
Resolution 001

Administration of Coal Terminal at Nacala-à-Velha, Mozambique

Review 00 – March 31st, 2015



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The CLN, through its Department of Port Operations, located in the district of Nacala-à-Velha, Nampula Province in Mozambique, exercising Administration of **Coal Terminal at Nacala-à-Velha**, recognized by the Maritime Authority, exercised by the National Marine Institute (**INAMAR**) in Mozambique.

Resolve,

- a - Establish and disclose the maximum draft of vessels operating on the basis of bathymetric surveys carried out under their responsibility;

- b - Establish and disclose the maximum deadweight and the maximum size of the vessels that will go through, due to the limitations and physical characteristics of the pier of Porto.

Nacala-à-Velha Coal Terminal

1 MAIN CHARACTERISTICS

1.1 LOCATION

The Nacala-à-Velha Coal Terminal, referred in this document **Nacala Coal Terminal**, is located in Nacala-à-Velha, 160 km (100 miles) northeast of Nampula and 60 km (40 miles) north Mozambique Island in the position of geographical coordinates (Appendix B):

Geographic Coordinates		UTM	
Latitude	Longitude	North	East
14° 31.46'S	040° 39.34'E	8392985.88	678403.99
14° 31.69'S	040° 39.29'E	8392563.02	678315.04

1.2 LIMITS AND GUIDELINES FOR NAVIGATION

Access Channel and inland waters, marked by polygonal line in the geographical coordinates positions that define the safe navigable path (fairway safety), considering the size, the draft and condition of maneuverability of the ship, from the offshore bar to Terminal (Annex B):

Geographic Coordinates		UTM	
Latitude	Longitude	North	East
14° 30.18'S	040° 39.72'E	8395344.79	679097.92
14° 31.21'S	040° 39.62'E	8393450.58	678913.20
14° 31.89'S	040° 39.26'E	8392198.93	678249.70
14° 32.36'S	040° 38.94'E	8391341.15	677681.58
14° 32.66'S	040° 39.42'E	8390774.14	678534.03
14° 31.69'S	040° 40.11'E	8392565.60	679778.55
14° 29.95'S	040° 40.09'E	8395769.98	679778.55

1.3 AREA OF EXCLUSION AND BAN FOR ANCHORAGE OR STAY VESSELS

To preserve the safety of navigation and avoid potential risk to the port, ships, people and the environment, the port administration states that:

Not allowed anchoring and length of any vessel in the range of 100 meters outside the boundary limits of the Nacala Coal Terminal. This particular area is considered operating margin for access to the terminal.

Support vessels, tugs, boats, barges, or similar, need permission from the port, if necessary.

1.4 ACCESS, DIMENSIONS AND RESTRICTIONS

Access is done by waterway access to the port of Nacala, with practical directions and guidance for steering the harbor. The new Nacala Coal Terminal is located on the right hand side of Nacala Bay, towards the sea into the bay.

The orientation of the navigation is done through navigation in restricted water and lighthouses, buoys, and conspicuous points. Making a route 6.3 nautical miles from the Fernão Veloso Bay to the Terminal.

1.4.1 Operational Characteristics

1.4.1.1 Access Channel Navigation with pilot on board under practical directions

Length	5.5 nautical miles (safe sailing way)
Minimum natural depth	22 meters

1.4.1.2 Turning Basin

Radius (polygonal line)	350 meters
Minimum natural depth	22 meters

1.4.1.3 Center Basin:

Geographic Coordinates		UTM	
Latitude	Longitude	North	East
14° 31.65'S	040° 39.54'E	8392637.09	678755.18

1.5 OPERATIONAL RESTRICTION

To preserve the safety of navigation and avoid potential risk to the port, ship, people and the environment, is vetted:

- Remain with any boat alongside the vessel, in any situation, without authorization of Port Management.

Note: If there any disobedience to procedures that could be a risk of pollution or safety navigation, the port administration may suspend the operation.

2 Operational Characteristics of the Coal Terminal

2.1 PIER

CHARACTERISTICS		COMMENTS
Length of pier	435.00 meters	Concrete pier extension
Maximum berth length	360.00 meters	Extension between fenders
Ship's air draft	22.75 meters	Maximum air draft allowed
HIGH TIDE:		
Maximum tide	+ 4.32 meters	Nautical Chart
Medium tide	+ 2.25 meters	Nautical Chart
Minimum tide	+ 0.26 meters	Nautical Chart

2.2 VESSEL

CHARACTERISTICS	RANGE OF VESSEL'S SIZE (1)	
	FROM	TO
Overall length	180.00 meters	302.00 meters
Beam	30.00 meters	51.00 meters
Summer Deadweight	30,000 metric tons	210,000 metric tons
Sailing draft	12.00 meters	18.70 meters
Arrival draft	5.40 meters	8.50 meters
Free board (minimum)	5.00 meters	5.00 meters
Free board (maximum)	12.60 meters	16.50 meters
Air draft: Maximum admitted (HAT Reference)	17.10 meters	21.00 meters
Depth Extreme	18.00 meters	25.00 meters
Berthing Displacement (in ballast) (2)	30,000 metric tons	131,250 metric tons
Berthing Displacement (extreme) (2)	50,000 metric tons	218,750 metric tons
Sailing Displacement (extreme) (2)	50,000 metric tons	218,750 metric tons
Cargo Hold's Volume (maximum)	50,000 m ³	205,000 m ³
Cargo Weight (maximum)	40,000 metric tons	184,500 metric tons (3)
Cargo Handling characteristic	Coal specific weight: 900 kg/m ³ (average estimated)	
<p>Observations:</p> <p>(1) Clarification: Vessel's type represents a great variety characteristics of pure bulk carrier fitted for loading at Nacala Coal Terminal – Mozambique.</p> <p>(2) The displacement refers to ship's total weight, including light ship, consumables, cargo and ballast.</p> <p>(3) With full usage of cargo space, stowage factor reduction not considered.</p> <p>Others:</p> <p>a) Maximum age of vessel should not exceed 25 years old;</p> <p>b) Hatch coaming minimum dimension: Length 12.00 m with total area of 140 sq meters.</p>		

2.3 Maneuverability conditions for ships

a - The ships in ballast should preferably make the turn in the turning basin and perform the mooring in portside, facilitating the departure maneuver with the ship loaded.

b - The maneuvers of berthing and unberthing can be performed during the day and night, always subject to weather, security, support tugs and pilot satisfaction of the maneuver.

