

	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>2/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

## SUMMARY

<b>CHAPTER I</b>	<b>4</b>
<b>1.0 GENERAL RULES.....</b>	<b>4</b>
<b>CHAPTER II.....</b>	<b>6</b>
<b>2.0 INFORMATION ABOUT THE TERMINAL.....</b>	<b>6</b>
<b>2.1.1 INTRODUCTION.....</b>	<b>6</b>
<b>2.1.2 PANORAMIC VIEW OF THE TERMINAL.....</b>	<b>7</b>
<b>2.1.3 LOCATION.....</b>	<b>7</b>
<b>2.1.4 NAUTICAL CHARTS.....</b>	<b>7</b>
<b>2.1.5 METEOROLOGICAL CONDITIONS.....</b>	<b>8</b>
<b>2.1.6 CURRENTS, TIDES AND WAVES.....</b>	<b>8</b>
<b>2.1.7 COMMUNICATIONS.....</b>	<b>9</b>
<b>2.1.8 PILOTAGE AND TUGBOATS.....</b>	<b>9</b>
<b>2.1.9 ANCHORING.....</b>	<b>9</b>
<b>2.1.10 ACCESS CANAL.....</b>	<b>10</b>
<b>2.1.11 EVOLUTION BASIN.....</b>	<b>12</b>
<b>2.1.12 MOORING AREAS.....</b>	<b>12</b>
<b>2.1.13 CARGO HOLD CONDITION.....</b>	<b>13</b>
<b>2.1.14 IMO 2020 REQUIREMENTS AND MALAYSIAN SHIPPING NOTICE.....</b>	<b>15</b>
<b>CHAPTER III.....</b>	<b>15</b>
<b>WORKING HOURS OF THE TERMINAL.....</b>	<b>15</b>
<b>CHAPTER IV.....</b>	<b>15</b>
<b>USE OF THE ANCHORING AREAS AND DOCKING FACILITIES.....</b>	<b>15</b>
<b>CHAPTER V.....</b>	<b>18</b>
<b>PRICE OF TERMINAL SERVICES.....</b>	<b>18</b>

	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PAGE <b>3/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

<b>CHAPTER VI.....</b>	<b>19</b>
<b>TERMINAL SECURITY .....</b>	<b>19</b>
<b>CHAPTER VII.....</b>	<b>19</b>
<b>ENVIRONMENT PROTECTION.....</b>	<b>19</b>
<b>CHAPTER VIII.....</b>	<b>20</b>
<b>BALLAST WATER MANAGEMENT (BWM) .....</b>	<b>20</b>
<b>CHAPTER IX.....</b>	<b>20</b>
<b>FINAL PROVISIONS.....</b>	<b>20</b>
<b>CHAPTER X.....</b>	<b>24</b>
<b>WEATHER FORECAST SUBSCRIPTION.....</b>	<b>24</b>
<b>CHAPTER XI.....</b>	<b>27</b>
<b>TERMINAL COMPLIANCE REQUIREMENT.....</b>	<b>27</b>
<b>ANNEX 1 .....</b>	<b>22</b>
<b>SHIP MOORING SCHEME .....</b>	<b>22</b>
<b>ANNEX 2.....</b>	<b>22</b>
<b>TERMINAL COMPLIANCE REQUIREMENT</b>	

	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>4/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

## CHAPTER I

### 1.0 GENERAL RULES


These Regulations of the Teluk Rubiah Maritime Terminal (Regulations) intend to regulate, discipline and organize operations, activities and services performed at the Teluk Rubiah Maritime Terminal (Terminal), under the terms of the relevant laws/authorizations pursuant to which Vale Malaysia owns and operates the Terminal.

For the purposes of these Regulations, the following definitions are applied:


- i. Terminal Administration: Vale Malaysia Minerals Sdn Bhd (Vale Malaysia), as owner and operator of the Terminal, acting within its authorization limits;
- ii. Maritime Authority: The Marine Department of Malaysia;
- iii. BWM Convention: The International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004, an international maritime treaty under the auspices of the International Maritime Organization of the United Nation; and

The Terminal Administration must:

- i. comply with the laws, regulations and ensure that they are complied with;
- ii. pre-qualify service providers in the area of the Terminal;
- iii. collect charges related to activities of the Terminal;

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>5/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

- iv. perform surveillance of the Terminal operation, assuring the performance of the activities according to the legal principles regarding regularity, efficiency, safety and respect to the environment;
  
- v. authorize or determine the entrance and exit, including mooring and unmooring, anchoring and traffic of vessels in the Terminal area, consulting, if applicable, other competent authorities;
  
- vi. authorize or determine the movement of the cargo, excepting the competence of the Maritime Authority in situations of assistance to and salvage of vessels and wreck removal, consulting, if applicable, other competent authorities;
  
- vii. under coordination of the Maritime Authority, maintain and operate the beaconing of the access canal and the evolution basin, as well as the dragging of the docking cribs in the Terminal;
  
- viii. under coordination of the Maritime Authority, establish and disclose the maximum draft of operation of the vessels;
  
- ix. under coordination of the Maritime Authority, establish and disclose the maximum deadweight and the maximum size of the vessels that will be in traffic, due to limitations and characteristics of the access to the Terminal and its docking facilities;
  
- x. arrange for the removal of vessels or vessels hulls that may hinder the access to the Terminal;

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>6/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

- xi. suspend the Terminal operations that may hinder the functioning of the Terminal, except for the aspects of interest of the Maritime Authority;
- xii. establish the functioning hours of the Terminal, under legal and regulatory provisions;
- xiii. apply the penalties provided in these Regulations, without prejudice to its civil right to claim for damages against the relevant parties; and
- xiv. organize the safety of the Terminal.

