





**REGULATION
OF THE
TERMINAL OF
ILHA GUAÍBA**

2025

		CLASSIFICATION	TERMINAL OF ILHA GUAÍBA (GIT)	
		EXTERNAL USE		
TERMINAL OF ILHA GUAÍBA (GIT) PORT REGULATION			No. (VALE)	PÁGE 1/18
			No. (CONTRACTOR)	REV. 03 29/12/25

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1.0 GENERAL RULES

Art. 1 – The Regulation of the Terminal of Ilha Guaíba (GIT) intends to regulate, discipline and organize operations, activities and services performed at the Port, under the terms of the Law No.12,815/13, the ANTAQ authorization for the Port operation and the respective Adhesion Agreement with the State for exploitation of the Private Use Terminals.

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

I - I - Port Administration: Vale S/A, as duly authorized operator of the Terminal of Ilha Guaíba (GIT), acting within its authorization limits;

II - Maritime Authority: Brazilian Navy;

III - ANTAQ – National Waterway Transportation Agency

IV - Port Area - comprises the land and waterway port infrastructure under management, control, or property of the Port Administration, including yards, inner roadway, conveyors, railways, warehouses, piers, mooring areas, loading and unloading equipment, access channel, anchorage area(s), evolution basin, beaconing, Operational Control Center - CCO, among other goods or services necessary for the operation of the Port.

V - Adhesion Agreement: the instrument which formalizes the authorization for Port Installation as Private Use Terminals, by Vale S.A., for the Terminal of Ilha Guaíba (GIT).

VI - SDR: Abbreviation of Special Drawing Rights, the monetary unit of the International Monetary Fund;

VII - ETA: Estimated Time of Arrival;

VIII - Port - Guaíba Island Terminal (“GIT”), Private Use Terminals granted to Vale; and

IX - Regulation - This Regulation related to Terminal of Ilha Guaíba (“GIT”) and their annexes.

Art. 3 – The Port Administration must, without prejudice to other competences defined in the legislation and in this Regulation:


I – comply with and enforce the laws, regulations and the Adhesion Agreement;

II – authorize, hire, allow or pre-qualify service providers in the area of the Port;

III – establish prices and collect values related to its activities;

IV – perform surveillance of the port operation, ensuring compliance with legal principles and guided by operational safety, of people, community and respect to the environment;

V – authorize or determine the entrance and exit, including mooring and unmooring, anchoring and traffic of vessels at the Port area, consulting, if applicable, other competent authorities;

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VI – authorize or determine the movement and storage of the cargo, establishing the schedule for loading and unloading;

VII – act or allow action in situations of assistance to and salvage of vessels and wreck removal in accordance with the competence of the Maritime Authority, consulting, if applicable, other competent authorities;

VIII – under coordination of the Maritime Authority, maintain and operate the beaconing of the access canal and the evolution basin, as well as the dredging of the mooring areas at the Port;

IX – under coordination of the Maritime Authority, establish and disclose the maximum draft of operation of the vessels;

X – 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 particularities of the access to the Port and its docking facilities;

XI – suspend the port operations that may hinder the operation of the Port, except for the aspects of interest of the Maritime Authority;

XII – establish the working hours of the Port, under legal and regulatory provisions;

XIII – apply the penalties provided in this Regulation; and

XIV – organize the safety of the Port facilities, including the entry, exit and transit of people, vehicles and equipment.

Art. 4 – The Port 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 Port, being vessels, clients, users, service providers and their representatives, and also anyone who is, even temporarily, in the Port Area, subject to its resolutions, as well as the full compliance with this Regulation.


