
	<p>CLASSIFICATION</p> <p>EXTERNAL USE</p>	<p><b>ILHA GUAIBA TERMINAL (TIG) AND SEPETIBA BAY PORT COMPANY (CPBS)</b></p>	
	<p><b>ANNEX C – OPERATIONAL PORT GUIDELINES PORT REGULATION</b></p>	<p>N° VALE</p> <p>N° (CONTRACTOR)</p>	<p>PAGE</p> <p><b>1/10</b></p> <p>REV.</p> <p><b>20/12/2025</b></p>

## OPERATIONAL PORT GUIDELINES

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## INTRODUCTION

To Master,

It is our great pleasure to warmly welcome you and your crew to Vale Ilha Guaiba Terminal and Sepetiba Bay Port Complex. Through this communication we gently request your cooperation in ensuring a safe and highly productive port call.

This document defines the standard procedures to be followed at Vale S.A.'s Ilha Guaiba Terminal and Sepetiba Bay Port Complex. Its purpose is to assist Masters, Owners, and Agents in understanding the regulations and procedures that must be observed and complied with within our Port Area.


In accordance with the Vale S.A.'s policy, any observations regarding safety or operational requirements must be formally recorded for proper resolution. We emphasize the importance of cooperating with the Port's Representative in acknowledging any notices that may be issued. Furthermore, immediate corrective action, with a Root Cause Analysis report, is required prior to the vessel's departure.

Should any issue arise, that may compromise the safety or environmental aspects of the ship's operation, you are fully entitled to demand immediate cessation of operations and the notify Foreman.

In the event of breach of these procedures, Terminal Administration reserves the right to suspend all operations and further request that vessel depart. The consequences and subsequent actions will be directed at the charters and owners.

With Best Regards!

Ilha Guaiba Terminal and Sepetiba Bay Port Administration  
Port Captain's Office

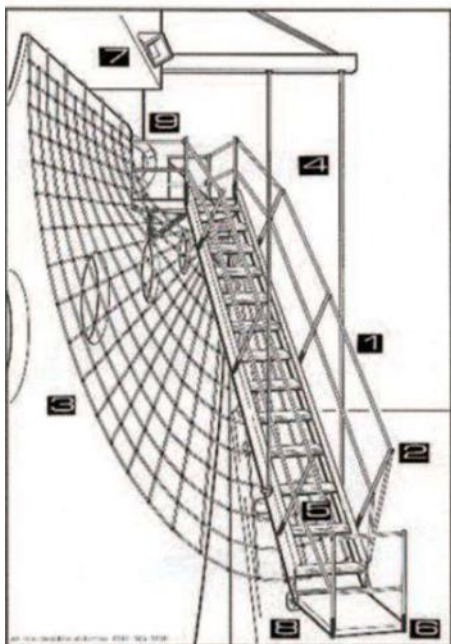
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## 1 – SAFETY

### 1.1 SAFE ACCESS

The ship must provide sufficient, safe and suitable means of access between the vessel and the pier. The means of access must be securely installed, properly maintained, and constructed in accordance with international standards. Special attention should be given to the correct installation and positioning of handrails and steps. Shore staff will not authorize access to or from the vessel if a safe means of access is not provided. Due to normal variations in draft and tide during port stay, as well as the regular ship movements caused by external forces (wind, swell, currents, etc.), the means of access must be regularly checked to ensure proper adjusted.

Accommodation ladders must be installed in accordance with the instructional figure below, following the **IMO Circular MSC.1/Circ.1331** and Brazilian **NR29 and NR30** - safety of labor activities in ports.



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

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

All vessels are required to provide a safety wire line secured to both the bottom ladder and the main deck, minimizing risk of the ladder falling in case of brake or winch failure, which could represent a hazard to personnel.

The Master of the ship should appoint a responsible person (watchman on duty) to monitor the condition of the means of access throughout the entire port stay, to prevent risk to personnel and damage to equipment (ladder/gangway or any other appendage positioned near bollards and other port equipment).

During the nighttime operations, ensure that access to areas is properly illuminated and the high-traffic areas are coated with non-slip paint.

### 1.2 USE OF PERSONAL PROTECTIVE EQUIPMENT

Crew members (or any person under the ship's responsibility), while on the pier or on deck, must wear Personal Protective Equipment (PPE), as applicable: hard hats with chinstraps, earmuffs, safety goggles, safety gloves, and safety shoes.