The Terminal Administration, in light of its duties and legal assignments for provision of Terminal services, is the authority in exercise at the geographic area of the Terminal, and the vessels, clients and users are subject to its resolutions.


The use of Terminal facilities inside the limits of the Terminal area shall be authorized by the Terminal Administration upon request of owners, shipowners, operators, charterers or shipping agents of the vessels and shall be paid for by its users in accordance with the charges of the Terminal.

## **CHAPTER II**

### **2.0 INFORMATION ABOUT THE TERMINAL**

#### **2.1.1 Introduction**


Information contained in these Regulations is designed to provide guidance to the owners, shipowners, operators, charterers, masters and shipping agents of the vessels regarding facilities and general conditions of the Terminal, and do not replace or change any of the

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>7/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

provisions defined in Malaysian or international official publications applicable to seafarers. Other information regarding conditions of the Terminal may be obtained upon consultation with the Terminal Administration.

The Terminal Administration is not responsible for delays, expenses, costs, prejudices, losses, accidents or damages arising from errors in using this information or from omission in consulting other national or international publications that may be needed.

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	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>8/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

### 2.1.2 Panoramic View Of The Terminal




### 2.1.3 Location

The Terminal is located in the Perak state, on the west coast of Peninsular Malaysia. The Terminal faces the Pangkor Island in the Strait of Malacca, 80 n.m. NNW of Port Klang. It is located in the following geographic coordinates:

- |                  | <b>Latitude</b> | <b>Longitude</b> |
|------------------|-----------------|------------------|
| • Jetty North    | : 04°09.60' N   | 100°35.85' E     |
| • Jetty South    | : 04°09.30' N   | 100°36.10' E     |
| • Jetty Entrance | : 04°10.00' N   | 100°37.00' E     |

### 2.1.4 Nautical Charts



	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PAGE <b>9/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

The access canal, evolution basin, anchoring areas and docking cribs are represented in the following Nautical Charts:

- **Charts:** no.792 and no. 3944 of British Admiralty.
- **Publications:** British Admiralty – Malacca Strait and West Coast of Sumatera Pilot - NP 44.

#### 2.1.5 Meteorological Conditions


About meteorological conditions:

- The weather in the region is of tropical type, with high total rainfall levels and moderaterainfall levels during the dry period, with two monsoon winds seasons: Southwest Monsoon (May to September) and Northeast Monsoon (November to March).
- The temperature ranges throughout the year from 23°C to 32°C, usually staying around 27°C. The relative humidity of the air is uniformly high during the entire year, with monthly average not falling below 75%.
- The annual rainfall level ranges from 1,800 to 2,500mm; rainfall pattern is substantially different. There is no peak between November and January, which are relatively dry months.
- The predominant direction of the winds is northeast, with 27% frequency.

#### 2.1.6 Currents, Tides and Waves

On the currents, tides and waves:

- Standard Port: Lumut

	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PAGE <b>10/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

- Ref: Admiralty Tide Tables Vol. 3 & Jadual Pasang Surut (Malaysian Tide Tables Vol.1)
- Note: As observed over time, the time for Low Water and High Water at the Terminal is arrived at by adding ONE (1) hour to the time published in the above mentioned tables.

#### 2.1.7 Communications

Communications in VHF channels are as follows:


- Pilotage and general call: CHANNEL 13
- Emergency: CHANNEL 17
- VALE's Vessel Traffic System (VTS): CHANNEL 14

#### 2.1.8 Pilotage and Tugboats

The use of pilots and tugboats in the maneuvers of vessels in the Terminal is mandatory and the clients and users of the Terminal are responsible for hiring such services from service providers approved by the Terminal Administration.

#### 2.1.9 Anchoring

Outer anchorage is in the vicinity of the Lumut pilot boarding ground, 0.5 n.m. east of pilot station, good holding ground, and minimum depth of 25.0 m. This anchorage is mainly for vessels call to the Terminal and the neighboring terminal – Lekir Bulk Terminal (LBT). The anchorage is covered by the following coordinates:

	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>11/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

No.	Latitude	Longitude
1.	04° 10.500' N	00° 29.500' E
2.	04° 10.500' N	00° 32.000' E
3.	04° 07.500' N	00° 29.500' E
4.	04° 07.500' N	00° 32.000' E

If a vessel requests an anchorage due to weather, repairs, or advised to anchor due to berth unavailability then the vessel may to proceed to the above mentioned anchorage.


Inner anchorage position south of Pangkor Island, depth 20.0m. This anchorage is mainly for vessel going to Lumut Maritime Terminal (LMT) or any other terminals/ports in the Strait of Dinding. This anchorage can be used as an alternative in case the outer anchorage is not available for whatever reason, provided that the anchoring in this area requires permission from the Maritime Authority and additional precautions that shall be determined at the time of the request.

