





**REGULATION  
OF THE  
PORT OF TUBARÃO  
AND PRAIA MOLE**

**2025**

		CLASSIFICATION	<b>PORT OF TUBARÃO (TU) AND PRAIA MOLE (TPM)</b>
		EXTERNAL USE	
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## 1.0 GENERAL RULES

**Art. 1** – The Regulation of the Port of Tubarão (“TU”) and Praia Mole (“TPM”) 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 - Port Administration: Vale S/A, as duly authorized operator of the Port of Tubarão (“TU”) and Praia Mole (“TPM”), 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 Port of Tubarão (“TU”) and Praia Mole (“TPM”);

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

VII - ETA: Estimated Time of Arrival;

VIII – Port - is the Port of Tubarão (“TU”), thus comprising the Terminal of General Cargo (“TPD”), Terminal of Liquid Bulk Cargo (“TGL”) and the Terminal of Iron Ore, as well as the Port of Praia Mole (“TPM”), both Private Use Terminals granted to Vale; and

IX - Regulation - This Regulation related to the Port of Tubarão (“TU”) and Praia Mole (“TPM”) 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;

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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;

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.


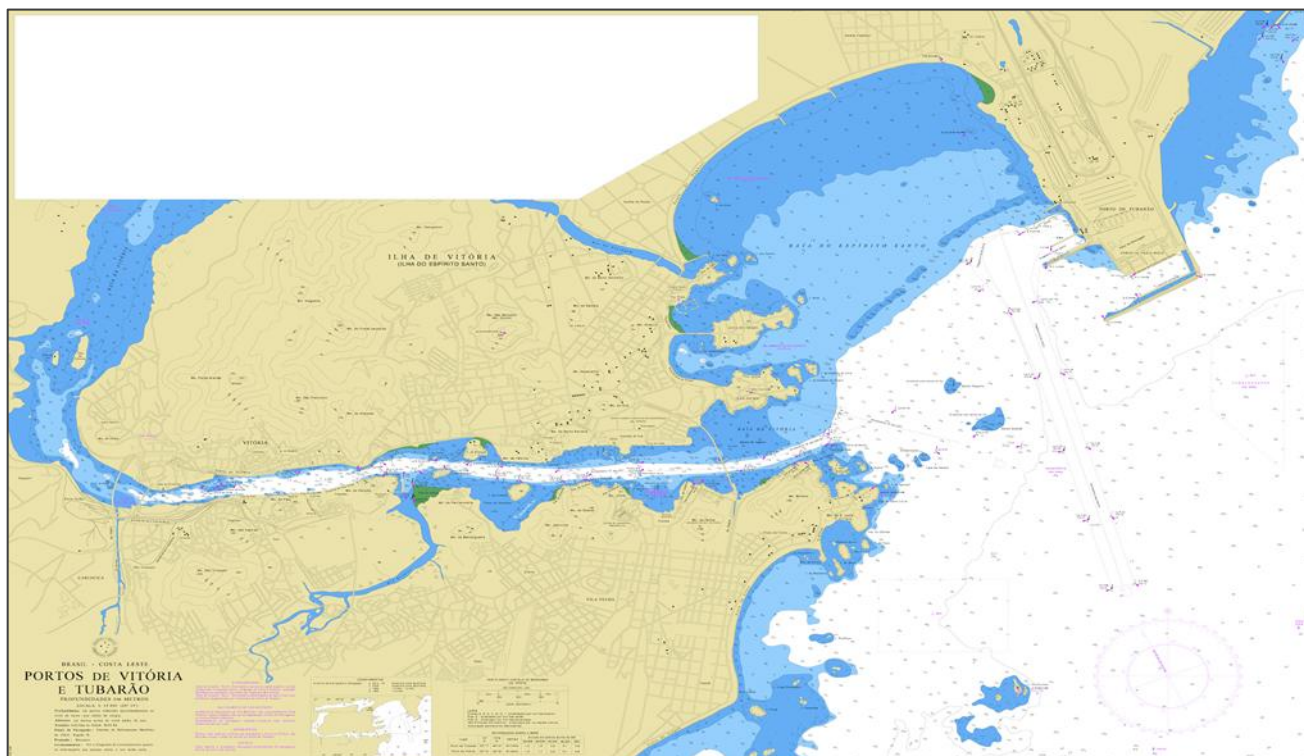
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Figure 1 – The Vicinity of the Port