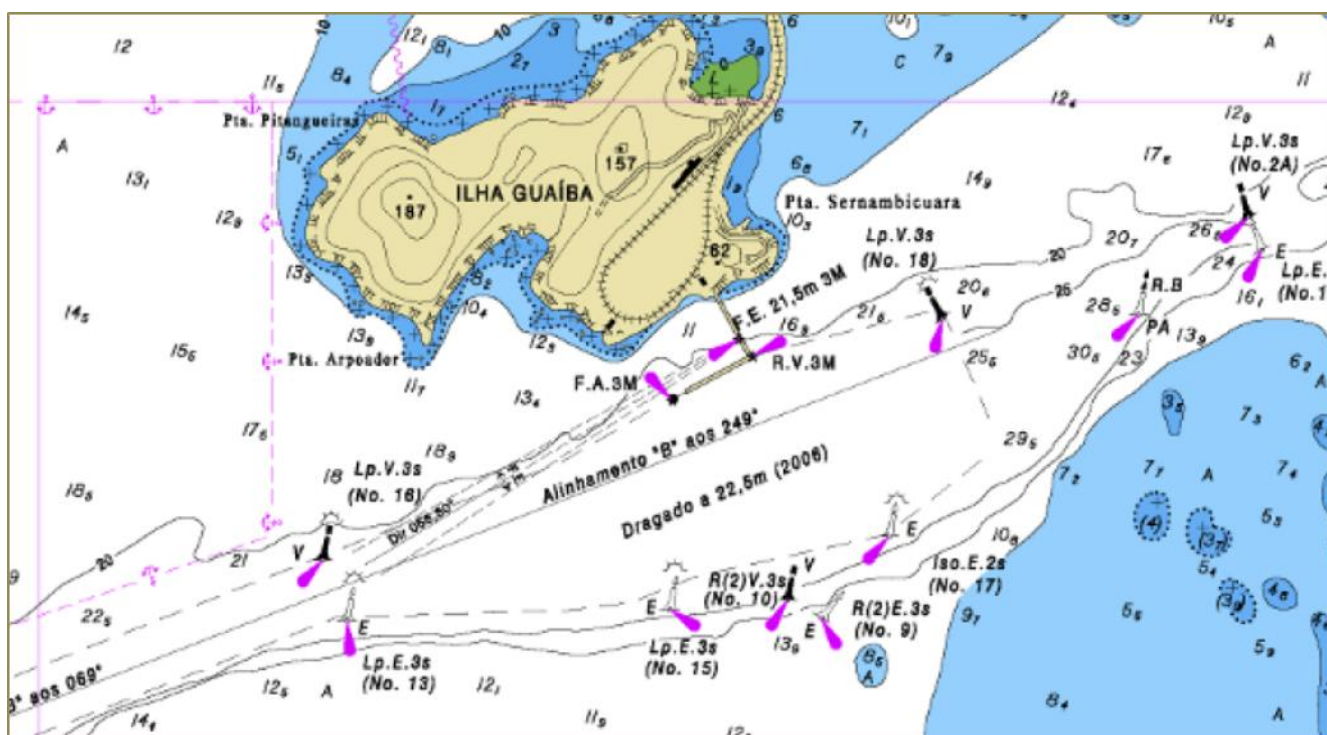
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Figure 1 – The Vicinity of the Port



Note. This figure does not replace the Nautical Chart nº 1624. Illustrative image only.


Art. 5 – The use of the Port facilities and its services inside the limits of the Port Area shall be authorized by the Port Administration upon request of shipowners, operators, charterers or shipping agents of the vessels and will be made upon payment of the amounts established by the Port.

2.0 INFORMATION ABOUT THE PORT

2.1 INTRODUCTION

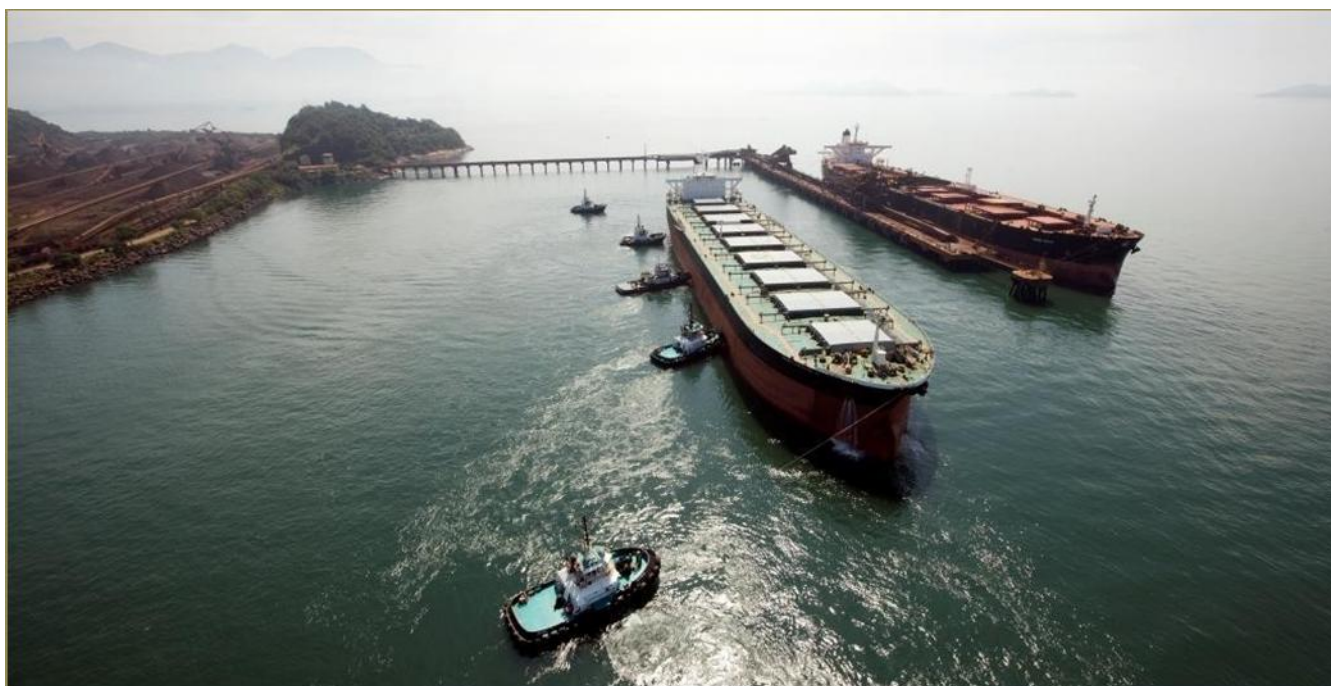
Art. 6 – Information contained in this Regulation has the purpose of providing guidance to the owners, shipowners, operators, charterers, masters, clients, users and shipping agents of the vessels regarding facilities and general conditions of the Port, and do not replace or change any of the provisions defined in Brazilian or international official publications destined to the seafarers. Other information regarding conditions of the Port may be obtained upon consultation with the Port Administration.