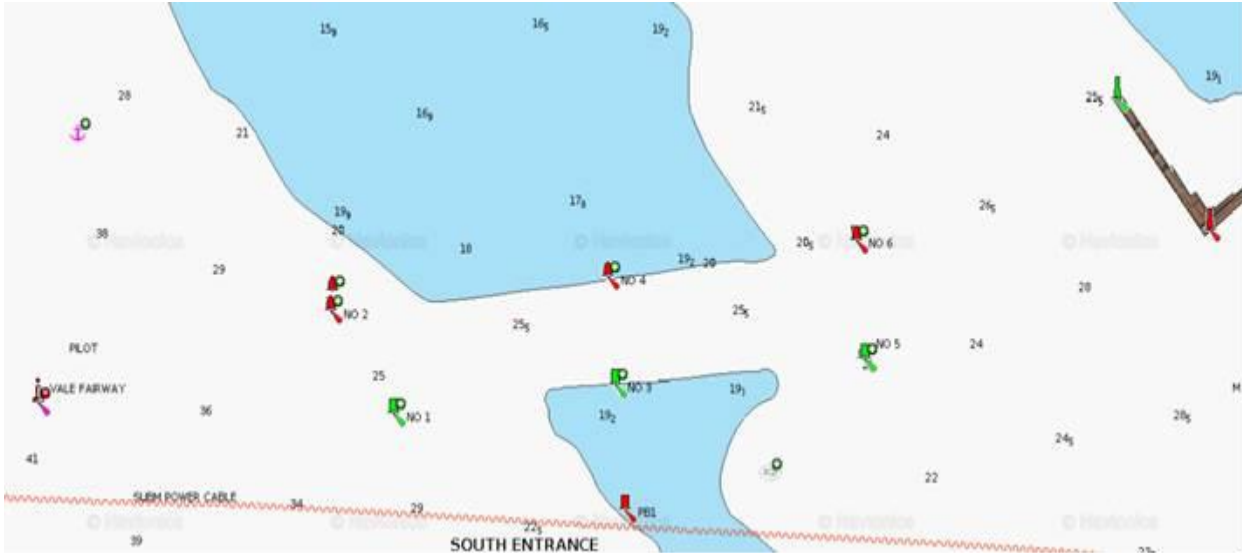
#### 2.1.10 Access Canal

Navigable channel linking directly to the Strait of Malacca.

The access channel length is 2600m, width is 300m, dredged depth to 25m at all times and run in 84.2°-264.2° (T) direction.

The beginning of the channel is marked by a green light buoy in position lat. 04°08.88' N long. 100°33.84' E and a red light buoy in position lat. 04°09.12' N long 100°33.67' E.


	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>12/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>



Informational about navigational channel

Channel Line	Length (approximately)	Depth
Buoy VR 2 to VR 4	1400 meters (0.76nm)	25 meters
Buoy VR 4 to VR 6	1300 meters (0.70nm)	25 meters
Buoy VG 1 to VG 3	1250 meters (0.67nm)	25 meters
Buoy VG 3 to VG 5	1300 meters (0.70nm)	25 meters
Turning Basin	-	27 meters

Width of navigational channel is 300 meters (0.16nm).

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PAGE  <b>13/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

#### 2.1.11 Evolution Basin

Major Import Wharf (MIW): Master may turn their vessel, just after passing Channel Buoy number 5 and 6, adjacent to East of Jetty (MIW).

Major Export Wharf (MEW): Master may turn their vessel, just after passing Channel Buoy number 5 and 6, South East of Jetty (MEW).


#### 2.1.12 Mooring Areas

Particulars of Major Import Wharf (MIW):

- Operational length of the wharf: 510 meters
- Total length of the vessels: 460 meters
- Maximum breadth of the vessels: 70 meters
- Minimum depth of the berth: 23.00m + height of the tide
- Deadweight (DWT): maximum of 400,000 mt

Particulars of Minor Export Wharf (MEW):

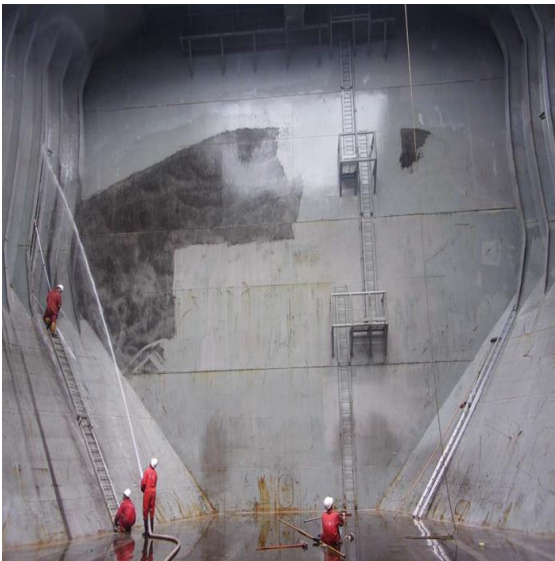
- Operational length of the wharf: 555 meters
- Total length of the vessels: 320 meters
- Maximum breadth of the vessels: 54 meters
- Minimum depth of the berth: 21.00m + height of the tide
- Deadweight (DWT): maximum of 220,000 mt

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>14/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>


### 2.1.13 Cargo Hold Condition

All export vessels calling to TRMT are required to submit cargo hold tank condition into Notice of Readiness compulsory without fail. These instruction immediately enforce and commence from **12/12/2019** onwards. Please refer sample of good and bad tank condition as reference below. Failure to comply, Vale Malaysia Minerals will not responsible for the delay occurrence and substantial delay will be highlighted by Chartering Department, Singapore. To be informed, tank cleaning shall be done during en-route at high sea. Tank cleaning within Exclusive Economic Zone (EEZ) or outside Special Areas as mentioned in MARPOL 73/78 or OPL are strictly prohibited.

#### Good Tank Condition






	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>15/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>



Bad Tank Condition



MARPOL 73/78 Annex V amendment that stipulates that cargo residues are treated as garbage. Cargo residues that remain onboard after discharge are thus included in the definition of garbage, and need to be disposed of outside Special Areas.

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PAGE  <b>16/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

Annex V Reg. 1(1) of the MARPOL Convention confirms that if a substance is defined or listed in other Annexes then Annex V does not apply. For a cargo such as petcoke which has a high hydrocarbon content, the hold washings would fall under the requirements of Annex 1 and can only be discharged in compliance with it.

#### 2.1.14 IMO 2020 Requirements & Malaysian Shipping Notice

The notice issued MSN072019 to inform the shipping community on the requirement Regulation 14.1, Annex VI of MARPOL 73/78 for ship installed with the EGCS. Malaysia prohibits the discharge of washwater from EGCS open-loop system whilst in Malaysian water (12 nautical miles from the nearest land).

