is in compliance with ISPS Code Yes/No)										
Port Name / Sailing date dd/mm/yy	ISPS	Port Name / Sailing Date dd/mm/yy	ISPS	Port Name / Sailing Date dd/mm/yy	ISPS	Port Name / Sailing Date dd/mm/yy	ISPS	Port Name / Sailing Date dd/mm/yy	ISPS	
1		4		7		10				
2		5		8		NEXT PORT OF CALL		ISPS		
3		6		9						
Additional Information Berthing Time Unberthing Time Expected 										
PORT INFORMATION										
Name of Terminal	PORTO DO AÇU		Department	Diretoria de Operações Portuárias		Security Patrimonial Coordination				
Name of Company	FERROPORT		Address	Fazenda Saco Dantas S/N, CEP 28000-000						
Name of PFSO	Marcelo Barroso de Oliveira		Email:	DL_SEGURANCAPORTO@ferroport.com.br		24hs Phone one: Mobile 55 22 99284-9267				
			Email:	DL_SEGURANCAPORTO@ferroport.com.br		24hs Phone one: Mobile 55 22 99284-9268				
Means of Contact	VHF Channel 16		Email:	DL_CCOSSEGURANCAPORTUARIA@ferroport.com.br		24hs Phone two: Mobile 55 98 9615-1343				
Type of Certificate	INTERNATIONAL		Authority:	Minister of Justice		Issue Date:	14/11/2019		Expire Date:	14/11/2024
Port Security Level *	I		CONPORTOS / CESPORTOS							
Port Security & Emergency Station	16		Coverage Area:	All T-Ore						
Call Sign	Security Port Installation		Means of Contact:	VHF Channel 16		24hs Phone: 55 22 37221991				
Additional Information										

ANNEX 3

T-ORE ADMINISTRATION OPERATIONAL QUESTIONNAIRE

VESSEL'S GENERAL INFORMATION

Rev.F - 09 OCTOBER 2020

Vessel's Name:		
IMO:	Call Sign:	
Previous name (if any):		
Owner's Full Style/ Contact details:		
Summer DWT:	GRT:	NRT:
Summer Draft:	TPC:	
LOA:	Breadth:	
Full Style of P&I and its local representative:		
Bridge wing width size:	Type of opening hatch covers:	
Number of holds & Hatches / dim (L x W):		
Any Deck Obstruction (where?):		
Maximum loading capacity (in metric tons) for each hold as per ship's construction book:		
Any Floatable Hold with balast? If yes, please specify: Please refer to Ferroport Terminal Port regulation - section 4.4		
Deballast average Rate:	Number of Pumps:	
Time for Ballasting:	Any ballast remaining on departure:	
Gangway Position (aft or mid):	Distance from Stern to Gangway:	
Estimated Arrival Draft (Fwd):	Estimated Arrival Draft (Aft):	
Estimated Sailing Draft (Fwd):	Estimated Sailing Draft (Aft):	
Maximum Air Draft on Arrival:		
SAG or HOG condition on Sailing expected? If yes, please specify:		
Minimum acceptable sailing Trim:	Is this vessel in gas free condition (Yes/No):	
Kind of ropes (Polypropilene, steelwires, etc):		
Any supplies expected while in port?		
Last 3 ports of call:	1	Cargo:
	2	Cargo:
	3	Cargo:
Master's full name / nationality:		

PORT RESTRICTION

Loading rate: About 10,000mt/h
 Avarate rate: About 8,000mt/h
 Maximum Arrival Air Draft: 21.00m
 Maximum Sailing Draft: 18,50m regardless tide
 Average tidal range: - 0.1m to 1.7m
 Average water Density: 1.025
 Minimum Free Board: 5.00m

PRE STOWAGE PLAN & LOADING SEQUENCE:

Please send us Pre-Stowage Plan&Loading Sequence using IMO Standard Format

NOTICES / REQUIREMENT:

- If any ship's deficiency, terminal must be informed promptly.
- Right upon berthing, all holds should be opened and ready for inspection.
- As per Brazilian Health Authority, all ships must be in Free Pratique condition prior berthing.