Art. 7 – The Port Administration is not responsible for delays, expenses, costs, prejudices, losses, direct or indirect damages, accidents or damages arising from errors in using this information or from omission in consulting other publications of the Port Administration or of public or private entities, which may be necessary or required, national or international.

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2.2 PANORAMIC VIEW OF THE PORT

Figure 2 – Panoramic View of the Port



Note. Illustrative image only.

2.3 LOCATION


Art. 8 – The Terminal of Ilha Guaíba is located on the occidental margin of Sepetiba Bay. The Island of Guaíba is linked to the continent by a railway bridge through which the terminal receives the iron ore cargo. There is no motorway link to the continent. The island is part of the municipality of Mangaratiba which is about 70 nautical miles away from the Guanabara Bay entrance (Rio de Janeiro) and around 3 nautical miles from Mangaratiba.

It is located in the geographic coordinates:

Latitude: 23°00'50" South Longitude: 044°02'05" West

2.4 VESSEL NOMINATION AND ACCEPTANCE

Art. 9 – The main port requirements of the Port Administration for vessel nomination and acceptance are found in the document entitled **Summary of Vale Port Requirements for Vessel Nomination and Acceptance** ("Summary"), set out in Annex A.

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Art. 10 – The Port Administration will have the right, at its sole discretion, to reject the nomination or to stop the loading or discharge of any ship that:

I.is not, in all respects, ready to receive cargo shipment at the Port.

II.has not been approved in the shipper's verification system (vetting) contained in the Summary of Vale Port Requirements for Vessel Nomination and Acceptance (“Summary”) of the Port, set out in Annex A;

III.has not complied with the provisions of this Regulation on the installation of the geotextile on board, or has previously refused permission for its installation or reinstallation;

IV.does not meet operational requirements of suitability for de-ballasting time compatible with loading rates;

V.does not meet the minimum specifications of the mooring cables in relation to the Deadweight (DWT) of the vessel and mooring equipment located at the programmed Pier.

§1 – Vessels with a Gross Tonnage (GT) exceeding 130,000 shall be equipped with High Modulus Synthetic Fiber (HMSF) mooring ropes (examples include HMPE, UHMWPE, Aramid, or other ropes made of similar fibers).

§2 – Vessels equipped with High Modulus Synthetic Fiber ropes shall install mooring tails of 11 meters in length, made of conventional synthetic fibers (such as polyester, nylon, polypropylene, etc.), and shall provide protective sleeves on their ropes when in contact with rough surfaces or sharp edges.

§3 – Vessels must ensure that all mooring ropes and equipment are in good working condition, with valid certificates available on board. Winches and mooring fittings shall have been tested and remain operational throughout the vessel’s stay at berth. Mooring certificates issued by the Classification Society must be valid and kept on board.


2.5 NAUTICAL CHARTS

Art. 11 – The access channel, evolution basin, anchoring areas and berths are represented in the following Nautical Charts, which must be consulted, being the master of the ship responsible for knowing them in advance:

- Charts no. nº 23100 (INT 2124), 1623 e 1624 issued by the Brazilian Directorate of Hydrography and Navigation (DHN)
- Charts no. 3.970 e 432 of the British Admiralty.