Note. This figure does not replace the original Nautical Chart. 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

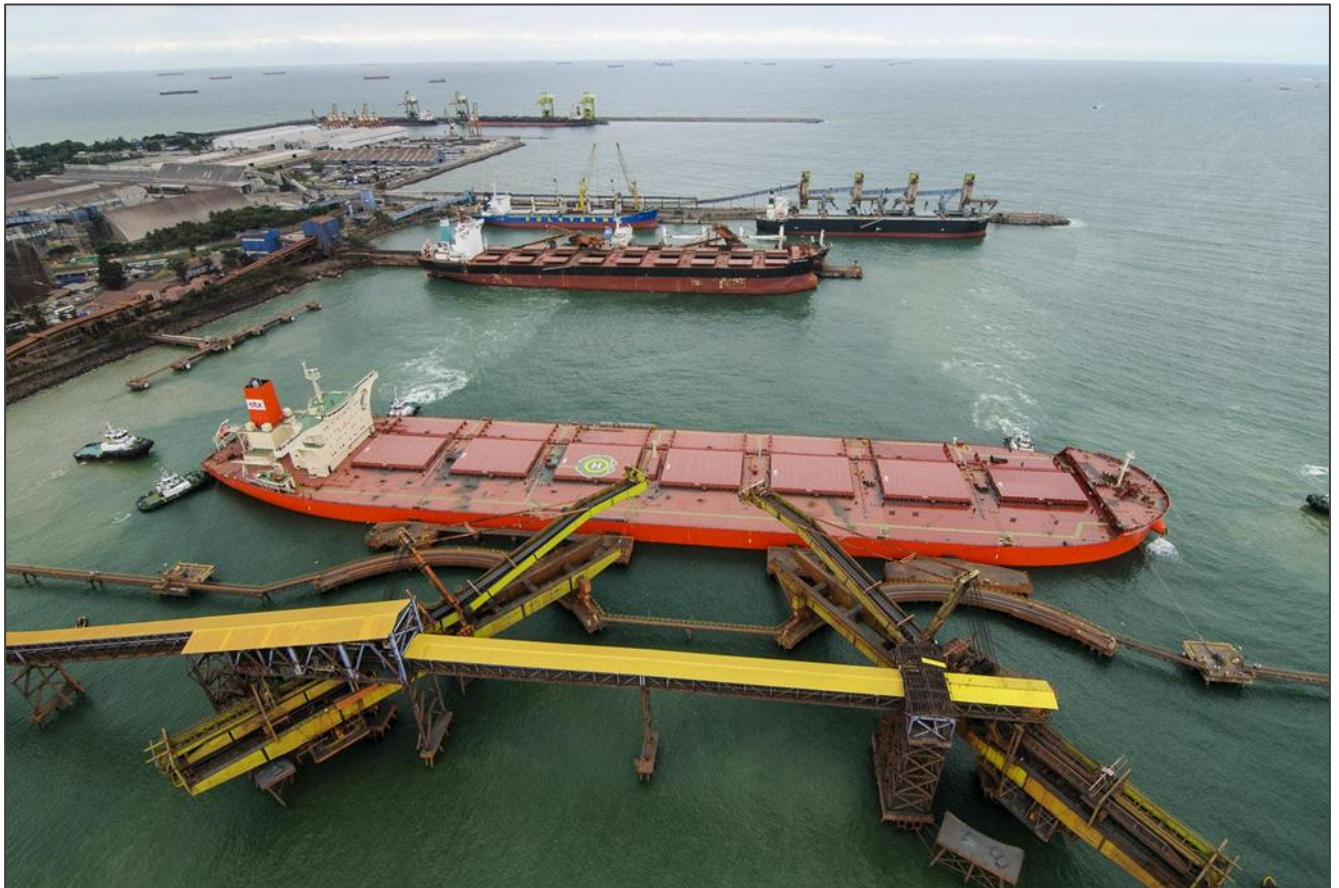
**Art. 6** – Information contained in this Regulation has the purpose of providing guidance to the owners, shipowners, operators, charterers, masters, clients, users and shipping agents of the vessels regarding facilities and general conditions of the Port, and do not replace or change any of the provisions 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 Port is located on the northern margin of Espírito Santo Bay, in the city of Vitória, capital of the State of Espírito Santo, with land access through the BR 101 and BR 262 highways and by the Vitória to Minas Railway (“EFVM”).