Ships calling to TRMT are advised to change over the compliance fuel oil or change over to close loop system (if hybrid system) before entering Lumut OPL and TRMT. Enforcement for implementation shall be impose by Malaysian Port State Control (PSC) commencement from 1<sup>st</sup> Jan 2020 onwards.

### CHAPTER III

#### 3.0 Working Hours of the Terminal

The working hours at the Terminal is 24 hours/day, 7 days/week.


### CHAPTER IV

#### 4.0 Use of the Anchoring Areas and Docking Facilities

Authorization for docking in public facilities, as well as definition of priorities, shall be granted by the Terminal Administration.

Clients and users of the Terminal shall accept promptly the resolutions of the Terminal Administration and competent authorities regarding the priority of service to vessels.



	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>17/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

Clients and users of the Terminal shall provide all documentation and information required by legal rules and the rules of the Terminal Administration, subject to the penalty of not being authorized to enter or exit, and also mooring or unmooring and moving/shifting of vessels in the Terminal area.


The Terminal Administration may suspend or cancel any activity or operation which is not in compliance with the current legislation and with these Regulations or which may otherwise hinder the functioning of the Terminal causing failure to comply with its obligations.

**Sole Paragraph** – The resolutions of the Terminal Administration for exit or unmooring of the vessel must be complied with, except in special situations as previously authorized or determined by the Terminal Administration.

Vessels anchored or moored shall not perform repairs in its main engine and/or equipment preventing them from moving, except in special situations previously authorized by the Terminal Administration and, if applicable, as instructed by the Maritime Authority.

In case of vessels transporting hazardous cargo, the owner, the shipowner, operator, charterer, shipping agent or master must provide the following data at least 48 hours in advance:

- i. the technical name of the cargo, in English language, according to the classification code of the International Maritime Organization (IMO), the flash point, when applicable, and its UN number (identification number established by the United Nations Committee);
- ii. the quantity of hazardous cargo on board, indicating the amount that must be unloaded at the Terminal and the amount that will remain on board the vessel, located on deck or inside the holds;
- iii. the type of package;

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>18/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

- iv. the status of the hazardous cargo and the likelihood of a potential incident to occur;
- v. Information of whether the vessel has or not any insurance certificates for carriage of hazardous cargo;
- vi. other relevant information regarding precautions while handling the cargo and concerning appropriate personal protective equipment.


Vessels and their crew members are subjected to these Regulations during the time in which they remain in the Terminal area.

Vessels moored in the dock must readily fulfill the orders given by the Terminal Administration, especially in case of abnormal situations which may compromise the safety of the personnel, facilities and the vessels themselves or which may hinder the good functioning of the Terminal.

**Sole Paragraph** – If adverse weather or sea condition whatsoever, including, without limitation, rain, tide, waves or swell and winds arises during the berthing, mooring, loading or discharging operations and the vessel is unable to remain securely moored by its own means, the master of the vessel must request pilotage and towage services in order to immediately remove the vessel from berth. In the event master fails to proceed accordingly, the Terminal Administration shall request the pilotage and towage services in order to avoid any risk to the Terminal facilities, ship and/or crew of the vessel, in which case all costs related to such pilotage and towage services shall be for the account of and paid directly by the vessel/ship-owner.

The master must perform loading and/or unloading operations as programmed and immediately unmooring the vessel after the completion of the operations.

The master must follow the best marine and shipping practices during the mooring period and while loading minerals, including, but not limited to:

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>19/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

I –perform the proper mooring arrangements for his vessel, following, as a minimum, the mooring schemes included in these Regulations;

In case of rainfalls during the loading or unloading operation, the master of the vessel must keep closed all hatches which are not being operated by the Terminal.

**Sole Paragraph** –In case of hard rainfalls, the Terminal Administration may establish that all hatches, without exception, must be closed.

The vessels' wells must be completely drained before mooring for loading, in order not to add humidity to the cargo that will be loaded and to enable the drainage as from the loading operation.

**Sole Paragraph** – The drainage of wells is not allowed in the mooring areas.

The Terminal Administration will be entitled, at its sole discretion, to reject the nomination and to start loading operation of any vessel which:

(c)is not, in all aspects, ready to receive the cargo in the Terminal; or


(b) has not been approved by the vetting system of the Terminal or of the shipper; or

© has not followed the provisions in these Regulations regarding the installation of the MDSV on board or which have previously refused the permission for its installation or re-installation;

(d) does not meet operational requirements related to vessel's capability to timely deballast compatibly with loading rates;

© does not meet the specifications for the lashing cables which are recommended considering the deadweight (DWT) of the vessel and the characteristics of the pier.

If the master refuses to proceed with or complete the loading operation as scheduled, the Terminal Administration, at its own discretion, under the provisions of Art. 29, may determine the immediate unmooring of the vessel and its shifting to one of the anchoring

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>20/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

areas of the Terminal or any other indicated area, until the impasse determining the refusal is solved, in order to prevent prejudice to the regularity, effectiveness and safety of Terminal operations.

Another refusal by the master in readily complying with the order for shifting/moving the vessel to the anchoring area or to any other indicated area shall subject the owner, shipowner, operator or charterer to a daily fine for interruption of the berth's usage, applicable as from the unmooring order, at the amount that shall be determined by the Terminal Administration, without prejudice to their civil liability for damages arising from the master's refusal.

In case of refusal to comply with the shifting/moving order to anchoring area or any other indicated area, the Terminal Administration may judicially request the fulfillment of its determination.

## CHAPTER V

### 5.0 Price of Terminal Services


The prices for the Terminal services shall be informed by the Terminal Administration upon consultation, except when they are already available at the official website of Vale S.A.