2.4 TUGBOATS PIER AND SUPPORT VESSELS

Pier under operational responsibility of the CLN is used as a harbor for small vessels, support boats, floating, tugs and similar aimed for moving people and maritime logistical support.

2.4.1 Operational Characteristics

Operational length	80 meters
Wharf	48 meters
Depth	10 meters

2.4.2 Restrictions for vessels

DWT Tonnage	500t
Maximum overall length	30 meters
Maximum beam	11 meters
Maximum draft	5 meters

3 DURATION OF RESOLUTION – 001 REVIEW 00

This Resolution shall enter into force on March 31st, 2015 and are repealed all provisions to the contrary, issued to date.

4 DISTRIBUTION OF RESOLUTION – 001 REVIEW 00

Nacala Port Authority – CDN

National Institute of Hydrography and Navigation - INAHINA

National Marine Institute - INAMAR

Pilot Station of Nacala

Maritime Navigation Agency

Port Operators of Nacala

Mozambique Ports and Railways - CFM

Jose Otoni

Administration of Nacala-à-Velha Coal Terminal

Manager of Port Operations

CLN

5 ANNEXS**ANNEX A LETTER OF OPERATIONAL GUIDE AND SAFETY FOR SHIPS**

***SAFETY AND OPERATIONAL PORT GUIDANCE
MASTER'S RECEIPT OF ACKNOWLEDGEMENT***

I, as Master, hereby state that all possible diligences/measures will be exercised in name of bellow mentioned vessel, in order to comply with such protective guidance. Also, I post these guidance in manner to assure the compliance by crew, visitors and others person under interest of ship's management.

Master is requested to disseminate all instructions contained on this document to ship's crew prior arrival, preferably on safety / training meetings. Terminal reserves the right to ask for evidences that the correct dissemination of information has been observed, including presentation of a list of participation of crewmembers on such pre-arrival safety meeting.