2.6 METEOROLOGICAL CONDITIONS

Art. 12 – About meteorological conditions:

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- The weather is humid tropical, characteristic of the southeastern coast of Brazil. Summers are hot and rainy, while winters present milder temperatures and lower rainfall volumes.
- The average annual maximum temperature is 27°C and the minimum temperature is 20°C. The temperature can reach 38°C in summer and 13°C in winter.
- Rainfalls are more frequent during the warmer months, from October to March, with average rainfall level of 250mm. During the less warm months, from April to September, the average monthly rainfall level is inferior to 150mm. The relative humidity of the air is high, with an average above 80%;
- The seawater density in the Terminal of Ilha Guaíba area is between 1,023 to 1,025 Kg/l;
- During the spring and summer, the predominant direction of the winds are NE(weak to moderate), then, the ENE and ESE (weak to moderate), following by the winds from S quadrant (weak to moderate), with eventual occurrence of strong SW winds (with cold winds from S) and NW from the continent (less frequent), followed by the NE for the rest of periods.

Sole paragraph: The information on meteorological conditions reported in this document is for information purposes only and should not, by itself, support or justify the taking of any decision regarding safety and navigability conditions at the Port, which is the sole responsibility of the vessel's master.

2.7 CURRENTS, TIDES AND WAVES


Art. 13 – On currents, tides and waves:

- The region has an unequal semidiurnal tidal regime, with two high tides and two low tides per day, but with variations that characterize mixed tides;
- The currents acting along the pier and the maneuvering basin are predominantly the result of tidal movement, varying in intensity according to the flood and ebb cycle;
- During spring tide periods, currents become stronger, especially at the North berth, requiring special attention during vessel maneuvers and operations;
- The predominant flow during flood tide is towards E (east), while during ebb tide it is towards WSW (west-southwest) and W (west).

Sole Paragraph: The information on currents, tides and waves contained above is for information purposes only and should not support or justify the taking of any decision regarding safety and navigability conditions at the Port, which is the sole responsibility of the vessel's master.

2.8 COMMUNICATIONS

Art. 14 – Vessels must adjust their receivers to receive and comply with communications on the following VHF channels:

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- General call: CHANNEL 16;
- Ship/Pilots Station/Port: CHANNEL 11, 13 and 14;
- Ships e Port Inspectors: Digital CHANNEL CN/CCO;
- Ferry Boat Activities: CHANNEL 67.

2.9 PILOTAGE AND TUGBOATS

Art. 15 – The use of pilots and tugboats in the maneuvers of ships in the Port is mandatory under the Brazilian Maritime Authority Rules (NORMAM 311) and under the Rules and Procedures of the Port Captaincy of Rio de Janeiro (NPCP-RJ) and the clients, users, shipowners, operators, agents and/or masters are responsible for hiring such services and for the respective payment.

Sole Paragraph: In the event of adverse weather or sea conditions, including, but not limited to, rain, waves, tide and winds during mooring, returning from the anchorage, loading or unloading and the vessel cannot remain safely moored by its own means, the ship's master must request pilotage and towing services in order to immediately remove the vessel from the quay. If the master does not proceed accordingly, the Port Administration will request pilotage and towing services, in order to avoid any risk to the Port, vessel and/or vessel's crew, in which case all costs related to pilotage and towing services will be paid directly by the ship/owner.

2.10 ANCHORAGES

2.10.1 External Anchorage Area

Art. 16 – In the event of Guaiba anchorage are occupied, ships must anchorage in external area, out of Sepetiba bay, south of Guaiba Island Channel entrance.

Sole Paragraph: In Latitude 23° 00,8'S and Longitude 044° 03,6'W anchorage for ships in ballast condition for maintenance or quarantine, 15 meters depth with sand bottom.

2.10.2 Pilot Waiting Area


Art. 17 – For ships waiting for Pilot and in accordance with Annex 4-B of NORMAM-311/DPC:

- Latitude 23° 08,65' South Longitude: 044° 04,6' West

2.10.3 Internal Anchorage Area

Art. 18 – The Guaiba Island Terminal anchorage area has capacity up to five vessels waiting for mooring at GIT. These are the GIT anchorage area polygonal points:

- A – Latitude 23°00,0' S and Longitude 044°03,3' W;
- B – Latitude 23°01,2' S and Longitude 044°03,3' W;

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- C – Latitude 22°02,0' S and Longitude 044°05,8' W;
D – Latitude 23°01,3' S and Longitude 044°05,8' W;
E – Latitude 23°00,9' S and Longitude 044°05,4' W;
F – Latitude 23°00,9' S and Longitude 044°04,3' W; and
G – Latitude 23°00,0' S and Longitude 044°04,3' W.

2.11 ACCESS CHANNEL

Art. 19 – Access to the terminal is via a channel about nine nautical miles in length, consisting of two straight sections and a curve between them. The entire channel is marked by 20 luminous buoys, two channel axis alignments and three beacons on the pier. The use of this access is mandatory for all ships with a draft greater than 13.00 meters.