Terminal services with specific characteristics, adjusted to attend the particular need of the clients and users of the Terminal, as well as its charges/prices, are to be agreed between them and the Terminal Administration.

The Terminal Administration is not responsible for services hired by clients and users of the Terminal with third parties. Prices shall be negotiated by clients and users of the Terminal directly with such third parties.

## CHAPTER VI

### 6.0 Terminal Security

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>21/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

The Terminal operates according to international safety standards and rules of ISPS (*International Ship and Port Facilities Security Code*).

## CHAPTER VII

### 7.0 Environment Protection

Vessels, their masters and crew must observe, during their berth in the Terminal, the rules of harmonious relationship with and preservation of the sea environment contemplated in the applicable legislation.

Vessels shall not release oil, residues, garbage or any other materials that may harm or contaminate the waters in the Terminal area.

Diving services to clean vessels' hulls or propeller are not allowed in the Terminal area.

Release of ballast water is allowed within the Terminal area provided that the requirements of competent authorities are complied with in order to prevent environmental pollution and/or changes in the balance of the fauna and flora of the sea.


Disposal of sanitary sewage directly into the waters is prohibited, and the ship must keep in operation an effluent treatment system during the permanence in the Terminal.

The disposal of any waste from the vessel (garbage, sediments and oily residues) must be arranged by their shipowner/agent engaging only companies duly registered with the Malaysian Department of Environment and such collection and transportation shall be carried out at such time as may be determined by the Terminal Administration.

**Sole Paragraph** – Companies providing the waste collection service may be found at the official website of the Malaysian Department of Environment.

## CHAPTER VIII

### 8.0 Ballast Water Management (BWM)

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PAGE  <b>22/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

Vessels shall always be in compliance with the BWM Convention and all applicable implementing measures. Should the vessel be accepted by the Terminal Administration and subsequently be found to not comply with the terms of the BWM Convention applicable to it and any all applicable implementing measures, the Terminal Administration shall have the right to reject the berthing and ship owners shall be responsible for and indemnify the Terminal Administration for all costs and any time lost as a result of such non-compliance. Shipowners, upon written request from the Terminal Administration, shall provide as promptly as possible electronic copy of a valid International Ballast Water Management Certificate for the nominated ships.

Vessels shall always have sufficient ballasting/deballasting capability in relation to loading/unloading capacity. Master to ensure that the loading/unloading and ballast/deballasting are adequately ynsynchronized at all times to maintain the vessel within her limits of stress and stability. In case loading/unloading has to be interrupted or delayed continuously for more than six (6) consecutive hours due to insufficient deballast capacity in relation to cargo loading capacity, noncompliance to the BWM Convention or to any other reason attributable to the vessel, the Terminal Administration shall have the right to order the vessel to vacate the pier and shift from and back to the berth, at the shipowners' responsibility, time and expenses.

## CHAPTER IX


### 9.0 Final Provisions

All clients, users, service providers and their representatives and agents must comply with the rules of:

(c) These Regulations;

(b) Safety and operation standards established by the Terminal;

© Regulatory, customs, hygiene, environmental protection, safety and other standards established by the legislation in force.

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>23/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

Conditions for entrance, movement, permanence or storage of cargo shall be established by the Terminal Administration, according to the particulars of the cargo.

Entrance and flow of vehicles, equipment, cargo or personnel in the Terminal are conditioned to previous authorization by the Terminal Administration. Clients, users, service providers and their representatives and agents must check with the Terminal Administration regarding applicable rules reasonably in advance before performing any operation.

**Sole Paragraph** – Vehicles must be in conformity with the traffic and transportation current legislation.


Clients and users of the Terminal are aware that the Terminal Administration shall inform the competent governmental authorities about the conditions of services provided and operational data, notably regarding the removal of wastes and omissions of the vessels.

In case of incident involving a foreign vessel causing damages to the Terminal or prejudicing its activities, the Terminal Administration may require from the respective owner, shipowner and/or operator without assets in Malaysia a bank guarantee or any other guarantee at the Terminal’s sole discretion that ensures full compensation of all sorts of damages, including but not limited to loss of earnings and applicable fines.

The bank guarantee must be presented within forty eight (48) hours after its request by the Terminal Administration, however always before the departure of the vessel from the Terminal.

In case of refusal or failure to provide the bank guarantee, the Terminal Administration may judicially request the seizure/arrest of the vessel until the guarantee is provided.

The Terminal Administration shall not be responsible for any delays, expenses, costs and damages to owners, shipowners, operators, charterers, ship masters due to their failure to comply with the provisions of these Regulations.

	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>24/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

Owners, shipowners, operators, charterers, ship masters are responsible before the Terminal Administration and shippers for the failure to comply with the provisions of these Regulations.

Cases not included herein shall be resolved by the Terminal Administration.

## CHAPTER X

### 10.0 Weather Forecast Subscriber


Prior vessel nominates calling for TRMT, Owner and Master are required to subscribe weather forecast. The subscribe weather forecast purposely to ensure vessel routing on validation on weather deterioration which the evidence present live vessel tracking, latest updates weather, tide, current, and swell.

The evidence shall be exhibit prior vessel berth at TRMT by our terminal representative. The tracking and subscriber evidence shall be exhibit 2 days before journey to TRMT and prepare the evidence once vessel at berth.