On the pier, the use of approved life jackets is also mandatory. The use of PPE is compulsory for crewmembers on shore leave while in transit between the ship and the gate.

### 1.3 ACCESS TO THE PIER

Ilha Guaiba Terminal and Sepetiba Bay Port Company are industrial areas, subject to inherent risks; therefore, safety must be regarded as a matter of utmost importance. Any crewmember, or any person under the Master's responsibility, found under influence of alcohol or drugs will have their authorization to access the Terminal revoked.

It is mandatory that anyone intending to access the pier from or to the vessel must previously notify the Foreman on duty, who will arrange the necessary escort and that all individuals are wearing the necessary Personal Protective Equipment (PPE). No one is authorized to transit on pier without the escort of a designated Foreman (for draft check, ship chandler services, or shore leave).

Walking under the ship loader/unloader or under suspended cargo, whether on deck or on the pier, is **strictly prohibited**. If any infraction is observed, cargo operations may be stopped, and the time or delay will be charged to the vessel.

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The vessel must provide a safe walkway, clearly indicated (by painted handrails, or yellow tape) on the main deck from/to the accommodation ladder. This walkway must lead personnel to transit along the seaside, which is considered the safer area.

#### 1.4 ACCESS TO CARGO HOLDS

The ship should provide safe ladders for hold access, kept clean, free of obstructions and properly illuminated. When hatches are opened, a secure handrail must be placed along the edge of the hatch to prevent anyone from falling into the hold.

Access to cargo holds must be authorized by the Master or designated person, after verifying compliance with all procedures for entering confined spaces. This includes the issuance of related checklists and the analysis of gas levels and any contaminants.

During cargo operations, crewmembers are not authorized to access holds without prior authorization from the Foreman on duty, due to the risk of falling cargo or accidents involving moving equipment.

#### 1.5 OPENING AND CLOSING OF CARGO HATCHES

To avoid risk to persons involved in port operations and to prevent damage to shore or ship's equipment, the crew must inform Stevedore or Foreman on duty before moving cargo hatches. Sudden and unannounced movements of hatches may cause serious injuries to nearby personnel and increase the risk of collision with cargo-handling equipment.

#### 1.6 OPERATION OF SHIP'S CRANES

Cargo operations in our terminals are carried out using shore gears (cranes or loaders); therefore, ship's cranes will not be used during cargo operations. If, for any reason, ship's cranes or other ship's gear need to be moved by the crew, this must be previously informed to and agreed upon with the Stevedore or Foreman on duty, to avoiding any risk of collision with shore cranes or other equipment.

#### 1.7 MAXIMUM ALLOWABLE LOAD PER HOLD

The ship's loading plan must never propose loading a tonnage that exceeds the maximum permitted per hold. The maximum allowable load per hold must be clearly identified in the loading and stability manual. If the Master considers that the information regarding the structural limitations is insufficient or requires guidance on the interpretation of the classification society's structural restrictions imposed on the vessel, advice must be sought from the ship's classification society.

### 2 – ENVIRONMENT

#### 2.1 AIR POLLUTION

We are committed to maintaining a clear environment and recognize that emissions of GHG (Greenhouse Gases) from ships must be monitored. We must also consider the impact of visual pollution caused by dark smoke emissions on the surrounding community. The terminal requires full compliance of **MARPOL 73/78 Annex VI (Air Pollution)** and local environmental regulations. In addition to SOx and NOx emissions, the emission of PM (Particulate Matter), particularly dark smoke, must also be strictly controlled.

Soot blowing from ship's boiler is not permitted during the port stay. Exhaust gases produced by the ship's engines during maneuvering and while alongside must be minimized to avoid excessive smoke emission. Special attention must be given when firing boilers or changing fuel grades.

Vessels responsible for dark smoke emissions will receive an Environmental Infraction Notice, and the Master will be requested to provide a root cause analysis on the incident and corrective actions (in accordance with the ISM Code). This includes measures to be undertaken by the ship's management and owner's fleet to prevent similar incidents in the future. Such incidents will be considered during the vetting process for future calls at our terminals.


The terminal reserves the right to demand immediate unberthing of any vessel emitting dark smoke. All maneuvering expenses, related losses, and fines will be charged to the vessel, which will also be immediately included on Vale's list of inadequate vessels. All vessels are subject to inspections by Brazilian Environmental Authorities. In case of any air or water, vessels will be subject to heavy fines in accordance with Brazilian law in force.