It is located in the following geographic coordinates:

### 2.3.1 - Tubarão: Terminal of Iron Ore

Pier 1 North/South  
Pier 2

Latitude 20° 17' 23" South  
Latitude 20° 17' 15" South

Longitude 040° 14' 42" West  
Longitude 040° 14' 51" West

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### 2.3.2 - Tubarão: Terminal of General Cargo – Terminal of Grains

Pier 3                                      Latitude: 20° 17' 32" South      Longitude: 040° 14' 46" West  
Pier 4                                      Latitude: 20° 17' 27" South      Longitude: 040° 14' 37" West

### 2.3.3 - Tubarão: Terminal of Liquid Bulk Cargo

Pier 5                                      Latitude: 20° 17' 16" South      Longitude: 040° 14' 40" West

### 2.3.4 - Praia Mole: Terminal of Coal

Mooring 1/ Mooring 2                  Latitude: 20° 17' 52" South      Longitude: 040° 14' 12" 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.

**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.

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§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. 1410 and 1401 issued by the Brazilian Directorate of Hydrography and Navigation (DHN);
- Charts no. 598 and 599 of the British Admiralty

## 2.6 METEOROLOGICAL CONDITIONS

**Art. 12** – About meteorological conditions:


- The weather in the region is of tropical type, humid and saline, with uniform relative humidity of the air throughout the year varying within 80% and 90%, under normal conditions;
- The average annual rainfall level is 1,238.5 mm, with the maximum daily rainfall level (historical basis) being 147.7 mm. The rainy season occurs between October and April, usually with rainfall level above 100 mm but possible to reach 230 mm in November. In the dry season, from May to September, the rainfall level is between 60 to 70 mm;
- The seawater density in the Port of Tubarão area is between 1,019 to 1,025 Kg/l;
- The predominant direction of the winds is northeast (NE).

**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 currents of sheltered waters inside the Port of Tubarão’s mole are governed by the water recirculation caused by the tide variation

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- At the beginning of the access channel to the Port of Tubarão, the currents are more heterogeneous due to their degree of exposure to the external forcing to the bay with predominance WSW and W with speeds between 0.1 and 0.3 m/s, and maximum speed of 0.85 m/s;
- At the end of the access channel to the Port of Tubarão the currents are predominant SSE and S, with lower speeds, between 0.1 and 0.2 m/s, and a maximum of 0.43 m/s
- Waves in the region are produced by local winds. Waves of up to 1.50 (Hs) meters and peak periods (Tp) of 15 seconds may occur at the evolution basin and its extension.

**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:

- General call, CHANNELS 16 and 70 DSC;
- Pilots Station, CHANNELS 14 and 74;
- Ship Maneuvering/Port /Pilots, CHANNELS 10, 12 and 13;
- Ships e Port Inspectors, CHANNELS 16; 08 (Iron Ore) and 06 (“TPM”).
- Safety Control Center (International Ship and Port Facilities Security Code): CHANNEL 16.

