

**REGULATION
OF THE
TERMINAL
OF
PONTA DA MADEIRA**

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CHAPTER I

General Rules

Art. 1º – The Regulation of the Terminal of Ponta da Madeira intends to regulate, discipline and organize operations, activities and services performed at the Terminal, under the terms of the Law no.12.815/13, the ANTAQ authorization for Terminal operation and the respective Adhesion Agreement with the Public Power for exploitation of the Terminal for Private Use.

Art. 2º – For the purposes of this Regulation, the following definitions are applied:

I – Terminal Administration: Vale S/A, as duly authorized operator of the Terminal of Ponta da Madeira, acting within its authorization limits;

II – Maritime Authority: Brazilian Navy;

III – Adhesion Agreement: the instrument which formalizes the authorization for indirect exploitation by Vale S/A of the port facilities in the Terminal of Ponta da Madeira;

IV – DES: Abbreviation of Special Drawing Rights, the monetary unit of the International Monetary Fund;

V - ETA: Estimated Time of Arrival.

Art. 3º – The Terminal Administration must:

I - comply with the laws, regulations and the Adhesion Agreement and ensure that they are complied with;

II- pre-qualify service providers in the area of the Terminal;

III - collect charges related to Terminal's activities;

III - perform surveillance of the port operation, assuring the performance of the activities according to the legal principles and the Adhesion Agreement regarding regularity, efficiency, safety and respect to the environment;

IV - 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;

V - 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;

VI - 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;

VII - under coordination of the Maritime Authority, establish and disclose the maximum draft of operation of the vessels;

VIII - 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;

IX - arrange for the removal of vessels or vessels hulls that may hinder the access to the Terminal;

X - suspend the port operations that may hinder the functioning of the Terminal, except for the aspects of interest of the Maritime Authority;

XI - establish the functioning hours of the port, under legal and regulatory provisions;

XII - apply the penalties provided in this Regulation; and

XIII - organize the safety of the terminal.

Art. 4º – The Terminal Administration, in light of its duties and legal assignments for provision of port services, is the port authority in exercise at the geographic area of the Terminal, and the vessels, clients and users are subject to its resolutions.

Art. 5º – The use of port 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 Terminal's charges.

CHAPTER II

Information about the Terminal

Section 1 Introduction

Art. 6º – Information contained in this Regulation is destined 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 provisions defined in Brazilian or international official publications

destined to the seafarers. Other information regarding conditions of the Terminal may be obtained upon consultation with the Terminal Administration.

Art. 7º – 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.

Section 2. Panoramic View of Ponta da Madeira

[INSERT IMAGE]

Section 3 Location

Art. 8º – The Terminal of Ponta da Madeira is located on the east margin of São Marcos Bay, in the Island of São Luís, 8 kilometers south of the center of the City of São Luís, Capital of the State of Maranhão, to which is linked by motorway system.

It is located in the geographic coordinates:

Pier 1: Latitude: 02º 34.0' South Longitude: 044º 23.0' West

Pier 3: Latitude: 02º 33.7' South Longitude: 044º 22.75' West

Pier 4: Latitude 002º 33' 7.5605" South Longitude: 044º 22" 45.5696' West 2º 3

Section 4 Nautical Charts

Art. 9º – The access canal, evolution basin, anchoring areas and docking cribs are represented in the following Nautical Charts:

- Charts no. 400, 410, 411, 412, 413 and 414 issued by the Brazilian Directorate of Hydrography and Navigation (DHN);
- Charts no. 24.270 and 24.271 issued by the United States Hydrographic Office (HO).
- Charts no. 3.958 and 535 of the British Admiralty.

Section 5 Meteorological Conditions

Art. 10 – About meteorological conditions:

- the weather in the region is of tropical type with high total rainfall levels and moderate rainfall levels during the dry period, with only one rain season (December to June);
- the temperature ranges throughout the year from 23°C to 31°C, usually staying around 27°C. The relative humidity of the air is uniformly high during the entire year, with monthly average ranging from 75% to 85%;
- the annual rainfall level is 1.944mm; during rain season is 325mm per month, with approximately 15 rainy days per month; and in the dry season (July to November), the monthly average is 50mm with 5 rainy days per month;
- the predominant direction of the winds is northeast, with 25% frequency.