#### 2.2 CLEANING OF CARGO DECKS

It is crew's responsibility to ensure cargo residues are removed from the main deck and hatch covers, to avoid any spillage of cargo residues into the sea and to reduce dust dispersion. The use of compressed air for cleaning cargo residues must be avoided, as it significantly contributes to dust generation.

#### 2.3 BALLAST WATER MANAGEMENT

The discharge of clean ballast water is permitted in the port area, provided the Master complies with the following procedures: **GUIDELINES FOR CONTROLLING AND MANAGEMENT OF SHIP'S BALLAST WATER** as per **IMO Resolution A.868(20)**, **International Convention for the Control and Management of Ships' Ballast Water and Sediments** and Brazilian Maritime Authority Regulation **NORMAM 401**.

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The Master must report any failure of the treatment system, if it occurs, to the local authorities, Terminal Administration, Flag State, Classification Society, and other relevant parties, for further instructions and to obtain authorization for berth.

## 2.4 OTHER POTENTIAL POLLUTION SOURCES

The ship must identify and manage potential sources of oil located on main deck, especially drums or cans containing oily waste, hydraulic or lubricant oil, or grease from deck equipment, devices, and fittings such as wires, oil pipelines, windlass/winch drums, gears, hydraulic jacks, and others. All oily waste stored in cans, tins, and drums must be properly covered to prevent overflow of oily water caused by rain.

Special attention is required during rainy periods to ensure that cargo residues on deck are not mixed with rainwater and discharged overboard. The dirty water produced from this mixture must be managed by the ship's crew. Pneumatic pumps and drains must remain unobstructed so that dirty water can be directed to the ship's designated tank. Sawdust bags must always be available (SOPEP requirement) for use in the event of oil spillage or oily water accumulation caused by rain. Sewage and gray water must not be discharged overboard.

## 3 – SECURITY

### 3.1 ISPS CODE

Ilha Guaiba Terminal and Sepetiba Bay Port Company operates in accordance with international regulations and port security standards, under the **ISPS (International Ship and Port Facilities Security) Code – Level 1**.

If a ship is required by the Administration to adopt, or is already operating at, a higher security level than that established for the port it intends to enter or in which it is located, the ship must immediately notify the competent authority of the Contracting Government within whose territory the port facility is located, as well as the Port Facility Security Officer. Access to the vessel is strictly prohibited by any means other than gatehouses and ship's gangway shore access.

Additional security measures, such as random and compulsory baggage checks, may also be carried out. CCTV cameras are positioned throughout port to assist security officers in monitoring the operations and may be accessed by the Authorities (Customs, Federal Police, Harbor Master).

Security measures must be complied with by the Master and crew while at port include:

1. Keep the pilot ladder and any other means of access secured and raised.
2. Keep the ship's hull illuminated on the seaside throughout the night.
3. In any emergency, contact:  
CPBS: Vale Security Station Tel: (21) 2700-4383 / E-mail: [CCS.CPBS@Vale.com](mailto:CCS.CPBS@Vale.com)  
TIG: Vale Security Station Tel: (21) 2789-6361 / E-mail: [CCS.TIG@Vale.com](mailto:CCS.TIG@Vale.com)

### 3.2 CREW SHORE LEAVE

Prior to disembarking, all crew members must be fully cleared up by Immigration Officers (or other competent Government Authorities). Clearance arrangements are to be provided by the ship's agents. Once clearance paperwork is completed, the terminal will issue individual ID cards, which are mandatory for gate access.

Crew transiting through the port (outside the gate) on foot is strictly prohibited, and crew members are not authorized to visit other areas of the port. All crew members must carry their original passport or Seaman's Book to be presented at the terminal's main gate or whenever proof of identification is required. For crew changes, crewmembers must be escorted to Customs for formalities and baggage inspection. The agent must request Port Security and inform the Foreman in advance.

### 3.3 SEAFARERS TRANSPORTATION AND INFLUENCE OF ALCOHOL/DRUGS

Transportation for Seafarers must be arranged by agents through authorized service providers. All vehicles and drivers must be previously cleared by the Port Administration. Internal security and safety rules must be strictly observed by both the crew and transportation companies.


Any crewmember found under the influence of alcohol or drugs will have the access authorization to the main gate/terminal denied. Such crew members will not be permitted to access the vessel, as this represents a risk to both the ship and the port. In such cases, the Master/vessel must proceed to anchorage or commence the voyage without the crewmember, to avoid operational delays and severe penalties.