GENERAL REMARKS:

- Inform drafts (Fwd/Aft) for each pour.
- All BM and SF figures to be calculated and presented on Sea Condition basis as per item 4.3 TERMINAL RULES.
- Deballast operation must be performed simultaneously with loading operation.
- Loading operation to be performed considering one ship loader only.
- Total cargo loaded (official figures) as per draft survey.
- Sequence pours for trimming with minimum of 4,0% of the total intended cargo as per item 4.3 TERMINAL RULES.

ANNEX 5

VETTING QUESTIONNAIRE (to be presented by Masters upon vessel's nomination)

FERROPORT		PROCEDIMENTO DE PCP			PRO.PCP.003		
Formulário 1		Número de Revisão	Data de Revisão	Página			
Ferropport Vetting Questionnaire		03	09/11/2023	1/1			
TERMINAL QUESTIONNAIRE		SHIP'S REPLY					
1	Name of the Ship						
2	Previous names						
3	Date of construction (keel laying date) (Y/M/D)						
4	Flag / Call Sign	/					
5	Type of ship (Bulk Carrier, OBO, O/O)						
6	Hull Type (e.g.: single, double hull, double bottom, double hull, PL, HBL)						
7	LR / IMO Number	/					
8	Full name of the current Shipowners						
9	Date the ship became property of the present owners						
10	P & I Club						
11	Full Name Vessel Operators/Managers						
12	Date the ship was delivered to the current Operators						
13	Summer Deadweight (m/t) / Summer Draught (m) / Summer TPC						
14	Tropical Deadweight (m/t) / Tropical Draught (m)	/					
15	Cargo Air Draught in heavy ballast condition (m), considering first hold to load (m)						
16	Cargo Air Draught in light ballast condition (m), considering first hold to load (m)						
17	LOA / BEAM (m)	/					
18	Cargo holds dimensions (Length x Width) (m): H1 to Hn						
19	Hatch Coaming dimensions (Length x Width) (m): H1 to Hn						
20	Nominal capacity (in tons) of the main deck single and double bollards (forward/aft stations, mainly the ones forward designed for tugs)						
21	Distances between hatches (m)						
22	Distance between after part of last hatch coaming to forward part of the first hatch coaming (m)						
23	Distance between the bow and forward part of first hatch coaming (m)						
24	Distance between Superstructure and after part of last hatch coaming (m)						
25	Distance between Superstructure and after part of the ship (m)						
26	Classification Society.						
27	Date of last special inspection.						
28	Date of last annual/intermediate dry-docking survey						
29	Date / place of last inspection by Port State Control (PSC)						
30	Was the ship detained by the PSC during the last 12 months?						
31	If yes, please provide date/port/cause or deficiency report and rectified date/port						
32	The ship has some exemption on some rule of IMO or Country Flag? What?						
33	The ship is the type SBT (segregated ballast tank)?						
34	Is the ship capable of ballasting/deballasting any/all tanks with 2 pumps simultaneously?						
35	Is the crew sufficiently trained for SOPEP emergencies?						
36	Is the Oil Record Book updated and completed?						
37	If any, please inform pollution occurrences in the last 12 months.						
38	Is the ship free from constraints related to intact stability?						
39	Are the ballast tanks properly coated?						
40	Please state general coating condition (good/fair/poor):						
41	Vessel she is fitted with Scrubber?						
42	MOORING LINES DETAILS						
FORWARD STATION:							
• Quantity							
• Position (per rope)							
• Type (per rope)							
• Diameter (per rope)							
• MBL (per rope)							
• Time of use (per rope)							
AFT STATION:							
• Quantity							
• Position (per rope)							
• Type (per rope)							
• Diameter (per rope)							
• MBL (per rope)							
• Time of use (per rope)							
SPARE ROPES:							
• Quantity							
• Type (per rope)							
• Diameter (per rope)							
• MBL (per rope)							
• If used ones, please specify time of use of each rope							
43	Management of crew:						
44	Number and nationality of the Officers and their graduation (rank)?						
• Time of Officers on board of the ship?							
• Do the crewmembers directly involved on operations understand and speak english?							
• Do the Operators/Managers have drug & alcohol policy according to OCIMF recommendations?							
45	Last three cargoes/Charterers:						
• Last?							
• Penultimate?							
• Antepenultimate?							
46	Is the ship in all respects suitable to perform properly and safely the intended operation?						
47	Data of the person completing this form:						
• Name:							
• Company:							
• Function:							
• Phone:							
• Fax:							