Acknowledged by,

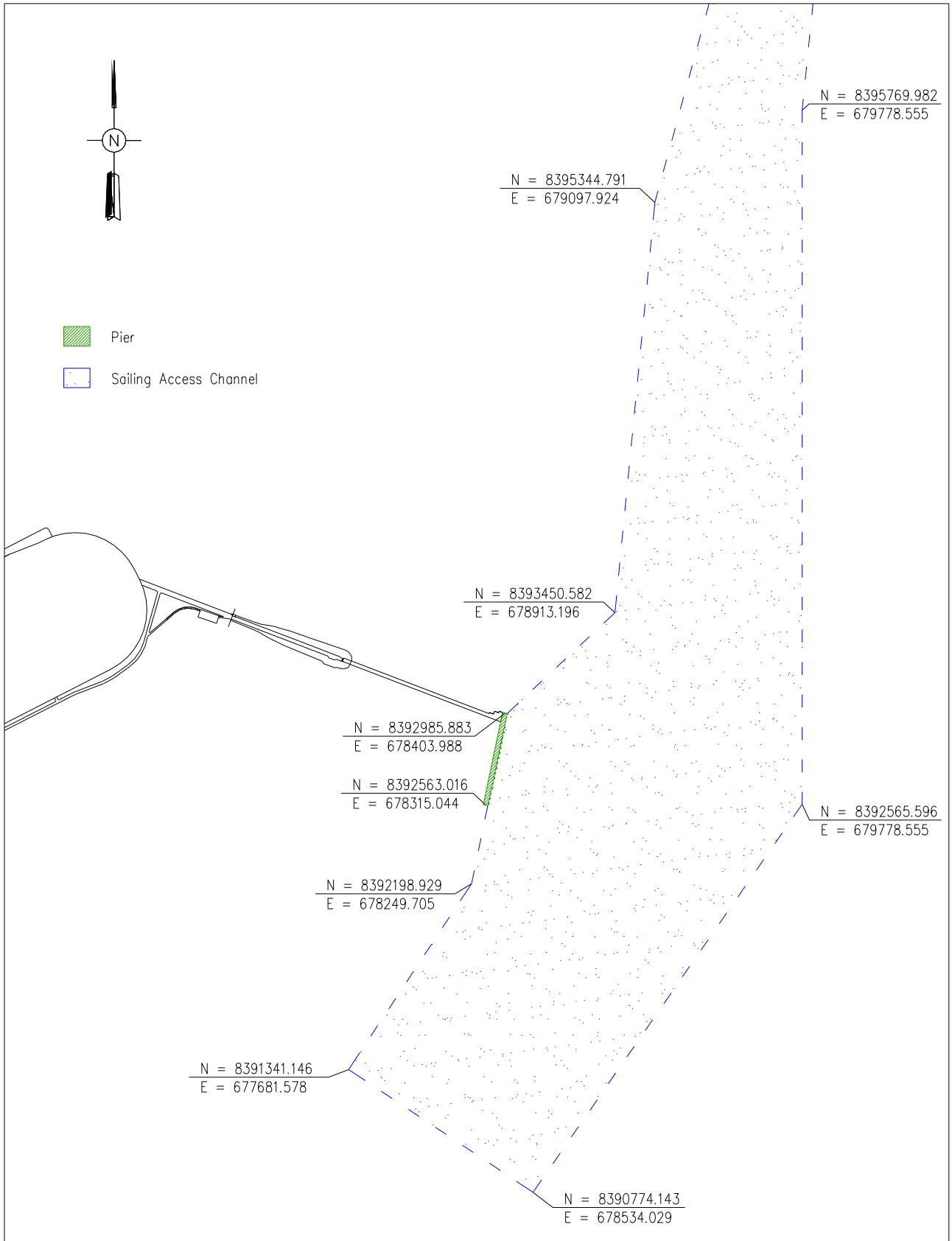
VESSEL: _____

TERMINAL: _____

DATE: _____

Master's Signature/ Ship's Stamp: _____

ANNEX B SITUATION PLAN OF NACALA-À-VELHA COAL TERMINAL



ANNEX C POSITIONING

C.1 Nautical Signalling

NAME	POSITION	CHARACTERISTIC	RANGE	OBSERVATIONS
Columulomo	14° 25' S / 40° 48' E	Iso 4s white	14 miles	Radar Reflector
Nacala	14° 27' S / 40° 39' E	F1(3) 9s white, red and green	12 miles	177-Vd-233-Br-241-Va-295
Fernão Veloso	14° 27' S / 40° 40' E	F1 3s red	6 miles	Radar Reflector
Sacamulo	14° 28' S / 40° 40' E	F1 3s green	6 miles	Radar Reflector
Imade Chali Ant.	14° 29' S / 40° 41' E	Cintili. red	12 miles	
Imade Chali Post.	14° 29' S / 40° 41' E	Iso 4s red	12 miles	
Ponta Namuaxi	14° 31' S / 40° 39' E	F1(2) 6s green	5 miles	Radar Reflector
Buoy Ponta Zuani	14° 29' S / 40° 40' E	F1 3s red	5 miles	Radar Reflector
Buoy 1	14° 31' S / 40° 40' E	F1(2) 6s red	5 miles	Radar Reflector
Buoy 2	14° 31' S / 40° 39' E	F1 5s red	5 miles	Radar Reflector
Buoy 3	14° 32' S / 40° 39' E	F1(3) 9s red	5 miles	Radar Reflector

C.2 Anchorages

A) Outer anchorage

The External Anchorage is located in the northwestern portion of the Fernão Veloso Bay, in local with reference depth ranging between 10 and 40 meters, as rectangular polygon represented below (1 mile width and 2 miles length).

Geographic Coordinates		UTM	
Latitude	Longitude	North	East
14° 23.5'S	040° 42.3'E	8395344.79	679097.92
14° 22.8'S	040° 41.5'E	8393450.58	678913.20
14° 21.3'S	040° 42.8'E	8392198.93	678249.70
14° 21.9'S	040° 43.6'E	8391341.15	677681.58