Crew changes must be arranged by port agents in accordance with specific regulations issued by competent government authorities (Customs and Immigration). Details of the transportation company contracted by the owners, as well as the timetable for crew attendance during shore leave, must be provided in advance to Port Security and the Foreman.

## 4 – OPERATIONAL

### 4.1 PREVENTION OF DAMAGES TO THE VESSEL, PIER OR SHORE EQUIPMENTS

Monitoring the vessel's air draft is the responsibility of the crew. It is extremely important that the crew pay close attention to ballast and cargo operations to avoid any risk of accident caused by excessive air draft or vessel list. The terminal will not be held

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responsible for such damage should they occur. If any shore equipment is damaged due to crew negligence in monitoring air draft, a Letter of Protest will be issued, and the vessel will be requested to provide repair.

The Master will receive a **Letter of Warning** if the Terminal finds or collects any object from the ship or its cargo that may cause damage to the conveyor belt and other equipment.

The terminal draws the Master's attention to the requirement of completing the Vale Standard Form, indicating the position and identification of ladders (inside holds), bilge covers, and other appendages, to minimize the risk of damage. Bilge covers must be always bolted and leveled with the tank top surface. While the Terminal will make every effort to avoid any damage to the vessel, it will not accept responsibility. The terminal does not accept claims of damage to bilge covers that are not properly bolted or leveled to the hold bottom, nor to other appendages inside the holds.

In the event of alleged damage, the Shipmaster must call terminal representative to present evidence. The terminal will verify such claims with specialized team to confirm or deny terminal responsibility.

#### 4.2 ADVERSE WEATHER OR SEA CONDITION

If adverse weather or sea condition arise during berthing, mooring, loading, or discharging operations - including, without limitation, rain, wind, waves, or swell - and the vessel is unable to remain securely moored by its own means, the Master must request pilotage services, confirmed by the ship's agent, in order to immediately remove the vessel from the berth. Should the master fail to take such action, the terminal will request pilotage services to avoid any risk to the terminal, vessel, and/or crew. In such cases, all costs related to pilotage services shall be borne by and paid directly by the vessel/shipowner.

In the event of a local severe weather alert issued by the Brazilian Navy Hydrographic Center (Centro de Hidrografia da Marinha - CHM), the Master will receive a written alert from the terminal. To avoid any misunderstanding, the terminal requires the Master to maintain proper watchkeeping on the vessel's safety equipment, such as Inmarsat, and HF radio, to receive the Local Brazilian Notice to Marine and/or in the official website: <https://www.marinha.mil.br/chm/dados-do-smm/warnings-and-forecasts> (Severe Weather Warnings and Bulletin – Charlie Area).

#### 4.3 TOWLINES / MOORING LINES

To prevent incidents that may result in serious injuries or fatalities, the following safety precautions must be strictly observed during berthing and unberthing maneuvers:

- Crew must remain safely positioned away from tow and mooring lines to avoid injury in case of line snaps/breakage and must stay clear of bights.
- When lowering lines from the ship to the tug or mooring boat, make a single turn on the bitt and slack the line gradually and carefully until the tow/mooring line and messenger line reach the tug or mooring boat's deck.
- Never lower any line while the tug or mooring boat is positioned at the ship's bow.
- Always slack lines in a controlled manner, using a messenger line if necessary.

Heaving lines must be constructed with a "monkey's fist" at one end. To prevent personal injury, the "fist" must be made only of rope and must not contain any added weighting material.

Non-compliance with these safety precautions will be reported to Harbor Master and may result in an inquiry conducted by the Naval Authorities, with related penalties applied against the Master and/or vessel owners.

The Master must immediately contact the Terminal's Representative (Foreman) by VHF in case of need of any emergency requiring slacking away of mooring lines.

Crew must strictly follow the instructions given by shore mooring gang when handling wires or ropes. The mooring gang will advise the crew on how many ropes/lines are to be handled at a time and when to start heaving up or slacking lines. When available, a flashing signal on the pier will indicate to the deck crew when to start heaving up lines (green light – YES / red light – NO). If the flashing signal is not available, hand signs will be used.


Close cooperation between ship's crew and the shore mooring gang is essential to ensure the safety of both teams. Accidents involving mooring lines often result in fatalities or serious injuries. Due to the great risk of accidents, it is **STRICTLY PROHIBITED** to carry out any propeller or rudder movement while a mooring boat is in the vicinity and/or while stern lines are being passed. The Shipmaster and vessel will be subject to terminal penalties in case of violations.