I - Operational Characteristics:

The initial stretch is four nautical miles long and 280.00 meters wide, dredged to 22.50 meters. There follows a sharp curve, with about two nautical miles in length and width, varying from 310.00 meters to a maximum of 700.00 meters; the depths along the curve are greater than 24.00 meters. The final stretch, with three nautical miles in length, has a width greater than 320.00 meters and a minimum depth of 23.00 meters.

II - Operational Restriction to the Ships:

- Navigation in the access channel must be carried out in a single-lane manner; and
- The analysis of the following factors: current, buoy status, visibility conditions, sea state and available resources (number and condition of tugboats to be used in the maneuver), together or separately, may determine the feasibility of the maneuver.


III - Maximum Draft: 20,40 meters plus the tidal range.

2.12 EVOLUTION BASIN

Art. 20 – At the end of the channel, across from ore pier, it's located the turning basin, with 1600 meters length and width of 1000 meters, with depths exceeding 24 meters. Its boundaries are marked by 3 buoys and two lighthouses installed at the external berth extremities.

2.13 BERTH AREAS

Art. 21 – SOUTH Berth:

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I - Operational Characteristics:

- Operational Length 250.00 meters
- Length of quay 340.00 meters
- Depth of Project 22.50 meters

II - Restrictions to the Ships:

- Maximum Deadweight 350,000 metric tons
- Maximum Length 340.00 meters
- Maximum Breadth 62.30 meters
- Maximum Draft 20.40 meters
- Air Draft 19.00 meters

III –Restrictions for Ships Maneuverability with DWT above 152,500 metric tons:

- Night berthing limited to a maximum draft of 14 m;
- Good weather conditions at the start of the maneuver, winds ≤ 15 knots and absence of heavy swells;
- Establishment and operation of alignment signaling;
- In case of a bad weather warning, during loading operations, there must be a tugboat moored alongside the ship or in an anchorage nearby;
- Current limited to 1.5 knots; The limit of the lateral approach speed must be up to 0.25 m/s at berthing;
- During maneuvers, the propeller must be submerged;
- Maximum approach speed of 4 knots for passing cables at the bow to the tugboat;


Art. 22 – NORTH Berth:

I - Operational Characteristics:

- Operational Length 249.20 meters
- Length of quay 300.00 meters
- Depth of Project 22.50 meters

II - Restrictions to the Ships:

- Maximum Deadweight 185,000 metric tons
- Maximum Length 295.00 meters
- Maximum Breadth 47.00 meters
- Maximum Draft 18.50 meters

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- Air Draft 19.00 meters

III –Restrictions for Ships Maneuverability with DWT above 152,500 metric tons:

- Night berthing limited to a maximum draft of 11 m;
- Berthing and unberthing permitted on either side (port/starboard), with reduced draft.
- Good weather conditions at the start of the maneuver, winds \leq 15 knots and absence of heavy swells;
- Establishment and operation of alignment signaling;
- In case of a bad weather warning, during loading operations, there must be a tugboat moored alongside the ship or in an anchorage nearby;
- Current limited to 1.5 knots; The limit of the lateral approach speed must be up to 0.25 m/s at berthing;
- During maneuvers, the propeller must be submerged;
- Maximum approach speed of 4 knots for passing cables at the bow to the tugboat;

3.0 WORKING HOURS OF THE PORT

Art. 23 – The working hours in the Port facilities is currently 24 hours and may change without prior notification by the Port Administration, under the legislation in force.


4.0 USE OF THE ANCHORING AREAS AND BERTHING FACILITIES

Art. 24 – Authorization for berthing in the Port facilities, as well as definition of priorities, shall be granted by the Port Administration.

Art. 25 – Clients and users of the Port shall promptly comply with the determinations of the Port Administration and competent authorities regarding the priority of service to vessels.

Art. 26 – Clients and users of the Port shall provide all documentation and information required by legal rules and by the Port Administration, subject to the penalty of not being authorized to enter or exit, including mooring or unmooring and moving/shifting of vessels in the Port area.

Art. 27 – The Port Administration may interrupt, paralyze, suspend or cancel, temporarily or permanently, any activity or operation, whether started or not, which is not in accordance with the current legislation and with this Regulation or which may otherwise hinder the operation of the Port, thus causing failure to comply with its obligations as authorized by Public Administration.

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Sole Paragraph – The determination of the Port Administration for exit or unmooring of the vessel must be complied with at shipowner`s and his crew`s own risk, observing the special navigation situations and restrictions, such as the tide condition.

Art. 28 – Vessels moored shall not perform repairs in its main engine and/or equipment that prevent them from moving.

§ 1º Except in special situations previously authorized by the Port Administration and, if applicable, as instructed by the Maritime Authority. Authorized repair of moored vessels must be completed within the estimated time of the ship's loading and unloading operation.

§ 2º If repair exceeds this time, the ship/owner will be responsible for paying the fine established in article 48, §1, without prejudice to the Port Administration determining the immediate vacancy of the berth at your discretion.