## 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 Espírito Santo (NPCP-ES) 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.

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## 2.10 ANCHORAGES

### 2.10.1 External Anchorage Area

**Art. 16** – The following areas are delimited:

I - Anchorage No. 2: designated preferably to ships or vessels with normal waiting time, programmed to operate at Pier 3 (TPD 3); and Pier 4 (TPD 4) of the Port of Tubarão and at Berths 1 and 2 of the Terminal of Coal at the Praia Mole Port.

The area is delimited by the following geographical coordinates:

- |                                |                              |
|--------------------------------|------------------------------|
| a. Latitude: 20° 19' 36" South | Longitude: 040° 13' 00" West |
| b. Latitude: 20° 17' 42" South | Longitude: 040° 13' 00" West |
| c. Latitude: 20° 17' 42" South | Longitude: 040° 08' 30" West |
| d. Latitude: 20° 19' 36" South | Longitude: 040° 08' 30" West |

II - Anchorage No. 3: designated preferably to ships or vessels with normal waiting time, programmed to operate at the Terminal of Iron Ore of the Tubarão Port, Pier 1 North Side, Pier 1 South Side and Pier 2.

The area is delimited by the following geographical coordinates:

- |                                |                              |
|--------------------------------|------------------------------|
| a. Latitude: 20° 23' 54" South | Longitude: 040° 13' 00" West |
| b. Latitude: 20° 21' 42" South | Longitude: 040° 13' 00" West |
| c. Latitude: 20° 21' 42" South | Longitude: 040° 10' 24" West |
| d. Latitude: 20° 23' 36" South | Longitude: 040° 10' 24" West |

III - Anchorage No. 4: designated preferably to ships or vessels expecting Naval Inspection, Federal Police Inspection (NEPOM), Health and Safety Inspection (ANVISA), or upon authorization issued by the Maritime Authority.

The area is delimited by the following geographical coordinates:


- |                                |                              |
|--------------------------------|------------------------------|
| a. Latitude: 20° 18' 48" South | Longitude: 040° 13' 42" West |
| b. Latitude: 20° 18' 12" South | Longitude: 040° 13' 42" West |
| c. Latitude: 20° 17' 54" South | Longitude: 040° 13' 12" West |
| d. Latitude: 20° 19' 18" South | Longitude: 040° 13' 12" West |

IV - Anchorage No. 5: designated preferably to ships or vessels with normal waiting time, programmed to operate at the Terminal of Liquid Bulk Cargo, Pier 5 (TGL) at the Port of Tubarão.

The area is delimited by the following geographical coordinates:

- |                                |                              |
|--------------------------------|------------------------------|
| a. Latitude: 20° 23' 30" South | Longitude: 040° 09' 36" West |
| b. Latitude: 20° 21' 42" South | Longitude: 040° 09' 36" West |



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#### IV – Under Keel Clearance Dynamic System (UKC – ReDraft)

The Under Keel Clearance Dynamic System (UKC – ReDraft) is available for vessel traffic at the Port of Tubarão, for ships bound for the Iron Ore Terminal. The system has been established and is maintained in accordance with the standards of the Brazilian Maritime Authority.

The Administration of the Port of Tubarão is responsible for the operation and maintenance of the UKC – ReDraft system. This Administration has sole authority to manage, operate, and maintain the system, as well as to report to the Maritime Authority any results, limitations, or modifications to the system.

If the UKC – ReDraft system is unavailable, the draft limitations already set forth in this Regulation shall apply.

**Art. 20** – Private Use Terminal of Praia Mole (Terminal of coal): Access is made through part of the Access Channel to the Port of Tubarão, with four pairs of buoys, an Evolution Basin and the Approximation Channel to the Berths, totaling 5,300.00 meters, which is compulsory for all ships with draft greater than 15.50 meters.