According to the determination of the Harbor Master, all vessels must keep the rudder fully submerged while maneuvering, with trim limited to 35%.

#### 4.4 BALLAST / DEBALLAST OPERATION

Ballasting and de-ballasting operations must occur simultaneously with cargo operations; therefore, no interruption of cargo operation will be accepted on account of ballasting or de-ballasting.

To avoid any stoppages ordered by the vessel or damage to the ship's appendage due to air draft restrictions, the loading sequence and de-ballasting management plan must be fully controlled and always closed monitored by the shipmaster and crew, both prior to

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and during loading/unloading operations, in accordance with the BLU Code. The terminal will not accept any responsibility for any damage resulting from improper ballast management control by the vessel.

Ballast water must not be discharged onto the quay. The Master must ensure that the vessel is equipped with adequate protection at the top-side tank outlets to prevent any kind of damage to personnel, shore equipment or interruption of loading operations. **Overflow of water ballast tanks is strictly prohibited.**

#### 4.5 TERMINAL INFORMATION

##### 4.5.1 ILHA GUAIBA TERMINAL

The terminal is designed for bulk loading of iron ore and consists of North Berth and South Berth.

Characteristic	South Berth	North Berth
DWT Maximum (metric ton)	350.000	185.000
LOA Maximum (m)	340	295
Beam Maximum (m)	62,3	47
Depth alongside (m)	22,50 + tide	22,50 + tide
Maximum Draft alongside (m)	20,4	18,5
Maximum Draft at access channel (m)	14	14
Pier length (m)	340	340
Operational length (m)	249,2	249,2
Operational air draft (m)	19	19
Nominal load rate (MT/h)	8.500	

##### 4.5.2 SEPETIBA BAY PORT COMPANY

The terminal is designed for bulk loading of iron ore and consists in a single berth

Characteristic	CPBS
DWT Maximum (metric ton)	208.000
LOA Maximum (m)	300
Beam Maximum (m)	52
Depth alongside (m)	20 + tide
Maximum Draft alongside (m)	17,8
Pier length (m)	147
Operational length (m)	230
Operational air draft (m)	22,7
Nominal load rate (MT/h)	6.000

#### 4.6 LOADING OPERATION


**Cargo figures:** Cargo figures shall be determined by draft survey. The Master is responsible for providing accurate bunker, ballast, and consumable figures for the calculation of draft survey. The Foreman is entitled to request tank sounding to confirm the provided figures, if deemed necessary.

All vessels must be capable of loading in all piers (GIT Pier South / GIT Pier North / CPBS), observing limitations of each pier, and must be able to present cargo plan/loading sequence in compliance with air draft restrictions and deballasting rate equipment.

**Bending Moment and Shear Force:** Bending Moments (BM) and Shear Forces (SF) must be expressed as the percentage of allowable values: "harbor conditions" for intermediate stages and "sea going" for the final stage. Every step in the loading/unloading plan must remain within the allowable limits.

BM/SF values calculated in cargo plan must comply with the following limits, based on vessel age:

Age: 0 ≤ years < 20	95% (BM/SF limit)
Age: 20 ≤ years < 25	90% (BM/SF limit)
Age: 25 ≤ years < 27,5	85% (BM/SF limit)
Age: 27,5 ≤ years < 30	80% (BM/SF limit)

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#### 4.7 DISCHARGE OPERATION

Not applicable

#### 4.8 CARGO PLAN

When preparing the cargo plan and loading/unloading sequence, the Master must bear in mind that the vessel may be ordered to maneuver to roads or to other berth at any time. Therefore, the vessel must always remain in condition to maneuver. If the vessel is unable to maneuver at any time due to BM/SF limitations or cargo heeling moment, the terminal must be notified in advance.

### 5 – SERVICES TO THE VESSEL

#### 5.1 BUNKERING OPERATIONS

At present, bunkering operations are not permitted (Fuel and Heavy oil).

#### 5.2 WASTE MANAGEMENT

Garbage, oil sludge, sewage, gray water and other waste must be discharged by authorized shore companies, in compliance with Vale's Waste Management Plan, ANVISA regulations and ANTAQ Regulation (Agência Nacional de Transporte Aquaviário - N° 2190) as well as MARPOL 73/78 Annex V.