Section 6 Currents, Tides and Waves

Art. 11 – On currents, tides and waves:

- the circulation of waters in the São Marcos bay is governed by tide variations. Predominant winds, with medium intensity, only contribute to cause minor deviations in the circulation produced by the tides;
- the minimum values of the currents occur next to the padding tidal and the maximum levels occur 3 to 4 hours after the high tide, in ebb tides, and 2 to 3 hours after the low tide, in floods;
- currents are reverse, present north and northeast direction in ebb tides and after the padding tidal they invert the direction to the south and southeast during the floods;
- in the access canal, the currents present in the direction of 40°-220° to 60°-240° and may reach speed of up to 2.5 knots. Currents are amplified at the height of the evolution basin of the Terminal;
- the tide in São Marcos Bay is semidiurnal. The tide at the entrance of the canal - buoys no. 1 and no. 2 - occurs 75 minutes before and with amplitude of about 60% of the amplitude observed in the Pier 1 of the Terminal.
- waves in the region are produced by local winds. At the evolution basin and its extension, waves of up to 1.10 meters may occur at intervals of 6.0 seconds.

Section 7 Communications

Art. 12 – Communications in VHF channels are as follows:

- general call, CHANNEL 16
- pilotage, CHANNELS 11, 12 and 13
- Terminal of Ponta da Madeira, CHANNEL 15

Section 8 Pilotage and Tugboats

Art. 13 – The use of pilots and tugboats in the maneuvers of vessels in the Terminal of Ponta da Madeira is mandatory and the clients and users of the Terminal are responsible for hiring such services.

Section 9 Anchoring

Sub section 9.1 Exterior Anchoring Area

Art. 14 – In case all anchoring areas (Internal Waiting and External Waiting areas) are busy, vessels must anchor in the Exterior area, located at north-northeast of the buoy no. 2 in the canal entrance.

Sub section 9.2 External Anchoring Area

Art. 15 – Area 1: located between the slant of buoys no. 6 and no. 10. It is reserved to the vessels destined to the Terminal, with partial load, with draft higher than eleven (11) meters. It is also reserved to vessels under litigation and those undergoing major repairs. This area is limited by the rectangle of the coordinates:

A) Latitude: 01° 58.5' South Longitude: 44° 07.0' West

B) Latitude: 01° 55.5' South Longitude: 44° 09.0' West

C) Latitude: 01° 49.2' South Longitude: 43° 58.4' West

D) Latitude: 01° 51.8' South Longitude: 43° 56.5' West

Sub section 9.3 Tide Waiting Area

Art. 16 – Area 2: this area, away from the east margin of the canal, between the buoys no. 16 and no. 18, is destined to large loaded vessels, with draft higher than twenty

(20) meters, which will need to wait the correct tide for the passing through the buoys no. 14 and no. 10 and buoys no. 4 and no. 2. It is delimited by the polygon with the following coordinates:

A) Latitude: 02° 02.9' South Longitude: 044° 03.4' West

B) Latitude: 02° 05.4' South Longitude: 044° 03.4' West

C) Latitude: 02° 06.0' South Longitude: 044° 07.2' West

D) Latitude: 02° 04.4' South Longitude: 044° 06.1' West

Art. 17 – Area 3: it is also located next to the east margin of the canal, between the buoys no. 18 and no. 15, destined to the anchoring of large loaded vessels, with draft higher than twenty (20) meters, equally awaiting for the correct tide for passing through boys no. 10 and no. 14 and no. 2 and no. 4 when the area is occupied. It is delimited by the following coordinates:

A) Latitude: 02° 08.3' South Longitude: 044° 08.7' West

B) Latitude: 02° 10.9' South Longitude: 044° 09.0' West

C) Latitude: 02° 12.1' South Longitude: 044° 10.0' West

D) Latitude: 02° 12.1' South Longitude: 044° 11.0' West

Sub section 9.4 Internal Anchoring Areas

Art. 18 – Area 4: destined to the anchoring of vessels waiting for mooring and with maximum draft of eleven (11) meters. At north, this area is away from the east margin of the canal in the slant of buoys no. 20 and 22. At south, this area is located between buoy no. 22 and lighthouses of São Marcos and Araçagi, delimited by the following coordinates:

A) Latitude: 02° 19.2' South Longitude: 044° 12.2' West

B) Latitude: 02° 21.4' South Longitude: 044° 09.5' West

C) Latitude: 02° 24.4' South Longitude: 044° 12.8' West

D) Latitude: 02° 27.4' South Longitude: 044° 17.2' West

E) Latitude: 02° 26.6' South Longitude: 044° 19.4' West

Note:

- At north, the seafloor of this area is made of mud and fine sand, with depth of eleven meters and thirty centimeters (11.30m) to sixteen (16) meters.
- At north, the seafloor of this area is made of mud and fine sand, with depth of eleven meters and thirty centimeters (11.30m) to sixteen (16) meters.
- At south, the seafloor of this area is made of fine sand with depths from fifteen (15) to twenty seven (27) meters.