#### I - Approximation Channel:


- Length (Berth 1): 1,200.00 meters  
(Berth 2): 900.00 meters
- Breadth of Project 150.00 metros
- Depth of Project (Berth 1): 14.50 meters  
(Berth 2): 18.00 meters

#### II - Restrictions to the Ships:

- Maximum Deadweight 250,000 metric tons
- Maximum Length overall 300.00 meters
- Maximum Breadth 50.00 meters
- Maximum Draft (Berth 1) 13.50 meters + tide  
(Berth 1) 16.00 without ships moored at Berth 2  
(Berth 2) 16.00 metros + tide limited to 17,00 meters

#### 2.12 EVOLUTION BASIN

**Art. 21** – Private Use Terminal of Tubarão: The Evolution Basin of the Port of Tubarão has the following particulars and restrictions:

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I - South Evolution Basin:

- Center Latitude 20° 17' 40" S, Longitude 040° 15' 07" W
- Diameter 730.00 meters
- Radius 365.00 meters
- Depth of Project 13.20 meters

II - Restrictions to the Ships:

- Maximum Deadweight 405,000 metric tons
- Maximum Length overall 365.00 meters
- Maximum Breadth 66.00 meters
- Maximum Draft 11.20 meters plus tide

III - North Evolution Basin:

- Center Latitude: 20° 17' 34" S Longitude 040° 15' 08" W
- Diameter 730.00 meters
- Radius 365.00 meters
- Depth of Project 18.00 meters

IV - Restrictions to the Ships:

- Maximum Deadweight 405,000 metric tons
- Maximum Length overall 365.00 meters
- Maximum Breadth 66.00 meters
- Maximum Draft 15.50 meters plus tide


**Art. 22** – Private Use Terminal of Praia Mole: The Evolution Basin of the Port of Praia Mole has the following particulars and restrictions:

I – West Evolution Basin:

- Center Latitude: 20° 18' 05" S Longitude 040° 14' 40" W
- Diameter 600.00 meters
- Radius 300.00 meters
- Depth of Project 18.00 meters

II - Restrictions to the Ships:

- Maximum Deadweight 250,000 metric tons
- Maximum Length overall 300.00 meters
- Maximum Breadth 50.00 meters
- Maximum Draft 15.50 meters plus tide

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#### I – Est Evolution Basin:

- Center Latitude: 20° 17' 53" S Longitude 040° 14' 30" W
- Diameter 500.00 meters
- Radius 250.00 meters
- Depth of Project 14.50 meters

#### II - Restrictions to the Ships:

- Maximum Deadweight 150,000 metric tons
- Maximum Length overall 250.00 meters
- Maximum Breadth 50.00 meters
- Maximum Draft 10.50 meters plus tide

#### 2.13 BERTH AREAS

##### **Art. 23** – Particulars of Pier 2 of the Private Use Terminal of Tubarão:

#### I - Operational Characteristics:


- Operational Length 456.25 meters
- Width of Project 82.50 meters
- Length of quay 210.00 meters
- Depth of Project 25.30 meters

#### II - Restrictions to the Ships:

- Maximum Deadweight 405,000 metric tons
- Minimum Length 286.00 meters
- Maximum Length 365.00 meters
- Maximum Breadth 66.00 meters
- Maximum Draft 23.00 meters

#### III - Restrictions to Ship's Maneuverability:

- In the mooring and unmooring maneuvers of ships with a length overall more than 350.00 meters, the restriction regarding the vacancy of Pier 5 (TGL) must be observed.
- In the entrance maneuvers of ballast ships, with a length overall greater than 340.00 meters, the maximum draft is 11.20 meters.
- In maneuvers of entry of ships in the condition of half load, with a length overall exceeding 340.00 meters, the maximum draft is 15.00 meters.
- The entrance maneuvers of ships with a length overall greater than 340.00 meters and a draft greater than 11.20 meters can only be carried out during the day.