The ship's agent is aware of these requirements and can provide the vessel with a list of authorized companies.

The Master must ensure awareness of the destination of the waste ashore, bearing in mind that the vessel will always be considered the origin/source of the waste.

#### 5.3 HOT WORK

Hot Work includes operations such as electric arc and gas welding, brazing, torch cutting, grinding (large portable grinders on metal), and torch soldering with an open flame and/or spark. Any service on board requires hot work obtains prior permission from the Port Administration.

#### 5.4 ENGINE MAINTENANCE

No maintenance on board that requires engine immobilization will be authorized. This instruction also applies to any other navigation equipment.

The terminal may change the berth sequence without prior notice, according to operational or commercial requirements. All vessels must remain ready to maneuver, regardless of the line-up.

#### 5.5 DIVING SERVICES

Diving services are not permitted while vessels are alongside any of our piers.

#### 5.6 DELIVER OF GOODS AND SERVICES

Ship chandlers and other service suppliers to the vessel must comply with Terminal Operational Rules, including Safety, Security and Environment requirements, when providing services to the vessel. Failure to comply with these rules will result in the interruption of contracted services, without prejudice to the terminal operations.

Service providers must inform the Terminal Administration prior to any service to obtain the necessary clearance.

#### 5.7 CLEARANCE OF ALL ACTIVITIES BEFORE THE END OF CARGO OPERATION


The Master must ensure that all activities - such as bunkering, general supplying (water, provisions, spare parts, general, materials, etc.), third party services (repairs, inspections/surveys, waste removal, etc.), and families/visitors - are completed no less than three hours before the pilot boards for sailing.

#### 5.8 SURVIVAL CRAFT TEST

Sailing with survival crafts is prohibited.

Lowering for test purposes must comply with the following rules:

- The Master is responsible for the overall safety of the operation, including protection of the crew and the environment.
- Lower only on the seaside, without disconnection.
- Contact the Foreman on duty (Terminal) before starting and upon completion.
- The vicinity must remain clear (seaside).
- Cargo operations must not be interrupted.
- The terminal reserves the right to stop the test at any time if necessary.
- Tests must be conducted during daylight, with good visibility, and in conditions not exceeding Beaufort scale 6.

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- “Free fall” are not permitted.

## 6 – ADDITIONAL INFORMATION

### 6.1 PORT CAPTAIN

The terminal employs experienced Master Mariners, Certificated by HMLA, acting as Port Captains. They oversee the nautical and operational aspects of the vessel's port stay and have the authority to apply fines to the vessel while in port. The Port Captain may board any vessel at any time for routine inspections.

### 6.2 FOREMAN

The Foreman is the Terminal's representative for the ordinary operational aspects of the vessel's port stay. It is also Foreman's duty to disseminate the Terminal's operational, safety, security, and environmental standards. Therefore, it is important that the Master and Senior Officers take the necessary time to clarify any doubts with the Foreman during the arrival meeting on board and throughout the operation. The Foreman will also act as surveyor for draft surveys.

### 6.3 AIS – AUTOMATIC IDENTIFICATION SYSTEM

It is mandatory that all vessels calling at any terminal in the Port keep their AIS fully operational throughout the entire port stay, including period at anchorage and while berthed. Vessels will be monitored through AIS shore station, and the information may be used for operational, security and safety purposes. Special attention must be given to the AIS setup to make sure that the information provided accurately reflects the vessel's real condition.

### 6.4 PORT STATE CONTROL

Brazil is a signatory of the Latin American Agreement on Port State Control (Acuerdo de Viña del Mar); therefore, all rules stated in this agreement applies. Vessel may be inspected at any time by PSC Officers.

The Master is instructed to immediately notify the agents of the vessel's last PSC inspection prior to arrival, and to inform them as soon as the vessel is boarded by PSC Officials, so that the agents can take the necessary actions to assist the Master in due time in case of any issues. Preferably, agents must be on board during PSC inspection to ensure proper follow-up.

Special attention is required in case the vessel is not allowed to sail due to any problem arising from inspection (code 17 and 30). In such cases, the terminal must be immediately informed, and the Master/agents will be required to take all necessary steps for immediate clearance. The vessel will be held responsible for all costs and delays resulting from such detention, and the incident will be recorded in the evaluation records for the ship.