Art. 19 – Area 5: destined to the anchoring of vessels waiting for mooring and with maximum draft of eleven (11) meters. Located at west of the canal, at the height of the pair of buoys no. 17 and no. 22, and delimited by the following coordinates:

A) Latitude: 02° 22.2' South Longitude: 044° 20.3' West

B) Latitude: 02° 25.0' South Longitude: 044° 21.3' West

C) Latitude: 02° 24.4' South Longitude: 044° 22.2' West

D) Latitude: 02° 20.1' South Longitude: 044° 20.4' West

Note: The seafloor is made of stones and thick sand, with depth of fourteen meters and fifty centimeters (14.50m) and thirty four meters (34m).

Art. 20 – Area 6: destined to anchoring of vessels with displacement of up to 80,000 tons and draft of less than eleven (11) meters.

A) Latitude: 02° 26.6' South Longitude: 044° 24.5' West

B) Latitude: 02° 29.2' South Longitude: 044° 24.0' West

C) Latitude: 02° 30.6' South Longitude: 044° 25.4' West

D) Latitude: 02° 29.8' South Longitude: 044° 26.0' West

Note: The anchoring in this area requires express authorization of the Maritime Authority and additional precautions that shall be determined at the time of the request.

Art. 21 – Area 7: destined to anchoring of vessels with displacement of up to 80,000 tons and draft of less than eleven (11) meters.

A) Latitude: 02° 33.6' South Longitude: 044° 25.0' West

B) Latitude: 02° 34.0' South Longitude: 044° 23.6' West

C) Latitude: 02° 35.5' South Longitude: 044° 24.3' West

D) Latitude: 02° 34.8' South Longitude: 044° 25.7' West

Note: The anchoring in this area requires express authorization of the Maritime Authority and additional precautions that shall be determined at the time of the request.

Art. 22 – Area 8: assigned for loading/unloading of explosives and fuels. It is delimited by the following coordinates:

A) Latitude: 02° 35.4' South Longitude: 044° 26.0' West

B) Latitude: 02° 34.8' South Longitude: 044° 25.7' West

C) Latitude: 02° 35.5' South Longitude: 044° 24.3' West

D) Latitude: 02° 36.8' South Longitude: 044° 24.8' West

Note: The anchoring in this area requires express authorization of the Maritime Authority and additional precautions that shall be determined at the time of the request.

Section 10 Access Canal

Art. 23 – The access canal to the Terminal of Ponta da Madeira starts at about 12 nautical miles south from the safe waters buoy – São Marcos de Fora, with 55 nautical miles of length in the south – southeast direction.

Art. 24 – The width of the canal, in nearly its entire length, is of one thousand (1,000) meters, except in the following areas in which the minimum width is of five hundred (500) meters:

- between the pairs of light buoys no. 1 and no. 2, and no. 3 and no.4;
- between the pairs of light buoys no. 5 and no. 10, no. 7 and no. 12, and no. 9 and no. 14
- between the pairs of light buoys no. 17 and no. 22.

Art. 25 – The depth of this natural canal is twenty three (23) meters.

Section 11 Evolution Basin

Art. 26 – Pier 1: the evolution basin of Pier 1 is limited at east by the mooring line; at south by the parallel of 02° 34'. 5' South and at West by light buoy no. 33 with width of 0.8 nautical miles and length of approximately 3 nautical miles. Depths found range from 23.00 meters at the mooring line,

Art. 27 – Pier 3: the evolution basin of Pier 3 includes the basin of Pier 01, is limited at east by the mooring line; at south by the parallel of 02° 34'. 5' South and at West by light buoy no. 23 with width of 0.8 nautical miles and length of approximately 6 nautical miles. Depths found range from twenty one (21) meters at the mooring line.

Pier 4 - the evolution basin of Pier 4 includes the basin of Piers 1 and 3. It is limited at east by the mooring line; at south by the parallel of 02° 34'. 5' South and at West by light buoy no. 23 with width of 0.8 nautical miles and length of approximately 3 nautical miles. Depths found range from 25.00 meters at the mooring line.

Section 12 Mooring Areas

Art. 28 – Particulars of Pier 1:

- operational length of the pier: 490.00 meters
- maximum mooring dock: 342.00 meters
- total length of the vessels: 365.00 meters
- maximum breadth of the vessels: 66.00 meters
- minimum depth of the berth: 23.00m + height of the tide
- deadweight (DWT) maximum of 420,000 mt

Art. 29 – Particulars of Pier 3:

- operational length of the pier: 640.00 meters
- maximum mooring dock: 600.00 meters
- total length of the vessels: 365.00 meters
- maximum breadth of the vessels: 66.00 meters
- minimum depth of the berth: 21.00m + height of the tide
- deadweight (DWT) maximum of 200,000 mt on pier 3S and 150,000 mt on pier 3N.

Art. 30 – Particulars of Pier 4 South:

- operational length of the pier: 508.00 meters

- maximum mooring dock: 165 meters
- preferential deadweight for vessel mooring: equal to or higher than 320,000 DWT
- total length of the vessels: 365.00 meters
- maximum breadth of the vessels: 66.00 meters
- Minimum depth of the berth: 23.00m + height of the tide

CHAPTER III

Working Hours of the Terminal

Art. 31 – The working hours in the Terminal facilities is fixed by the Terminal Administration, under the legislation in force.