§ 3º If the master does not proceed accordingly, the Port Administration will request pilotage and towing services, in which case all costs related to pilotage and towing services shall be accounted for and paid directly by the ship/owner.

§ 4º Any other repair situations, whether inside or outside the anchorage areas indicated in Chapter 2 or shown on nautical charts, shall comply with local environmental regulations, the Maritime Authority, and/or other competent agencies.

Art. 29 – 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 Portuguese, 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.

Sole paragraph – The vessels guarantees that the transport of dangerous cargo is in full compliance with the applicable international and national regulations, including, but not limited to, as provided by the IMDG Code (International Maritime Dangerous Code), the Maritime Authority Rules, the ANTAQ Rules, the Brazilian Army Rules and others competent agencies.

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Art. 30 – Vessels and their crew members are subject to the present Regulation, especially during the time in which they remain in the Port area.

Art. 31 – Vessels while moored at berth must readily fulfill the orders given by the Port Administration, including immediate unmooring and to vacate the berth and exit the Port Area, especially in case of abnormal situations which may compromise the safety of the personnel, environment, port facilities and the vessels themselves or that which may hinder the good operation of the Port. Any non-compliance will subject the owner, shipowner, operator or charterer to a non-compensatory daily fine or equivalent fraction, based on the order/notification given by the Port Administration, in the amount of 58,000 (fifty-eight thousand) SDR, without prejudice to the others. administrative, civil, criminal responsibilities, among others that your non-compliance causes.

Art.32 – The master must perform loading and/or unloading operations as programmed and immediately unmooring the vessel after the completion of the operations.

Art. 33 – The master must follow the best marine and shipping practices during the period of maneuver and commercial operation of the ship, including, but not limited to:

- I. perform the proper mooring arrangements for his vessel, depending on the influence of meteorological and hydrographic conditions, or in the cases indicated by the Port Administration, according to item V of Article 10, including the recommendations of Severe Weather Warning.”
- II. perform the proper mooring arrangements for his vessel, depending on the influence of meteorological and hydrographic conditions, or in the cases indicated by the Port Administration;
- III. installation of geotextile in the bilge wells, as provided in article 35 of this Regulation.

Art. 34 – In case of rainfalls, at any intensity, during loading or unloading operations, the master of the ship must keep closed all hatches which are not being operated by the Port.

Sole paragraph – In case of hard rainfalls, the Port Administration may determine that all hatches, without exception, must be closed.


Art. 35 – 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.

5.0 GEOTEXTILE INSTALLATION

Art. 36 – For loading of ore fines in the Port, the installation of geotextiles on the vessels is mandatory, for navigation safety reasons.

§ 1 – The vessel must carry out, by its crew and under its responsibility, the previous installation of geotextile that it has on board, in order to allow the ship to berth with holds ready to start loading operations.

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§ 2 – The Port Administration can arrange for the supply of geotextiles if the vessel does not have them on board, for installation after the ship's mooring and before loading begins.

Art. 37 – Masters of the vessels programmed to operate in the Port must provide to the Port Administration, within a minimum of seven (7) days prior to the ETA:

I. his acceptance with the installation on board of geotextile according to Annex B of this Regulation; or

II. his confirmation that the geotextile device is already available on board.

Art. 38 – Removal of the geotextile device and the resulting costs after the completion of ore fines transportation is responsibility of the ship's master.

Art. 39 – The Port Administration will not be responsible for any direct or indirect damage, loss or expense resulting from the inefficient operation of the geotextile.

Art. 40 – If the master refuses to proceed with or complete the loading operation as scheduled, the Port Administration, at its own discretion and on account of the vessel, under the provisions of article 27, may order the immediate unmooring of the vessel and its shifting to one of the anchoring areas of the Port or any other designated area, until the impasse which caused the refusal is solved, with a view to preventing prejudice to the regularity, effectiveness, and safety of port operations and to the environment.

§ 1 – A refusal by the master in promptly complying with the order for shifting/moving the ship to the anchoring area or to any other designated area shall subject the shipowner, operator or charterer to a daily non-compensatory fine or equivalent fraction, applicable as from the unmooring order, in the amount equivalent to 58,000 (fifty-eight thousand) DES, without prejudice to criminal and civil liabilities for damages arising from the master's refusal.


§ 2 – If the master does not proceed accordingly, the Port Administration will request pilotage and towing services, in order to avoid any risk to the Port, vessel and/or vessel's crew, in which case all costs related to pilotage and towing services will be on account of the ship/owner and paid directly.

§ 3 – In case of refusal to comply with the shifting/moving order to anchoring area or any other designated area, the Port Administration may seek the fulfillment of its order before the Courts, the resulting losses, damages and costs incurred by the Port, inclusive of administrative, legal and judicial expenses, shall be borne by the shipowner.