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#### Art. 24 – Pier 1 – North Side

##### I - Operational Characteristics:

- Operational Length                      LOP 1 – 323.40 meters  
    LOP 2 – 353.70 meters
- Length of quay                              353.70 meters
- Depth of Project                            LOP 1 – 18.00 meters  
    LOP 2 – 16.20 meters

##### II - Restrictions to the Ships:

- Maximum Deadweight                    210.000 metric tons
- Maximum Length                          LOP 1 – 301.00 meters  
    LOP 2 – 320.00 meters
- Maximum Breadth                          51.00 meters
- Maximum Draft                            LOP 1 – 17.00 meters + tide  
    LOP 2 – 15.20 meters + tide

##### III - Restrictions to Ship's Maneuverability:


Excepted if the Port Administration allows otherwise, ships with draft deeper than 17.00 meters shall be subject to those procedures imposed on the Contingency Plan for Pier 1 North Side, which is part of the Resolution 001 of the Port of Tubarão and Praia Mole, available on request from the Port Administration.

#### Art. 25 – Pier 1 - South Side:

##### I - Operational Characteristics:

- Operational Length                      LOP 1 – 323.40 meters  
    LOP 2 – 340.30 meters
- Length of quay                              340.30 meters
- Depth of Project                            LOP 1 – 17.00 meters  
    LOP 2 – 14.00 meters

##### II - Restrictions to the Ships:

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- Maximum Deadweight 170,000 metric tons
- Maximum Length LOP 1 – 285.00 meters  
LOP 2 – 285.00 meters
- Maximum Breadth LOP 1 – 43.50 meters  
LOP 2 – 45.00 meters
- Maximum Draft LOP 1 – 16.00 meters  
LOP 2 – 13.00 meters


### III - Restrictions to Ship's Maneuverability:

- Ships with over 242.00 meters of length must be berthed at the starboard side.
- In case of ships berthed at Pier 3 (TPD 3) and/or Pier 4 (TPD 4), independently on their individual length, the mooring must be at the starboard side.
- During ships' maneuvers, the restriction regarding the sum of breadths must be observed, and cannot exceed 76.00 meters, at the interface between Pier 1 South Side and Pier 3 (TPD 3) and/or Pier 4 (TPD 4).
- In the entrance maneuvers of ships with a breadth greater than 43.50 meters, the restriction regarding the vacancy of Pier 3 (TPD 3) must be observed.
- In the entrance maneuvers of ships with a breadth greater than 43.50 meters, the restriction referring to the ship moored at Pier 4 (TPD 4), with a maximum length overall of 200.00 meters and/or a maximum breadth of 23.80 must be observed.
- In the entrance maneuvers of ships with a breadth greater than 43.50 meters, the stern end (if moored by port side) or bow (if moored by starboard side) of the ship moored at Pier 4 (TPD 4), must be positioned across head two.
- In outgoing maneuvers of ships, the restriction regarding the sum of breadths must be observed, not exceeding 78.00 meters, at the interface between Pier 1 South Side and Pier 3 (TPD 3).
- In the entrance maneuvers of ships, the restriction regarding the positioning of cranes or gantry systems on vessels berthed at Pier 3 (TPD 3) and Pier 4 (TPD 4) must be observed. If activated, these cranes must not extend beyond the seaward side of the vessel's hull.

### Art. 26 – Pier 3 (TPD 3) – Terminal of Grains

#### I - Operational Characteristics:

- Pier Length 350.00 meters
- Length of quay 280.00 meters

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- Depth of Project 16.00 meters

#### II - Restrictions to the Ships:

- Maximum Deadweight 150,000 metric tons
- Maximum Length 280.00 meters
- Maximum Breadth 43.50 meters
- Maximum Draft 15.00 meters

#### III - Restrictions to Ship's Maneuverability:

- During ships' maneuvers, the restrictions related to the sum of ships' breadths must be observed, which cannot exceed 78.00 meters on the interface between Pier 3 (TPD 3) and Pier 1 South Side.
- Ships with over 242.00 meters of length must be berthed at the portside.
- In case of ships berthed at Pier 1 South Side and/or Pier 4 (TPD 4), independently on their individual length, the mooring must be at the portside.
- In the entrance maneuvers of ships, the restriction regarding the positioning of cranes or gantry systems on vessels berthed at Pier 1 South Side must be observed. If activated, these cranes must not extend beyond the seaward side of the vessel's hull.