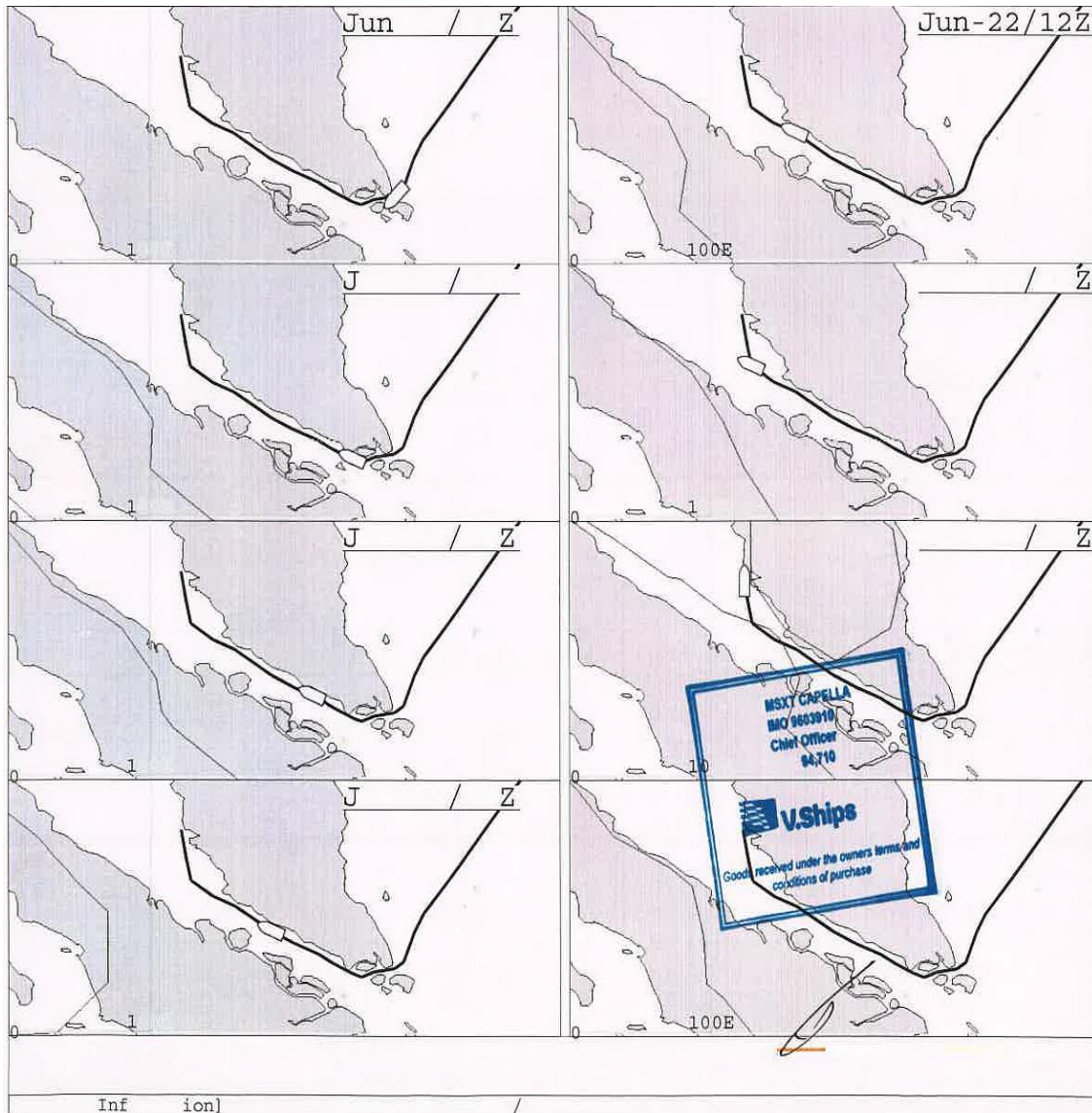
**The below subscriber are acceptable and authorized for vessel Owner / Master to comply:**