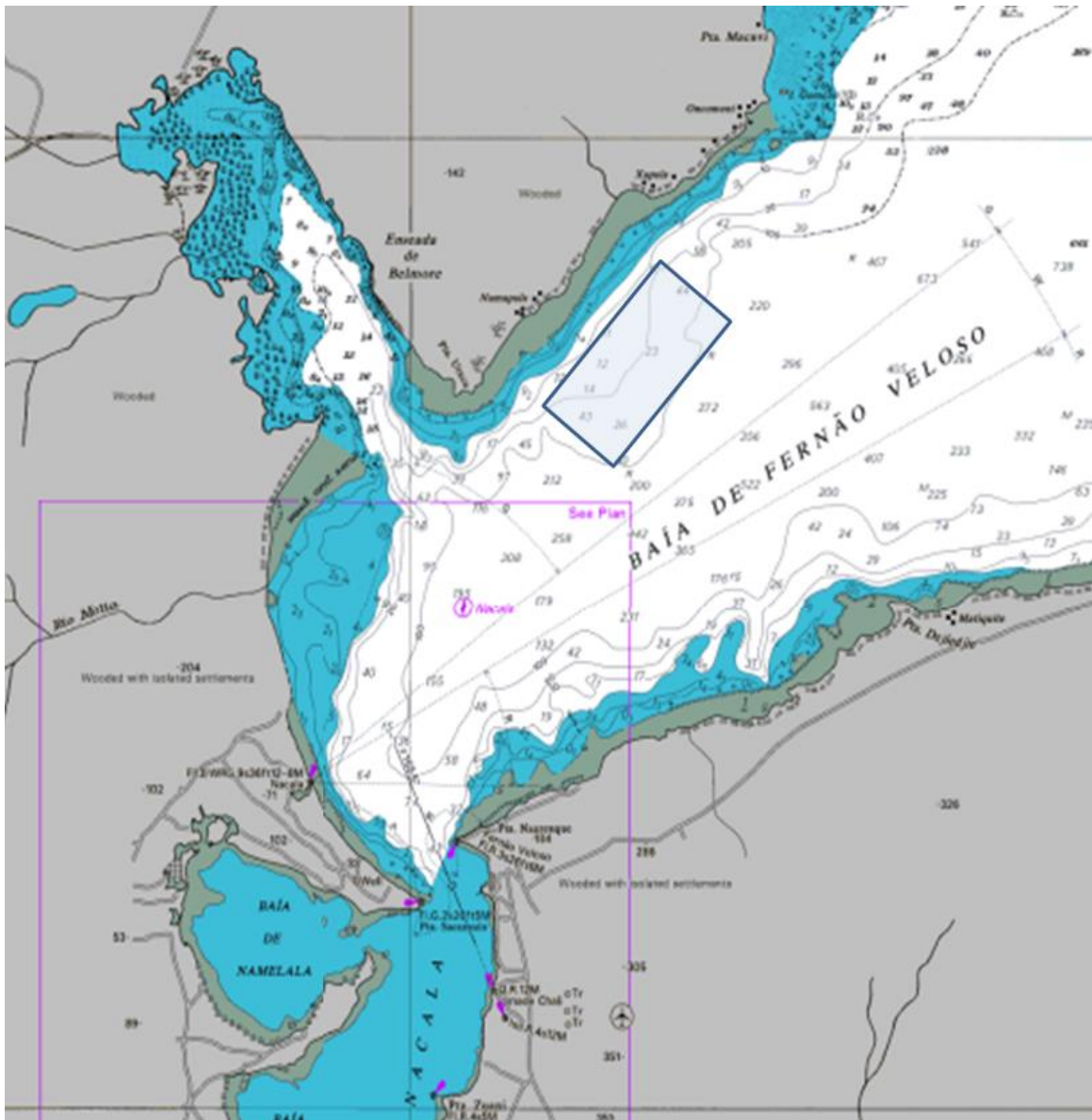


Figure 1 – External Anchorage near to the Nacala-à-Velha Coal Terminal

B) Inner anchorage

The location of anchorage that provides security and adequate depth for the Nacala-à-Velha Coal Terminal will be set by mutual agreement between the captain and the pilot of the maneuver. It is forbidden to navigation and anchoring in Nacala Bay without local pilot station assistance. The recommended position for ships of light draft, in ballast, awaiting berthing at the Terminal is:

Geographic Coordinates		UTM	
Latitude	Longitude	North	East
14° 23.12' S	040° 39.28' E	8391952.21	678274.58