CHAPTER IV

Use of the Anchoring Areas and Docking Facilities

Art. 32 – Authorization for docking in public facilities, as well as definition of priorities, shall be granted by the Terminal Administration.

Art. 33 – 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.

Art. 34 – 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.

Art. 35 – The Terminal Administration may suspend or cancel any activity or operation which is not in compliance with the current legislation and with this Regulation or which may otherwise hinder the functioning of the Terminal causing failure to comply with its obligations as authorized by the Public Power.

Sole Paragraph – The resolutions of the Terminal Administration for exit or unmooring of the vessel must be complied with, except in special situations, at the first tide and never exceeding the period of twenty four (24) hours.

Art. 36 – 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.

Art. 37 – In case of vessels transporting hazardous cargo, the owner, 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 Portuguese 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 port and the amount that will remain on board the vessel, located on deck or inside the holds;

III - the type of package;

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 PPEs.

Art. 38 – Vessels and their crew members are subjected to the present regulation, during the time in which they remain in the Terminal area.

Art. 39 – 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 port.

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 shall request the pilotage and towage services in order to avoid any risk to the terminal, 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.

Art. 40 – The master must perform loading and/or unloading operations as programmed and immediately unmooring the vessel after the completion of the operations.

Art. 41 – The master must follow the best marine and shipping practices during the mooring period and while loading minerals, including, but not limited to:

I - perform the proper mooring arrangements for his vessel, following, as a minimum, the mooring schemes included in this Regulation;

II – installation of the Micro Drainage System for Vessel - MDSV included in art. 44 of this Regulation.

Art. 42 – 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.

Art. 43 – 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.

Art. 44 – For loading of mineral fines in the Terminal, vessels must have installed, for navigation safety reasons, the MDSV.

§ 1 – The Terminal Administration shall arrange for the installation and/or maintenance of the MDSV after anchoring of the vessels and before the beginning of the loading. Installation costs shall be negotiated with the shipowners and/or shippers, as applicable.

§ 2 – If the vessel already has the MDSV on board, the Terminal Administration shall perform a previous maintenance and re-installation of the equipment. The maintenance and re-installation costs of the equipment shall be negotiated with the shipowners and/or shippers, as applicable.

Art. 45 – Masters of the vessels programmed to operate in the Terminal must provide to the Terminal Administration, within a minimum of seven (7) days prior to the ETA:

a) his acceptance in respect to the installation on board of the MDSV and must precisely provide all technical information needed for installation of the system, according to the Attachment I of this Regulation; or

b) his confirmation that the MDSV device is already available on board and that they agree with its maintenance and re-installation by the Terminal Administration.

Art. 46 – Removal of the MDSV after the completion of mineral fines transportation is responsibility of the vessel's master, and the equipment may be preserved in case of future shipments of mineral fines in the Terminal.

Art. 47 – The Terminal Administration will be entitled, at its sole discretion, to reject the nomination and to start loading operation of any vessel which:

a) 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

c) has not followed the provisions in this Regulation 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 unballast compatibly with loading rates;

e) 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.

Art. 48 – The Terminal Administration shall not be responsible for any losses, damages, harms and/or expenses arising from ineffective operation of the MDSV due to incorrect information provided by the ship's master under the terms of art. 45 "a" of this Regulation.

Art. 49 – If the master refuses to proceed with or complete the loading operation as scheduled, the Terminal Administration, at its own discretion, as Local Port Authority, under the provisions of art. 35, may determine the immediate unmooring of the vessel and its shifting to one of the anchoring 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 port operations.

§ 1 – 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 equivalent to 58,000 (fifty eight thousand) DES, without prejudice to the their civil liability for damages arising from the master's refusal.

§ 2º – 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

Price of Port Services

Art. 50 – The prices for the port services shall be informed by the Terminal Administration upon consultation, except when they are already included in the official Internet website of Vale S.A.

Art. 51 – Port 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.

Art. 52 – 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

Port Security

Art. 53 – The Terminal operates according to international safety standards and rules of ISPS (*International Ship and Port Facilities Security Code*).

CHAPTER VII

Environment Protection

Art. 54 – Vessels, their masters and crew must observe, during their permanence in the Terminal, the rules of harmonious relationship with and preservation of the sea environment contemplated in the applicable legislation.

Art. 55 – Vessels shall not release oil, residues, garbage or any other materials that may harm or contaminate the waters in the Terminal area.

Art. 56 – Diving services to clean vessels' hulls or propeller are not allowed in the Terminal area.

Art. 57 – 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.

Art. 58 – 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.