### 6.5 VETTING SYSTEM

VALE maintains its own vetting system and is also associated with international vetting companies such as RIGHTSHIP. The performance of all vessels - including loading/unloading, ballast/deballasting, Master and crew cooperation, and other operational aspects - will be monitored while in port. These results will be considered in the vetting process for future calls and will be disseminated to vetting and chartering companies.

The analysis will consider not only operational performance but also compliance with safety, security, and environmental standards.

### 6.6 FIRST AID – MEDICAL ASSISTANCE

Ordinary and emergency medical attendance must be arranged by port agents, at hospitals and clinics that are used to attend Seamen. Agents must always be contacted in case of any medical attendance.

If necessary, the terminal may arrange (via VHF channel 16) for Rescue Service in the event of an accident on board requiring immediate medical assistance. Injured seafarers will be transferred to the hospital appointed by agent.

### 6.7 EMERGENCY

In the event of any emergency (fire, pollution or crew accident/Injuries), the Master must immediately call the Vale Security Station on VHF channel 16 and subsequently notify the Foreman and ship's agent. The terminal maintains a specialized firefighting and ambulance team that will be ready to intervene in case of any emergency.

#### TIG

Tel: (21) 2789-6361

E-mail: mauro.azevedo@vale.com/julien.sousa@vale.com


#### CPBS

Tel: (21) 2700-4383

E-mail: mauro.azevedo@vale.com/julien.sousa@vale.com

### 6.8 PILOTAGE AND TOWAGE

Pilots and tugs act as servants to the vessel; therefore, any action by such servants that may lead to a navigational incident/accident during maneuvers to or from the terminal will be considered as responsibility of the Master of the vessel involved. If necessary, an official hearing at the Navy Harbormaster's office will be convened as part of the official investigation.

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TugBoats and their Safe Manning should have all licenses and certificates valid.

TugBoats and Pilots shall always comply with the following regulations: SMCP – Standard Marine Communication Phrases, COLREG – Collision Regulations, ICS – International Code of Signals, NPCP-RJ – Normas e Procedimentos da Capitania dos Portos and NORMAMs – Normas da Autoridade Marítima.

### 6.9 ANCHORAGE INSTRUCTIONS

All vessels bound for the Ilha Guaiba Terminal and Sepetiba Bay Port Company must follow the instructions in the Nautical Chart 1623 and 1624 (Brazilian CHM – Maritime Hydrographic Center) accordingly.

### 6.10 DEFECTIVE NAVIGATIONAL EQUIPMENT

If the vessel has any defective navigational equipment and/or any other which may affect ships maneuverability, it should get approval from Maritime Authority and Pilots to be considered suitable to maneuver.

### 7 FINAL CONSIDERATIONS

Information contained in this publication is based on, but not limited to, port regulations, Brazilian Labor Law (NR 29), BLU Code, and International regulatory frameworks (e.g.: IMO, ILO, ISO, OSHA, ITF).

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, Master, or person directing the movement of a vessel from the consequences of any failure to comply with applicable laws or regulations or from any neglect of precaution required by the ordinary practice of seamanship or by the special circumstances of the case.

Crewmembers, their families/visitors, passengers, and any other person directly or indirectly under vessel's liability –including, but not limited to, port agents, surveyors, ship owners or their representatives, subcontractors/service providers, and ship suppliers/chandlers - are considered as "ship's servants". In case of failure to comply with the present guidance, the Master will be held responsible.

Compliance with the above procedures and requirements is essential to prevent accidents, incidents, pollution and unnecessary potential risks of injuries or death.

### 8 MASTER'S ACKNOWLEDGEMENT RECEIPT

I, as Master, hereby state that all possible diligence and measures will be exercised on behalf of the vessel mentioned below, to comply with protective guidance. I also undertake to post this guidance in manner that ensures compliance by the crew, visitors, and other persons under the responsibility of ship's management.

Furthermore, I confirm that all instructions contained on this document will be disseminated to ship's crew prior to arrival, preferably during safety/training meetings. The terminal reserves the right to request evidence that the correct dissemination of information has been observed, including presentation of a list of crewmembers who participated in such pre-arrival safety meetings.

Acknowledged by,

VESSEL: \_\_\_\_\_ DESTINATED TERMINAL: \_\_\_\_\_ DATE: \_\_\_\_\_

Master's Signature/ Ship's Stamp: \_\_\_\_\_

*IMPORTANT: After being signed, this page must be returned to the Terminal, through port agents as proof of understanding. Failure to comply will prevent the vessel from receiving authorization for berthing.*

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