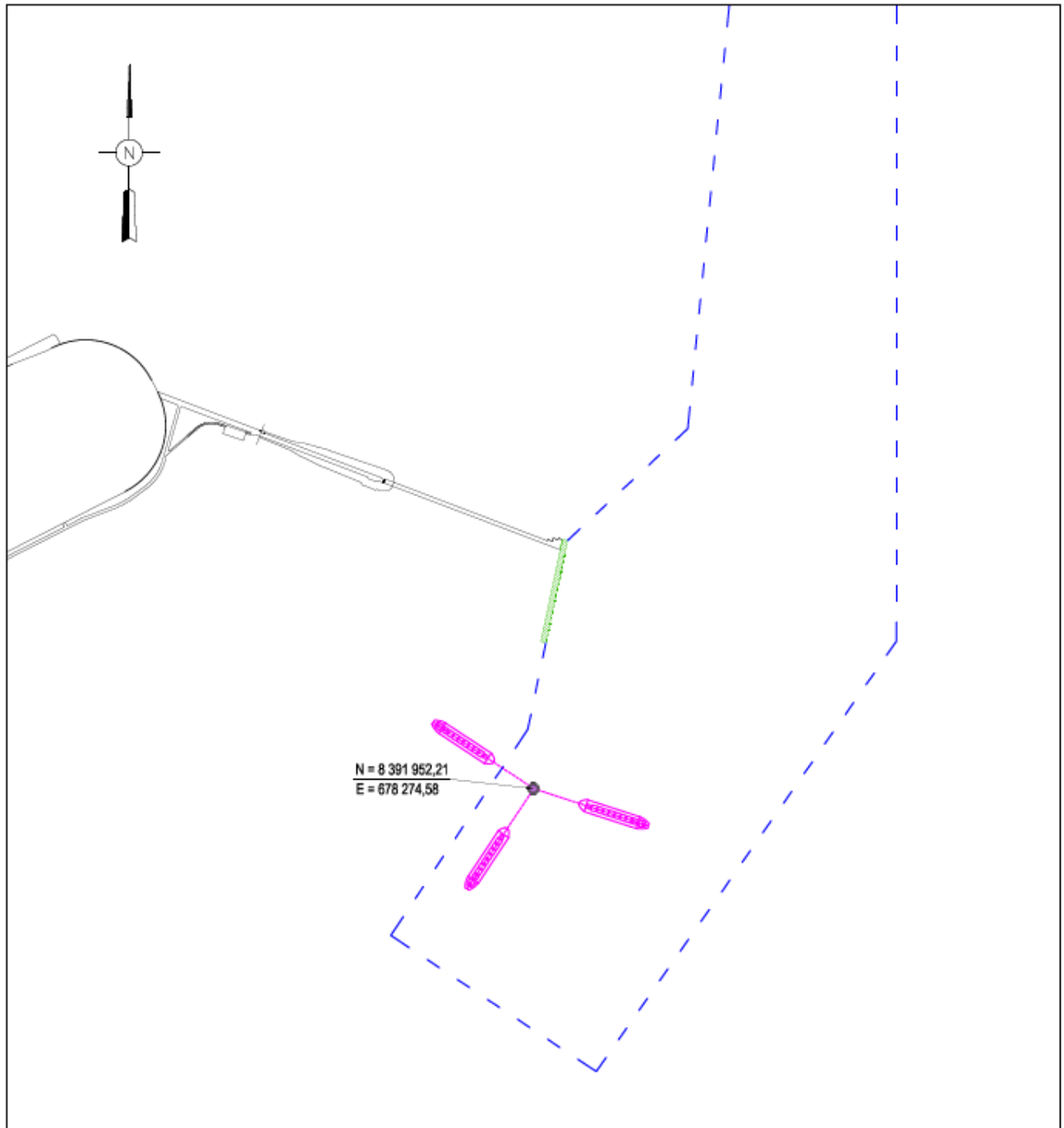


Figure 2 – Internal anchorage

ANNEX D BATHYMETRIC SURVEY

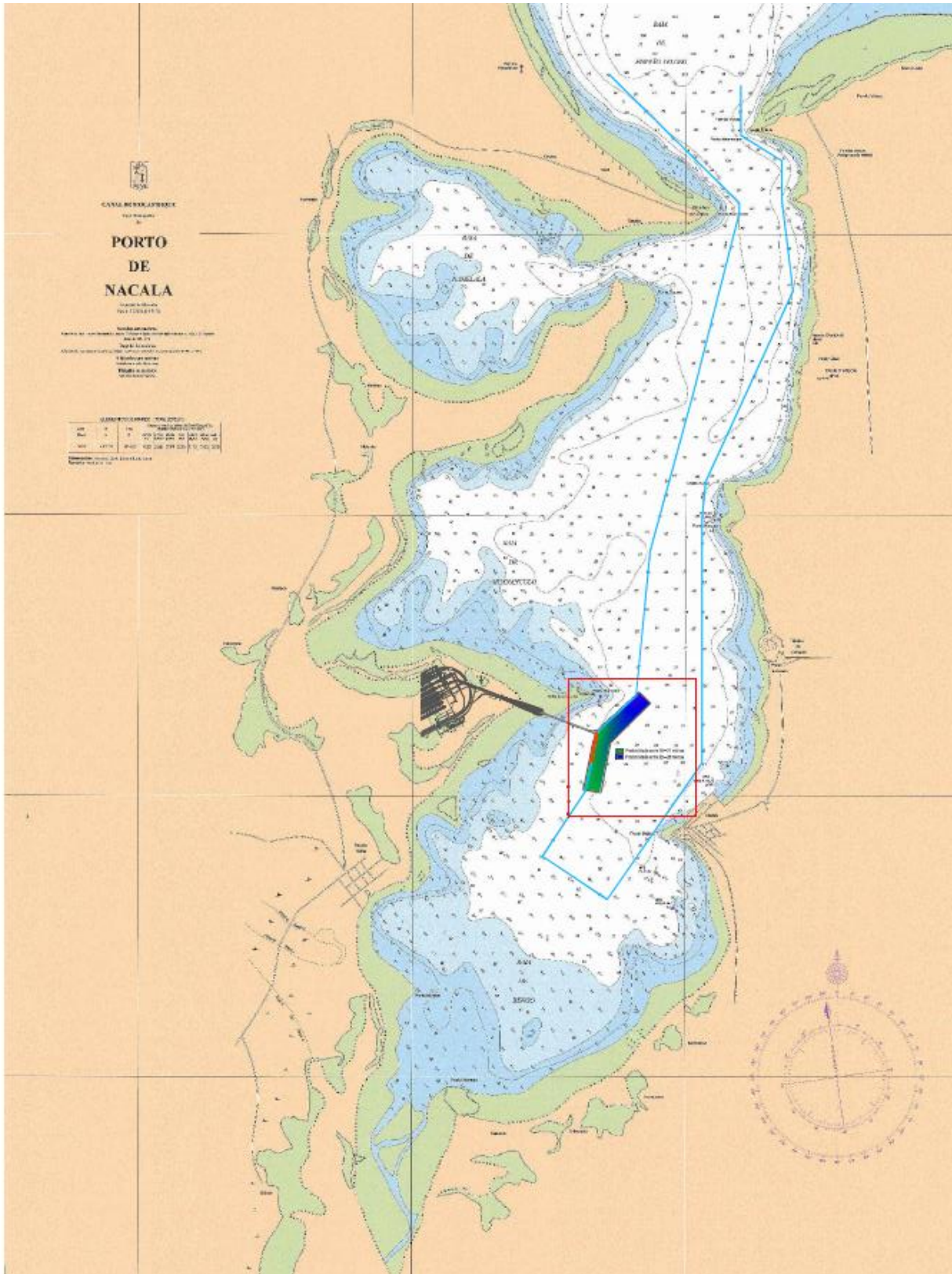


Figure 3 – Bathymetric survey in December 2014.