- 1) AWT
- 2) WNI
- 3) Meteogroup
- 4) Storm-Geo AWT
- 5) Storm-Geo
- 6) DTN

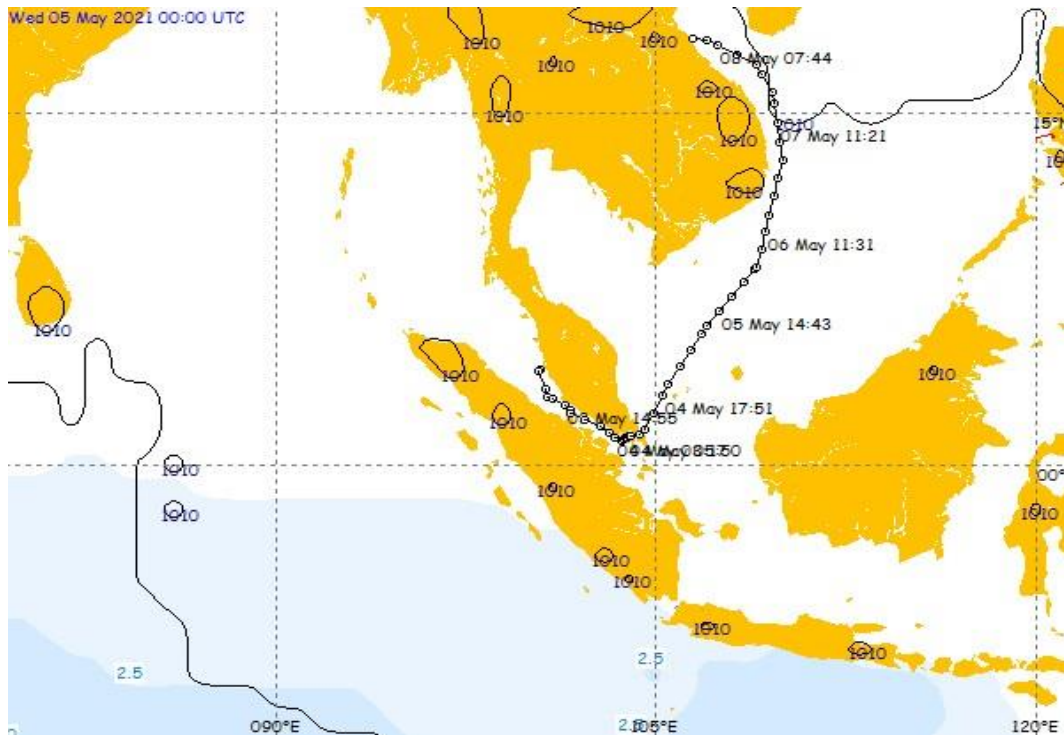
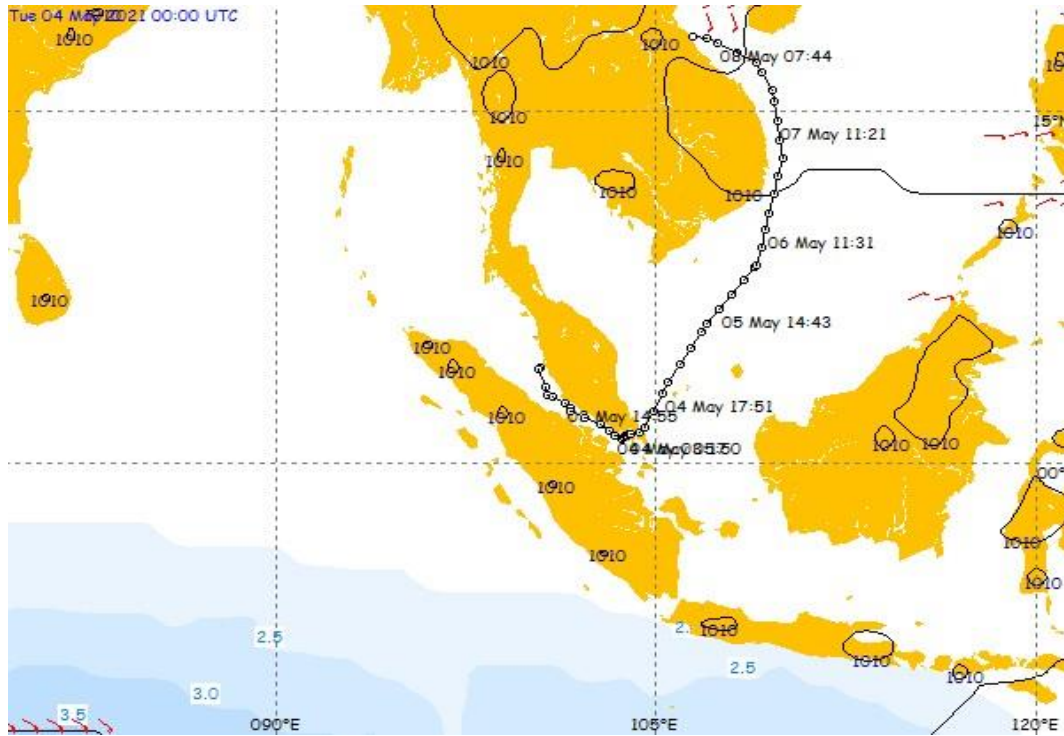



	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PAGE <b>25/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

Good sample of weather forecast subscriber:



	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>26/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>





	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PAGE <b>27/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

## CHAPTER XI

### 11.0 Terminal Compliance Requirement

Responsibility for the safe conduct of operations while your ship is at this Terminal rests with you as Master of the ship, and with the responsible terminal representative. Before operations start to seek your full co-operation and understanding on the safety requirement set out in the Terminal Compliance Requirement - Check list below, which are based on safe practice currently apply for all vessels calling Teluk Rubiah Maritime Terminal. **To refer the document compiled at [Annex 2](#).**

		Title: <b>TERMINAL COMPLIANCE REQUIREMENT</b>		REV No	Rev 01-12/13
Terminal	TELUK RUBIAH MARITIME TERMINAL ,LUMUT, MALAYSIA			Shipment No	
Wharf	MINOR EXPORT WHARF A				
Vessel				Date	
IMO Number					
Flag					
Please mark (√) and (X) as appropriate. Mark (N/A) if not applicable.					
Item	Description				
1)	The gangway must safe to use and well prepared with safety net				
2)	All hatch covers is not allowed to be open until permission granted from Authority.				
3)	Vessel must display the date and time of Free Practique Granted given by Port Health				
4)	Wearing the Personal Protective Equipment (PPE) is mandatory				
5)	Weather forecast evidence vetting prior vessel berth at TRMT				
Master					
Chief Officer					

	<b>OPERATION</b>	CLASSIFICATION  <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No.  <b>PR-3000ML-G-00001</b>	PÁGE  <b>28/30</b>
			(CONTRACTOR) No.	REV.  <b>2</b>

Agent will send over the above document for Master to fill up and complete with signature and ship's stamp.

Prior Pilot-on-board, Master to pass the return document for acceptance and ready to comply the requirement as listed.

Further incompliance or breach of above regulation, further action plan shall be taken seriously to the Owner and Master with regard to the above compliance.

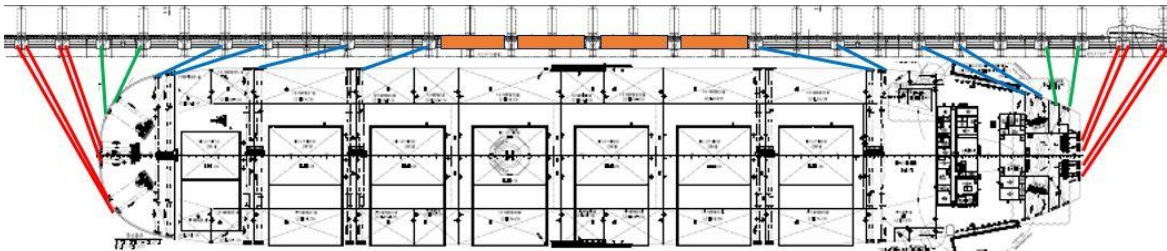
## ANNEX 1

### 10.0 Ship Mooring Scheme

#### (A) MAJOR IMPORT WHARF (MIW)

##### M/V UP TO 400,000 DWT (VALEMAX)

- Head/stern lines: Dyneema, mbl 1340 kN.
- Fore/aft breast lines: Dyneema, mbl 1340 kN.
- Fore/aft spring lines: Dyneema, mbl 1340 kN.