#### **Art. 27 - Pier 4 (TPD 4) – Terminal of Container and Diversified Cargo**

##### I - Operational Characteristics of the Pier:


- Operational Length 306.25 meters
- Length of quay 230.00 meters
- Depth of Project 13.00 meters

##### II - Restrictions to the Ships:

- Maximum Deadweight 90,000 metric tons
- Maximum Length 245.00 meters
- Maximum Breadth 32.50 meters
- Maximum Draft 12.00 meters

##### III - Restrictions to Ship's Maneuverability:

- During ships' maneuvers, masters must observe the restrictions related to the sum of ships' breadths which cannot exceed 76.00 meters on the interface between Pier 4 (TPD4) and Pier 1 South Side and/or Pier 3 (TPD 3).
- Ships with up to 200.00 meters of length can be berthed at the starboard side, provided that the ship observes the restrictions related to the vacancy of Pier 1 South Side and Pier 3 (TPD 3).

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- Ships with over 200.00 meters of length can be berthed at the starboard side, provided that the ship observes the restrictions related to the vacancy of Pier 1 South Side and Pier 3 (TPD 3).
- During ships' maneuvers, the restriction related to the vacancy of Pier 1 South Side or Pier 3 (TPD 3) must be observed.
- In mooring maneuvers, ships with length overall superior to 230.00 meters and equal or smaller than 245.00 meters, it must be observed the restriction related to the vacancy of Pier 3 (TPB 3).
- In the entrance maneuvers of ships, the restriction regarding the positioning of cranes or gantry systems on vessels berthed at Pier 3 (TPD) and Pier 1 South Side must be observed. If activated, these cranes must not extend beyond the seaward side of the vessel's hull.

#### **Art. 28 - Pier 5 (TGL) – Terminal of Liquid Bulk Cargo**

##### I - Operational Characteristics:

- Operational Length 226.25 meters
- Length of quay 124.50 meters
- Depth of Project 12.50 meters

##### II - Restrictions to the Ships:

- Maximum Deadweight 40,000 metric tons
- Maximum Length 184.00 meters
- Maximum Breadth 30.00 meters
- Maximum Draft 11.35 meters


##### III - Restrictions to Ship's Maneuverability:

- In mooring maneuvers for ships with length over 170.00 meters, during nighttime, it must be observed the restriction related to the vacancy of Pier 1 North Side and/or the vacancy of Pier 2.
- Mooring maneuvers are permitted if the ship berthed at Pier 2 has up to 333.00 meters in overall length and 60.00 meters in maximum beam.
- In entrance/mooring maneuvers, the stern face of the vessel berthed at Pier 2 shall be aligned with the mooring dolphin No. 2.

#### **Art. 29 - Tugboat's quay and supply vessels**

##### I - Operational Characteristics:

- Operational Length 137.00 meters

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- Length of quay 137.00 meters
- Depth of Project 6.35 meters

#### II - Restrictions to the Ships:

- Maximum Deadweight 10,000 metric tons
- Maximum Length 137.00 meters
- Maximum Breadth 25.00 meters
- Maximum Draft 5.35 meters

#### III – Tugboat’s quay

This quay is used for mooring port tugboats, small ships, small support vessels, and floating structures.