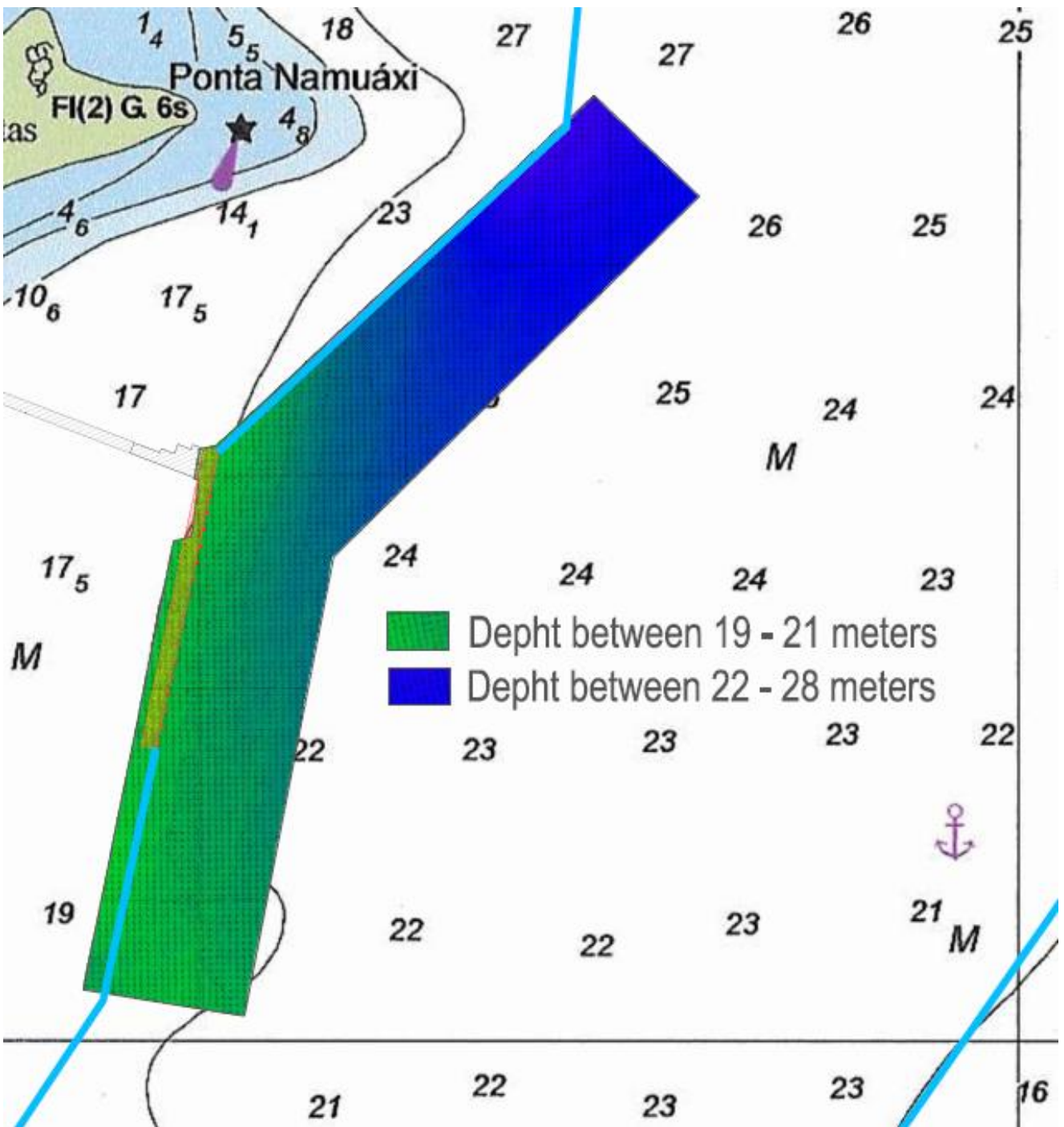


Figure 4 – Detail of bathymetric survey in December 2014.

ANNEX E OPERATING INSTRUCTIONS AND PRACTICE SAFE

HEALTH AND SAFETY OF PEOPLE

E.1. Vessel's means of access

Ship must supply sufficient, safe and suitable means of access between ship and pier. The means of access should be of sound material and construction and adequate strength, be securely installed and maintained in a good state of repair and constructed in accordance with international standards. The main mean of access from the quay to the ship's deck should be the ship's accommodation ladder.

In case necessary, Terminal will supply a proper gangway to connect quay to ship's accommodation ladder or directly to ship's deck.

Due to normal changes of draft and tide during port stay and also the regular ship's movements due to external effects (wind, swell, currents...) the means of access should be regularly checked to ensure that it is correctly adjusted.

A safety net should be rigged on means of access in order to prevent falling between ship and quay. Safety net must be secured on ship's rail and on the gangway.

The Master of the ship should appoint a person (watchman) for the purpose of monitoring the status of means of access during the whole port stay, in order to prevent risk to personnel involved and damage to equipments.

Crew on duty must also prevent that ladder/gangway or any other appendix from being close to bollards and on the way of any port equipment.

E.2. Access to the pier

It is mandatory that anyone that intends to access the pier from / to the vessel must previously notify the Foreman on duty whom will arrange for necessary escort and will check if everyone is wearing the necessary personal protective equipment. This instruction is valid

also for crew that need to access pier for their ordinary activities, such as reading drafts or adjusting gangway and also crew on shore leave. There is a clear risk of injury or death when anyone walks in the pier or on deck without the proper knowledge of the operational dangers involved.

It is not allowed walking under the ship loader/unloader or under suspended cargo, while on deck or on the pier. If any infraction is observed, the cargo operation may be stopped and the time/delay will be for ship's account.

A safe walkway must be provided by the vessel, indicated (painted, hand rails, yellow tapes) on the main deck from / to the accommodation ladder in order to lead everyone to walk through the sea side, where is considered a safer area.

E.3. Use of personal protective equipment

Crewmembers (or any person under ship's responsibility), while on the pier or while on deck must wear "personal protective equipment", applicable as follows: hard hats with chinstraps, earmuffs, safety goggles and safety shoes. While on the pier, it is compulsory the use of approved lifejackets. Use of PPE is compulsory also for crew on shore leave, while in transit between ship and gate.

E.4. Access to cargo holds

Ship should supply safe ladders for hold access for port workers (clean, free for man, with light, free of rust and without obstructions).

When hatches are opened, a hand rail should be placed on the edge of the hatch in order to prevent anyone from falling into the hold.

Access to cargo holds must be cleared by Master or designated person, after the necessary observation of all procedures for entering confined spaces, following issuance of related check list, including analysis of gas levels and any contaminants.

POLLUTION PREVENTION

E.5. Air Pollution

We are committed with a clean environment, understanding that emission of GHG (Greenhouse Gas) from ships must be monitored. We also have to consider the impact of visual pollution of dark smoke emission on the life of our community.

The Terminal demands full compliance of MARPOL 73/78 Annex VI (Air Pollution) and local environmental regulation. In addition to SO_x and NO_x emissions, must be also observed the emission of PM (Particulate Matter), mostly dark smoke emissions.

Is not allowed soot blowing from ship's boiler during the port stay. The emission of gases produced by the ship's engine on berthing maneuver must be reduced as much as possible, avoiding excess emission of smoke in the air. Special attention is required in the boiler burning or change of fuel type.

Vessels responsible for dark smoke emissions will receive an Environmental Infraction Notice and will be requested to provide root cause analysis on the incident and the steps to prevent similar incidents in the future.

Terminal reserves the right to demand immediate unberthing of any vessel emitting dark smoke. Expenses with maneuvers and all related losses and fines charged to the vessel, should also be immediately included in the list of operating inadequacy of Nacala-à-Velha Coal Terminal.

The environmental performance of the ship during port stay and the commitment to clean air will be considered in the qualification process for future calls in our terminal and will be reported to Rightship Company for ship's rating, based on IMO Marine Environment Protection Committee (MEPC).

All vessels are subject to environmental inspections of the Mozambican authorities in case of observing any type of air pollution / water. If found irregularity, the vessels will also be subject to heavy fines in accordance with the Mozambican legislation.

E.6. Cleaning of cargo decks

It is crew's responsibility on granting cargo residues are removed from main deck and hatch covers, avoiding any chance of spillage of cargo residues onto the sea and to reduce blowing of dust. Use of compressed air for cleaning of residues of cargo must be avoided as they highly contribute for the production of dust.