##### Mooring Lines Arrangement 4-2-4-4-2-4


*4 headlines and 4 sternlines, 2 forward breast lines and 2 aft breast lines and 4 forward spring lines and 4 aft spring lines.*

#### (B) MINOR EXPORT WHARF (MEW)

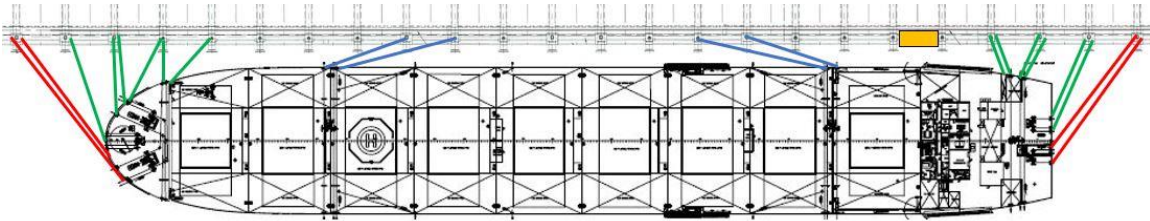
##### I - M/V UP TO 200,000 DWT (CAPESIZE)

- Head/stern lines: Polypropylene, mbl 700 kN.
- Fore/aft breast lines: Polypropylene, mbl 700 kN.



	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>29/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>

- Fore/aft spring lines: Polypropylene, mbl 700 kN.

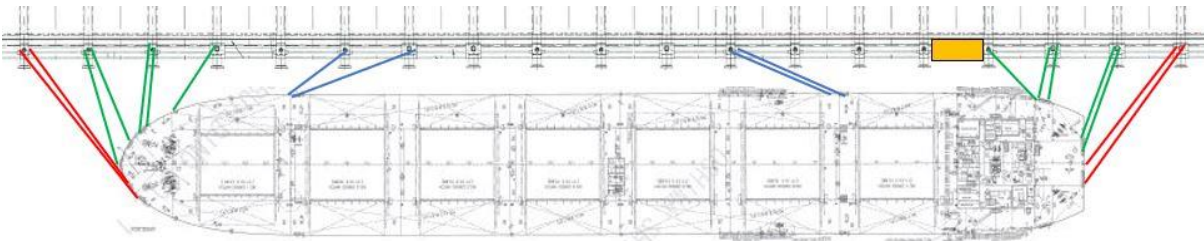


### Mooring Lines Arrangement 2-6-2-2-6-2

*2 headlines and 2 sternlines, 6 forward breast lines and 6 aft breast lines and 2 forward spring lines and 2 aft spring lines.*

### II - M/V UP TO 90,000 DWT (PANAMAX)

- Head/stern lines: Polypropylene, mbl 700 kN.
- Fore/aft breast lines: Polypropylene, mbl 700 kN.
- Fore/aft spring lines: Polypropylene, mbl 700 kN.




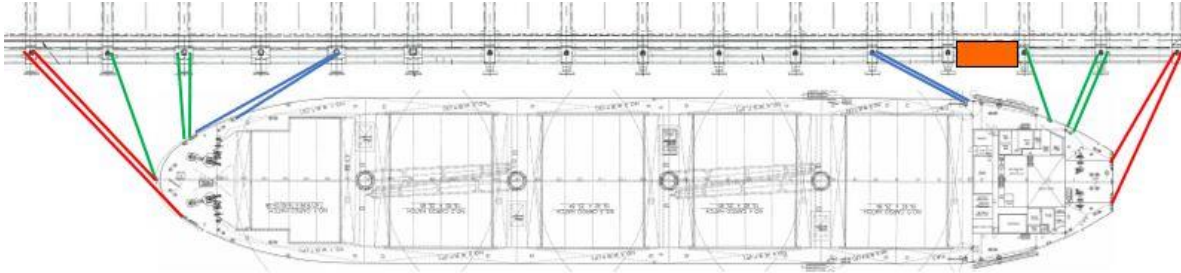
### Mooring Lines Arrangement 4-2-2-2-2-4

*2 headlines and 2 sternlines, 5 forward breast lines and 5 aft breast lines and 2 forward spring lines and 2 aft spring lines.*

### III - M/V UP TO 60,000 DWT (HANDYMAX)

- Head/stern lines: Polypropylene, mbl 520 kN.
- Fore/aft breast lines: Polypropylene, mbl 520 kN.
- Fore/aft spring lines: Polypropylene, mbl 520 kN.

	<b>OPERATION</b>	CLASSIFICATION <b>EXTERNAL</b>	<b>VALE MALAYSIA MINERALS SDN BHD MALAYSIA OPERATION</b>	
<b>OPERATION PHASE STANDART OPERATION PROCEDURE REGULATIONS OF TELUK RUBIAH MARITIME TERMINAL (TRMT) PROCEDURE</b>			VALE No. <b>PR-3000ML-G-00001</b>	PÁGE <b>30/30</b>
			(CONTRACTOR) No.	REV. <b>2</b>



**Mooring Lines Arrangement 4-2-2-2-4**

*2 headlines and 2 sternlines, 3 forward breast lines and 3 aft breast lines and 2 forward spring lines and 2 aft spring lines.*

**ANNEX 2**



Terminal  
Compliance Require