Art. 59 – The Terminal makes available, through registered companies, a waste collection service (for garbage, sediments and oily residues) twenty four (24) hours per day.

Sole Paragraph – Companies providing the waste collection service may be found at the official website of Vale S.A. and of International Maritime Organization– IMO.

CHAPTER VIII

Ballast Water Management (BWM)

Art. 60 – Vessels shall always be in compliance with the International Convention for the Control and Management of Ships' Ballast Water and Sediments (“BWM Convention”) and any and all applicable implementing measures. Should the vessel be accepted by the Port Complex Administration and subsequently be found to not comply with the terms of the BWM Convention applicable to it and any and all applicable implementing measures, Port Complex Administration shall have the right to reject the berthing and ship owners shall be responsible for and indemnify the Port Complex Administration for all costs and any time lost as a result of such non-compliance. Shipowners, upon written request from Port Complex Administration, shall provide as promptly as possible electronic copy of a valid International Ballast Water Management Certificate for the nominated ships.

Art. 61 – 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 synchronised 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 Port Complex 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

Final Provisions

Art. 60 – All clients, users, service providers and their representatives and agents must comply with the rules of:

- a) this Regulation;
- b) safety and operation standards established by the Terminal;
- c) regulatory, customs, hygiene, environmental protection, safety and other standards established by the legislation in force.

Art. 61 – Conditions for entrance, movement, permanence or storage of cargo shall be established by the Terminal Administration, according to the particulars of the cargo.

Art. 62 – 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 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.

Art. 63 – 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.

Art. 64 – 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 Brazil 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.

§ 1 – 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.

§ 2 – 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.

Art. 65 – 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 this Regulation.

Art. 66 – Owners, shipowners, operators, charterers, ship masters are responsible before the Terminal Administration and shippers for the failure to comply with the provisions of this Regulation.

Art. 67 – Cases not included herein shall be resolved by the Terminal Administration.

Art. 68 – This Regulation is issued in two versions, one in Portuguese language and another in English language. In case of any inconsistency among them, the version in Portuguese shall prevail.