6.0 PRICES OF PORT SERVICES

Art. 41 – The prices for the port services shall be informed by the Port Administration upon consultation, except when they are already included in the official Internet website of Vale S.A.

Sole paragraph: The prices in the table published on Vale's website are merely references, and may vary more or less, depending on the peculiarities of vessel, cargo, services, quantities, terms, ESG requirements and other commercial adjustments, case by case.

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Art. 42 – If there is a need for services to be provided with specific characteristics, that require customized solutions for the Terminal's clients and users, these services must be agreed upon with the Terminal Administration.

Art. 43 – The Port Administration is not responsible for services hired by clients and users of the Port from third parties. Prices shall be negotiated by clients and users of the Port directly with such third parties, without any liability, participation or legal relationship involving Vale.

Sole paragraph: Although there is no responsibility for the choice and services contracted by customers and users of the Port, all third parties must comply with the operational and security rules required in this Regulation so that the Port Administration allows entry into the Port Area, and must prove all current and valid legal and regulatory licenses and authorizations.

7.0 PORT SECURITY

Art. 44 – The Port operates according to international safety standards and rules of ISPS - International Ship and Port Facilities Security Code – level 1. The master must be aware of and adapt to any level of security protocol under which the Port is operating

8.0 ENVIRONMENT PROTECTION

Art. 45 – Ships, their masters and crew must observe, during their stay in the Port, the rules of harmonious relationship and preservation of the environment contemplated in this Regulation and the applicable legislation.

Art. 46 – Vessels are prohibited to release oil, residues, garbage or any other material that may harm or contaminate the aquatic environment.


§ 1 - The discharge of ballast water will be allowed inside the Port Area, as long as the requirements of the competent authorities and applicable regulations are respected, in order to avoid environmental pollution or changes in the balance of marine fauna and flora

§ 2 – The vessels performing cabotage voyages shall comply with ballasting/deballasting procedures pursuant to the applicable rules by public authorities and avoid, inside the Port Area, discharge of waters whose color and/or composition (muddy waters, waters with corrosion residues in suspension etc) may cause visual environmental impact, hence giving rise to notices of infraction against the Terminal by competent authorities, in which case the respective shipowner, owner or operator shall take all measures necessary to defend the Terminal and set aside any aggression, danger or risk to the environment, being further responsible for the reparation of damages, losses and/or penalties imposed.

Art. 47 – Services to clean vessels' hulls or propellers are not allowed in the Port Area.

Art. 48 – The Port Administration authorizes, through registered companies, that the waste collection service (for garbage, sediments and oily residues), happens 7 (seven) days a week during the daytime, and the Port Administration may authorize the said service at night time in exceptional situations.

§ 1 – The companies providing the waste collection service can be obtained upon consultation to the official website of Vale S.A. and the International Maritime Organization - IMO.

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§ 2 – Vale annually publicize to the local maritime agencies' unions the registered companies.

9.0 CONTROL OF EFFLUENTS FROM EXHAUST GAS CLEANING SYSTEMS (EGCS)

Art. 49 – It is mandatory, during navigation in the maritime area adjacent to the Port and operation in the waters of the Port Area, especially in the access channel, anchoring areas, berths and docking area, that vessels use fuel with a sulfur content lower than or equal to 0.5% and/or exhaust gas cleaning systems (EGCS), or scrubbers, which do not cause any discharge of effluents at sea.

§ 1 - If a breach of these terms and/or any and all applicable implementation measures is identified, the Port Administration will have the right to reject the docking or interrupt the ship's operation already started, being the shipowners responsible for any incidents and to indemnify the Port Administration for losses and damages.

§ 2 - The ships must have a sufficient amount of fuel with a sulfur content less than or equal to 0.5% to be used during the period of operation and stay in the Port Area. The lack of this fuel or the use of exhaust gas cleaning systems (EGCS), or scrubbers, which causes the discharge of any effluent from its washing at sea, will result in the attribution of responsibility to the vessel, leaving the Port Administration, the right to order the ship to vacate the Port Area, with the shipowner being responsible for expenses, including losses and damages.

10.0 BALLAST WATER MANAGEMENT AND CONTROL


Art. 50 – In the event of ships need to discharge ballast water, pursuant to article 46, para 1 of this Regulation, this must be made in accordance with the International Convention for the Control and Management of Ships' Ballast Water and Sediments ("BWM Convention") and any and all applicable implementation measures.

§ 1 – If it is found that the ship does not comply with the terms of the applicable BWM Convention and applicable regulations, the Port Administration will have the right to reject the mooring or interrupt the operation if it has already started, being the shipowners responsible for any delays in the operation, indemnifying the Port Administration for the losses and damages caused

§ 2 – In case of a written request from the Port Administration, at any time, the master or shipowner must immediately provide an electronic copy of the valid International Ballast Water Management Certificate for the ship.