E.7. Ballast operation

Discharge of clean ballast water is allowed in the Port area provided the Master complies with following procedures:

- Management of ballast must be in compliance with THE GUIDELINES FOR CONTROLLING AND MANAGEMENT OF SHIP'S BALLAST WATER as per International Convention for the Control and Management of Ships' Ballast Water and Sediments.
- Master must have full acknowledgement about the good quality of the water, free of any kind and quantity of oil and without any pathogenic organisms or bacteria and/or exotic/unwanted species.
- Ballast water cannot be discharged on the quay, shiploader railway or electrical facilities.
- Master must assure that the vessel is provided with necessary protection in the top side tank outlets in order to avoid any kind of damage or stoppage on loading operation.

E.8. Waste management

It is not allowed the discard, storage or launch into the sea of garbage, sewage, waste of any kind (including galley waste), waste water, oil sludge or any other liquid waste in Terminal. The exception is made for disposal by methods approved by the Terminal and the

Mozambican authorities, and even then, those performed by accredited and authorized companies, based on land.

The ship must ensure the destination of waste, as well as proper disposal. The Master of the ship must take into account this concern when hiring the company that will perform the provision of on-board waste. Special attention should be given to the strict compliance with the Convention of the IMO Marpol 73/78 Annex V (Waste Management).

E.9. Other potential pollution sources

Ship must identify and manage potential sources of oil located on main deck specially drums/cans with oily garbage, hydraulic/lubricant oil or grease from deck equipments/devices/fittings such as: wires, oil pipelines, windlass/winch drums, gears, hydraulic jacks, others.

All oily garbage in cans/tins/drums must be properly covered to avoid overflowing of oily water caused by rain.

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

SEA-PORT SECURITY

E.10. Compliance IMO ISPS Code

The port operates in accordance with the current legislation, the safety standards of ports and compliance with the International Ship and Port Facility Security Code (ISPS Code). The benchmark security level is "Level 1".

The "Port Facility Security Supervisor" (Port Facility Security Officer), also called "Protection Supervisor Port", with the help of private security guards, is responsible for control access of people and vehicles, and protect the terminal and the ship moored.

The "Ship Security Advisor" (Ship Security Officer), also called "Ship Security Advisor", with the help of the Port Security Advisor, is responsible for protect the ship and, when berthed, coordinating board security actions.

Are denied access to the ship and the terminal by any other means, way, or access other than through official control and security posts.

All people who want to access the port or the ship should be authorized in advance. There will be the need for business relationship proof, request or ship delegation or other evidence that may be necessary.

Additional safety requirements, such as checking documents, baggage, personal and vehicle searches, may be held the discretion of the security supervisor at any time.

Shoot cameras are installed at strategic points to help the private security guards, in monitoring of operations, people and vehicles. The video or image produced by this equipment may be transferred to the Mozambican authorities, without notice or permission from the recorded subjects.

E.11. Control pedestrian, visitors, crew and passengers

The ship or your local shipping agency must provide complete list of all crew and passengers containing individual identification details.

The departments: Immigration, Health Surveillance and Customs of Mozambique, define the procedures of ship release and the permission to the crew enter the country. The permission of transit at people in the Terminal is granted by the listing of crew and ship passengers, duly approved by the stamp and signature of the agents of the Mozambican authorities.

The transfer of people from the ship to the main terminal gate should be performed by authorized vehicle. The transit of pedestrians on roads and unauthorized terminal facilities is prohibited.

E.12. Transit of people

The embarkment or disembarkment of crew members on a permanent or temporary basis, should be organized by the ship's agent in according to regulations of the competent government authorities.

Anyone with mobility restrictions, under the influence of alcohol or drugs will be conducted to the Terminal safety department for providences and routing.

E.13. VHF Communication Channels

GENERAL CALL	CHANNEL 16/70 (DSC)
TRAFFIC WITH PILOT STATION	CHANNEL 27
TRAFFIC IN MANEUVERS SHIP / TERMINAL / PILOT	CHANNEL 10
TRAFFIC BETWEEN SHIPS AND TERMINAL INSPECTORS	CHANNEL 13

E.14. Repairs and outages propulsion and steering of ships

The Nacala-à-Velha Coal Terminal does not allow the execution of repairs to the fire, electrical or oxyacetylene welding, as well as the unavailability of propulsion and ship's government.

For emergencies, urgency and necessity, the ship and its shipping agent must obtain the written consent of the "Representative of the Nacala Coal Terminal" before performing the task.

This provision is based on the following considerations:

- Availability of the ship to navigate in an emergency.
- Major accident hazard of damage or damage to the terminal, ship or from the impropriety of repair or inappropriate judgment of the risks involved, for people and / or assets.

E.15. Degassing or blanketing of the cargo holds or tanks of ships

Not allowed degassing or inerting of the holds and tanks of ships in Terminal. The condition of "READY TO OPERATE IN ALL ASPECTS", demonstrates the acceptance and understanding of this operating prerequisite, by the ship before its berthing.

Ships of type mining-tanker "ORE / OIL" and "OBO" should have their cargo holds and side cargo tanks, in "Free Condition of Flammable Gases", since that requirement attested by Surveyor Chemist, qualified and enabled to issue the "Free Condition Certificate of Flammable Gases - Gas Free Certificate". Certificates will be considered valid, up to a maximum of 72 hours from the date and time of issue. The cargo oil tank rest "SLOP" containing charge remaining oil, may be provided in the "inerted tank", since its oxygen content does not exceed 6% of the total volume of the atmosphere.

The time spent on implementation and certification of "Certification Survey of Free Condition Flammable Gases of Cargo Holds and Tanks Side Load" are the sole responsibility of the ship, as well as delays or operational interference caused to the terminal, resulting this activity.