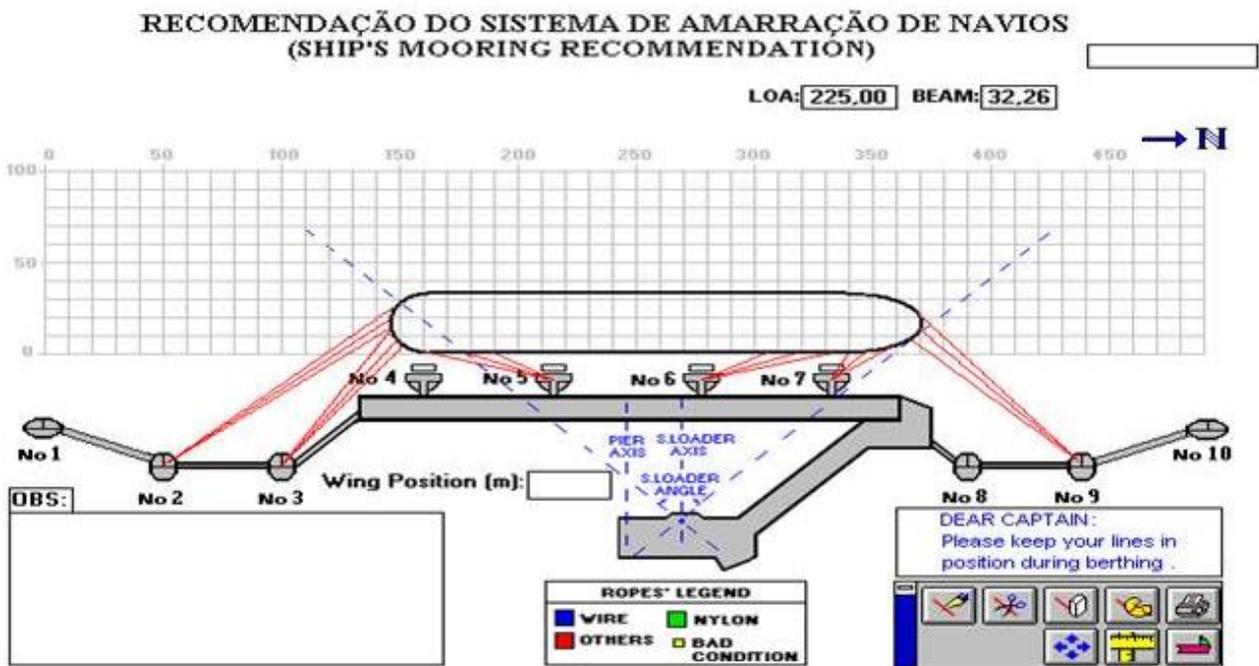
ANNEX

Ship Mooring Scheme

A) PIER 01

I - M/V UP TO 80.000 DWT

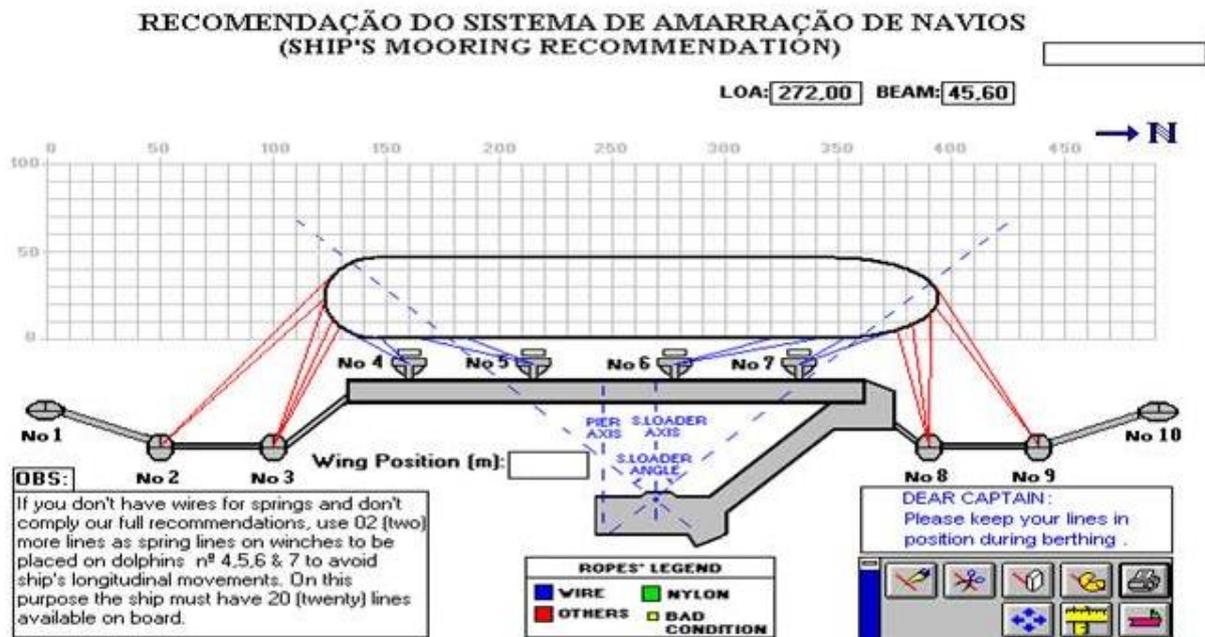
- Head/stern lines: 06 wires of any type, mbl 50 tonnes.
- Fore/aft breast lines: 06 wires of any type, mbl 50 tonnes.
- Fore/aft spring lines: 06 wires of any type, mbl 50 tonnes.



II - M/V UP TO 150.000 DWT

- Head/stern lines: 04 wires of any type, mbl 70 tonnes.
- Fore/aft breast lines: 06 wires of any type, mbl 70 tonnes.
- Fore/aft spring lines: 08 wires of 40mm or High Modulus PolyEthylene (HMPE) fiber ropes, with tails 25% stronger

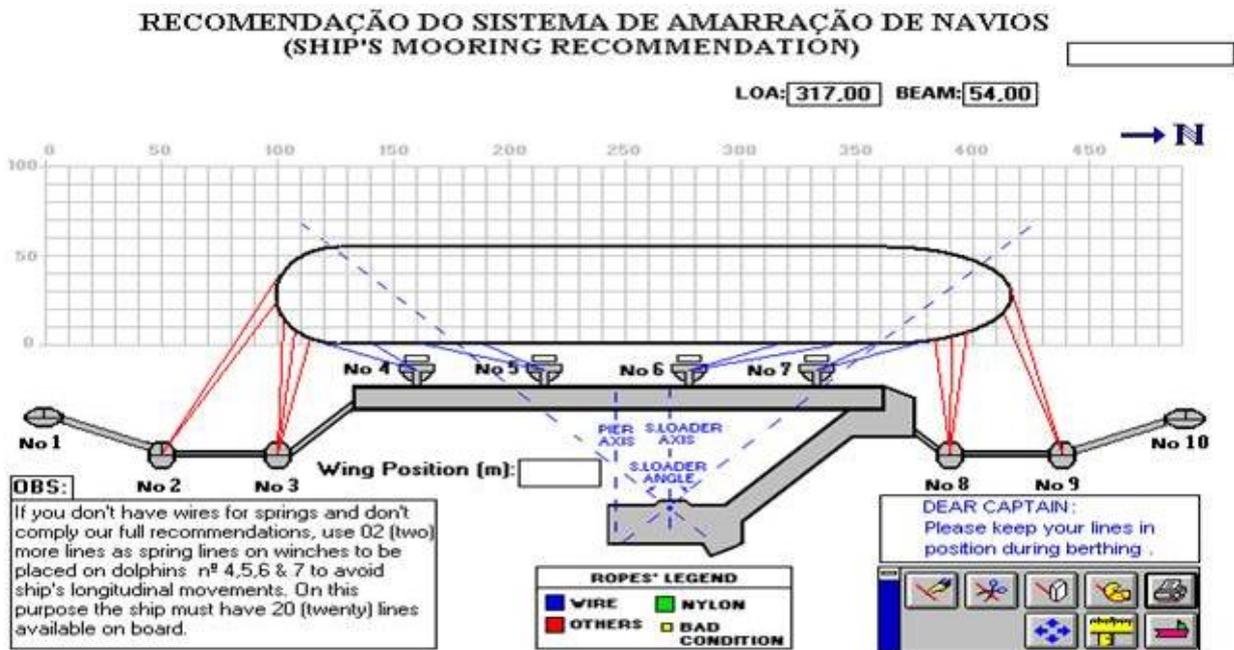
If the vessel doesn't have wires for springs and doesn't comply with our full recommendations, use 02 (two) more lines as spring lines on winches to be placed on dolphins nº 4,5,6 & 7 to avoid ship's longitudinal movements. On this purpose the ship must have 20 (twenty) lines available on board.