#### Art. 30 - Terminal of Praia Mole – Terminal of Coal

##### I - Operational Characteristics:

- Operational Length
 

Berth 1	316.92 meters
Berth 2	400.00 meters
- Length of quay
 

Berth 1	305.67 meters
Berth 2	400.00 meters
- Depth of Project
 

Berths 1 and 2 (LOP 2)	17.00 meters
Berth 2 (LOP 1)	18.00 meters

##### II - Restrictions to the Ships:

###### a. Three Ships Operating Simultaneously


- Maximum Deadweight 90,000 metric tons
- Sum of all Ships Lengths 600.00 meters
- Maximum Total Lengths 300.00 meters
- Each Ship Maximum Breadth 40.00 meters
- Maximum Draft
 

Berth 1 e 2 (LOP 2)	16.00 meters
Berth 2 (LOP 1)	17.00 meters

###### b. Simultaneous operation of two ships

- Maximum Deadweight 250,000 metric tons
- Sum of all Ships Lengths 600.00 meters
- Maximum Total Lengths 300.00 meters
- Each Ship Maximum Breadth 50.00 meters
- Maximum Draft
 

Berth 1 and 2 (LOP 2)	16.00 meters
Berth 2 (LOP 1)	17.00 meters

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### III - Restrictions to Ship's Maneuverability:

- Ships with draft equal or superior to 15.50 meters must perform their maneuvers only during daytime, from sunrise to sunset.
- In maneuvers of ships with draft superior to 13.50 meters plus tide, programmed for Berth 1, the restriction related to the vacancy of Berth 2 must be observed.
- All ships programmed for Berth 1, with draft superior to 13.50 meters plus tide, must proceed to Berth 2 (berthing parallel to the pier, without mooring) moving along the pier towards Berth 1.
- During mooring and unmooring maneuvers, Ship Unloaders (DNs) must be positioned as far away from the bow and stern ends of the ships as possible.
- In mooring and unmooring maneuvers, when the Ship Unloaders (DNs) are under maintenance and with the booms in the operating position (lowered), the restriction regarding the ship's maximum air draft of the 40.97 meters must be observed.

### 3.0 WORKING HOURS OF THE PORT

**Art. 31** – 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. 32** – Authorization for berthing in the Port facilities, as well as definition of priorities, shall be granted by the Port Administration.


**Art. 33** – 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. 34** – 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. 35** – 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.

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

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**§ 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. 37** – 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.

**Art. 38** – Vessels and their crew members are subject to the present Regulation, especially during the time in which they remain in the Port area.

**Art. 39** – 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

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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.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 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. installation of geotextile in the bilge wells, as provided in article 43 of this Regulation.

**Art. 42** – 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. 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.

## 5.0 GEOTEXTILE INSTALLATION

**Art. 44** – 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.

**§ 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. 45** – 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.

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**Art. 46** – Removal of the geotextile device and the resulting costs after the completion of ore fines transportation is responsibility of the ship's master.

**Art. 47** – 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. 48** – 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 35, 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. 49** – 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.

**Art. 50** – 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. 51** – 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.

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**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. 52** – 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. 53** – 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. 54** – 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. 55** – Services to clean vessels' hulls or propellers are not allowed in the Port Area.

**Art. 56** – 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.

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

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

**Art. 57** – 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. 58** – In the event of ships need to discharge ballast water, pursuant to article 54, 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. 59** – 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 movement, including related expenses, payment of fine pursuant to Article 48 and its paragraphs, as well as indemnification to the Port for losses and damages.

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## 11.0 FINAL PROVISIONS

**Art. 60** – 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. 61** – 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. 62** – 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. 63** – 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.

**Art. 64** – 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

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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. 65** – 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. 66** – 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. 67** – 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. 68** – Cases not included herein and/or its annexes shall be definitively resolved by the Port Administration.

**Art. 69** – 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. 70** – Updated versions, in Portuguese and English, of the Regulation and its annexes are available on the official website of Vale S.A.

**Art. 71** – 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. 72** – 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.