E.16. Recommendations on speed, crossing and overtaking

Vessels shall comply with the safety rules contained in the International Regulations for Preventing Collisions at Sea - COLREG (Collision Regulation)

Reference to ship speed:

For navigation on inland waterways:	maximum: 10 knots; recommended: 8 knots (navigation with pilot)
To approach the ship to berth:	0.10 m/s = 6 m/min = 0.19 nm/h (knots)

E.17. Governability and maneuverability of ships in ballast condition

Vessels should maintain their status as governability and maneuverability at all times of the maneuvers in the Terminal, with its drafts maintained so they do not harm this condition.

Rule for the drafts of ships:

- The draft of bow should be less than or equal to draft stern until the half limit draft stern;
In maneuvers with ships "ballast condition," total immersion of the propeller must be observed, taking into account the individual characteristics of the "load condition or ballast" of the ship.

E.18. Preventing damage to the pier, port facilities and ship

Monitoring of air draft of the ship is the crew's responsibility. It is extremely important to the attention of the crew in deslasteramento action and loading operation in order to avoid any risk of accident due to excess air draft. The Terminal is not responsible for any damage caused to the ship.

In the event of damage to the terminal, due to the act or omission of the crew to monitor the air draft will be issued "Letter Protest" against the ship, blaming him for the repair, losses, damages and any direct or indirect losses arising from the fact.

The ship shall provide all relevant information as Standard Form CLN, with indications, technical drawings and location of appendices on the main deck. The Terminal will refrain from accepting any responsibility for damage to the ship, if the damaged structure is not properly indicated in the ship's papers.

E.19. Hot work

The services that require "hot work", as a rule, are not allowed on board the ship when berthed to the Terminal.

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. These operations create heat, sparks, and/or hot slag that have the potential to ignite flammable and combustible materials in the work area.

The exception is considered in cases that have written permission and risk assessment "Terminal Work Safety". The ship must necessarily prove by documents and technical demonstrations, the urgent need for such operation.

E.20. Diving Services

It is not allowed any diving service while alongside any of our piers.

The exception is considered in cases that have written permission and risk assessment "Terminal Work Safety". The ship must necessarily prove by documents and technical demonstrations, the urgent need for such operation.

E.21. Delivery of products and services

Ship chandlers and other service suppliers to the vessel must observe the Mozambican legislation and Terminal Operational rules, including Safety, Security and Environment when providing services to the ship.

The Terminal Administration reserves the right to not allow, interrupt or cancel without notice, any such operation that will affront existing standards or affect the operation of the Terminal. It is forbidden to supply and transshipment of fuel and lubricants to ship's contrabordo (seaside).

E.22. Clearance of all activities before the end of cargo operation

Master must assure that all activities such as bunkering, general supplying (water, provisions, spare parts, general material etc.), third party services (repairs, inspections/surveys, waster removal etc.), and families/visitors will be finished no less than three hours before the time pilot is scheduled to be on board for sailing.

ADDITIONAL INFORMATION

E.23. Port Captain

The Terminal offers a Senior Specialist Port Maritime acting in Port Captain function that oversees maritime, nautical and operational issues during the stay of the ship. This professional will serve as the interlocutor, where appropriate, between the ship and the terminal.

E.24. Foreman

Foreman is the person designated as the focal point for routine operational aspects during the ship's stay in the Terminal.

The ship, his Master and officers must resolve doubts, information on operational standards, health, safety and environmental at the initial meeting when Foreman going aboard.

E.25. AIS – Automatic Identification System

It is mandatory that vessels maintain the ship's AIS, in full operation during the entire stay in Nacala, including the mooring period. The vessels will be monitored through the ground station and AIS information may be used for operational purposes, health and safety. Special attention should be given to the board of AIS configuration, so that the ship make sure that the information provided by AIS indicate the actual condition of the ship.

E.26. Maritime Authority

The Mozambican Authority designate a public officer or inspector who, on behalf of Mozambique, will exercise control during the stay of the ship.

Search, inspection or verification can be carried at all times by the Mozambican Authority. Any sanctions such as: fine, disqualification or arrest, will be full and sole responsibility of the ship.

E.27. Pilot Station

The pilot service is compulsory from the pilot boarding position (coordinate position Lat 14° 25.1 'S Long 040° 40.6' E) within the Nacala Bay and waterway access to Terminal. The ship cannot navigate or move without the advice of the Nautical Terminal Pilot.

E.28. Tugboats

The use of harbor tugs, assisting the ship navigation, anchoring operation and berthing and unberthing maneuvers is mandatory. The degree of the decision and the need for assistance will be the responsibility of the Terminal Pilot and the consent of the ship Captain.

E.29. System of appointment and commercial and operational acceptance of ship

The CLN has its own accepted system of ships and is also associated with international companies, such as RIGHTSHIP (<http://site.rightship.com/>). The performance of all ships will be monitored while in Terminal and accepted procedures will be considered for future appointments of ships. The analysis will take into account not only the operational aspects, but also compliance with the standards of Health, Safety and Environment.

E.30. First Aid

Any medical care for the crew must necessarily be organized by the Ship Agents.

The terminal has a Rescue Emergency Service that can be triggered in the event of immediate medical attention.

Any accident or injury to persons, including those requiring medical evacuation, must be notified to Foreman.

E.31. Fire

The Terminal has brigade fire fighting, ready to operate 24 hours a day and can assist the ship in possible cases of risk, fire and rescue people.

PERTINENT LEGISLATION

E.32. Legislation

The information contained in this publication are based on regulations, good port practices, regulatory frameworks Mozambicans and international conventions, such as IMO, ILO, OIP (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 any applicable law or regulation or of any neglect of precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

The ship, in the personification of the Master, is solely responsible for any person on board the ship, including, but not limited to: crew, family, visitors, agents, surveyors, ship-owners or their representatives, subcontractors, service providers, suppliers, etc. As such, any act or omission of the "ship servants" is included in this responsibility condition.