III - M/V UP TO 225.000 DWT

- Head/stern lines: 04 wires of any type, mbl 80 tonnes.
- Fore/aft breast lines: 06 wires of any type, mbl 80 tonnes.
- Fore/aft spring lines: 08 wires of 42mm or High Modulus PolyEthylene (HMPE) fiber ropes, with tails 25% stronger.

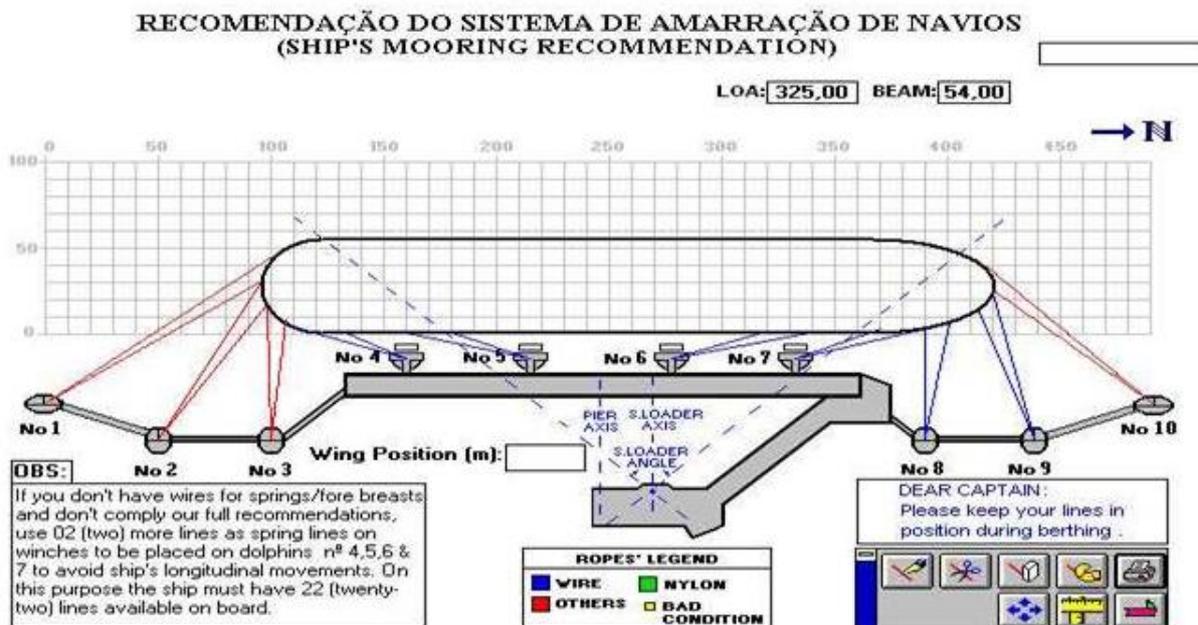
If the vessel doesn't have wires or High Modulus PolyEthylene (HMPE) fiber ropes for springs and doesn't comply our full recommendations, use 02 (two) more lines as spring lines on winches to be placed on dolphins nº 4,5,6 & 7 to avoid ship's longitudinal movements. On this purpose the ship must have 20 (twenty) lines available on board.



IV - M/V UP TO 270.000 DWT

- Head/stern lines: 04 wires of any type, mbl 80 tonnes.
- Fore breast lines: 04 wires of 42mm with tails 25% stronger.
- Aft breast lines: wires of any type, mbl 80 tonnes.
- Fore/aft spring lines: 08 wires of 42mm or High Modulus PolyEthylene (HMPE) fiber ropes, with tails 25% stronger.