Art. 51 – The ships must always have sufficient ballasting or deballasting capacity in relation to the loading or unloading capacity, and the master is responsible for ensuring that the loading or unloading and the respective ballasting or deballasting are properly synchronized at all times, to maintain the ship within limits of stress and stability.

§ 1 – In the event of the loading/unloading has to be interrupted or delayed continuously for more than six (6) consecutive hours due to insufficient ballasting/deballasting capacity in relation to cargo loading capacity, non-compliance with the BWM Convention or to any other reason attributable to the ship, the Port Administration shall have the right to order the ship to vacate the pier determining the time of exit and eventual return to the berth, being the master and/or the shipowner responsible by the cost of this

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movement, including related expenses, payment of fine pursuant to Article 40 and its paragraphs, as well as indemnification to the Port for losses and damages.

11.0 FINAL PROVISIONS

Art. 52 – All clients, users, service providers and their representatives and agents must comply with the rules of:

I – this Regulation;

II – the Summary of Vale Port Requirements for Vessel Nomination and Acceptance (“Summary”), set out in Annex A;

III – the guidelines on the installation of geotextile, according to the instructions in Annex B;

IV – the safety and environment standards and guidelines established by competent bodies and the Port Administration, the operational procedures of the Port and other information provided in the Operational Port Guidelines, sent to the shipping agent before the mooring of the ship, according to model Annex C;

V – other procedures for the exit of the ship set out in the Checklist for Sailing, according to Annex D;

VI – other documents and operational procedures presented, at any time, by the Port to the shipping agents or to the crew of the ships;


VII – rules and definitions of regulatory bodies, of the Maritime Authority, environmental, customs, sanitary, health, maritime police bodies and others established by the legislation in force.

Art. 53 – Conditions for cargoes to enter, be moved, stay or be stored shall be established by the Port Administration, according to the particulars of each cargo.

Art. 54 – Entrance and flow of vehicles, equipment, cargo or personnel in the Port are subject to previous authorization by the Port Administration. Clients, users, service providers and their representatives and agents must check with the Port Administration regarding applicable rules, reasonably in advance before performing any operation.

Sole paragraph – Vehicles and their drivers must be in conformity with the traffic and transportation current legislation, as well as the provisions of the Port Administration and other applicable laws and regulations.

Art. 55 – Clients and users of the Port are aware that the Port Administration may 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.

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Art. 56 – In the event of an incident involving the foreign vessel and causing damage to the land or waterway port infrastructure at the Port Area or prejudicing its activities, the Port Administration may require from the respective shipowner, owner or operator, without assets in the country, the provision of security, in the form of an idoneous guarantee that ensures eventually the reparation of damages, loss of earnings and applicable fines.

§ 1 – The security must be presented within forty-eight (48) hours after its request by the Port Administration, however always before the departure of the vessel from the Port.

§ 2 – In case of refusal or failure to provide the security, the Port Administration may judicially apply for the seizure/arrest of the vessel until the security is provided, without prejudice to the duties imposed in this Regulation on owners, shipowners, operators, charterers and masters, especially to vacate the loading berth.

Art. 57 – The Port Administration shall not be responsible for any delays, expenses, costs and damages to shipowners, operators, charterers, ship masters due to their failure to comply with the provisions of this Regulation.

Art.58 – Shipowners, operators, charterers, ship masters are responsible before the Port Administration and shippers for the failure to comply with the provisions of this Regulation.

Art. 59 – Should the vessel fail to comply with any obligation provided for in this Regulation for which there is no specific fine, such non-compliance will subject the vessel, its master, shipowner, owner, operator and/or charterer to the payment of a non-compensatory daily fine up to 58,000 SDRs at sole discretion of the Port Administration, from the date of the noncompliance to the effective fulfillment of the obligation, without prejudice to other administrative, civil and criminal responsibilities/consequences, among others caused by the vessel.

Art. 60 – Cases not included herein and/or its annexes shall be definitively resolved by the Port Administration.

Art. 61 – This Regulation is issued in two versions, one in Portuguese and another in English. In case of any inconsistency between them, the Portuguese version shall prevail.

Art. 62 – Updated versions, in Portuguese and English, of the Regulation and its annexes are available on the official website of Vale S.A.

Art. 63 – In case of conflict between the provisions of the Regulation and its annexes, the provisions of the Regulation shall prevail, except in the event of conflict with the provisions of Annex A - Summary.

Art. 64 – The Port Administration reserves the right to change, unilaterally and at any time, the provisions of the present Regulation and its annexes, without the need to communicate to clients, users and service providers and their representatives.