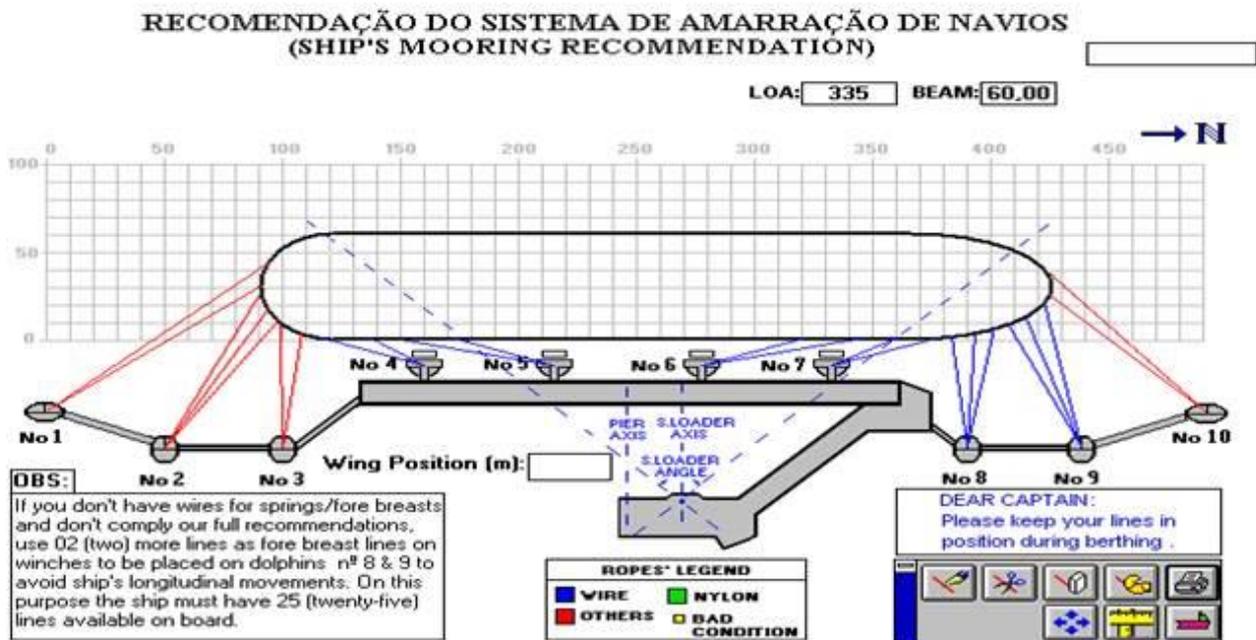
If the vessel doesn't have wires or High Modulus PolyEthylene (HMPE) fiber ropes for springs/fore breasts and doesn't comply our full recommendations, use 02 (two) more lines as spring lines on winches to be placed on dolphins n° 4,5,6 & 7 to avoid ship's longitudinal movements. On this purpose the ship must have 22 (twenty-two) lines available on board.



V - M/V UP TO 325.000 DWT

- Head/stern lines: 04 wires of any type, mbl 80 tonnes.
- Fore breast lines: 06 wires of 44mm or High Modulus PolyEthylene (HMPE) fiber ropes, with tails 25% stronger.
- Aft breast lines: 05 wires of any type, mbl 80 tonnes.
- Fore/aft spring lines: 08 wires of 44mm or High Modulus PolyEthylene (HMPE) fiber ropes, with tails 25% stronger.

If the vessel doesn't have wires or High Modulus PolyEthylene (HMPE) fiber ropes for springs/fore breasts and doesn't comply with our full recommendations, use 02 (two) more lines as fore breast lines on winches to be placed on dolphins nº 8 & 9 to avoid ship's longitudinal movements. On this purpose the ship must have 25 (twenty-five) lines available on board.



VI - M/V OVER 325.000 DWT

- Head/stern lines: 04 wires of any type, mbl 80 tonnes.
- Fore breast lines: 07 wires of 44mm or High Modulus PolyEthylene (HMPE) fiber ropes, with tails 25% stronger.
- Aft breast lines: 05 wires of any type, mbl 80 tonnes.
- Fore/aft spring lines: 08 wires of 44mm or High Modulus PolyEthylene (HMPE) fiber ropes, with tails 25% stronger.

If the vessel doesn't have wires or High Modulus PolyEthylene (HMPE) fiber ropes for springs/fore breasts and doesn't comply with our full recommendations, use 02 (two) more lines as fore breast lines on winches to be placed on dolphins nº 8 & 9 to avoid ship's longitudinal movements. On this purpose the ship must have 26 (twenty-six) lines available on board.

