



PORT REGULATIONS

2nd Edition, 1st Review – 12/2019

**Port of Açú Administration
Porto do Açú Operações S.A.**

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PREFACE

The Port of Açú has in its trajectory a series of challenges, from the application of innovative engineering solutions, to important infrastructure qualification works in the recent past of the country, as well as being the first private national company dedicated to the management of a port complex 100% private.

Possible actions from the establishment of a clear and concrete business vision for the enterprise, based on the sustainable development of businesses that find in Port of Açú the differentials for their establishment.

In essence, we believe that Port of Açú has achieved its potential, supporting the growth of its Clients and society, focusing on the following values, which we have as our creed and DNA:

- **Safety:** Ensure the mitigation and elimination of risks to people, to the environment, facilities and the reputation of the Port of Açú Community.
- **Integrity:** Always strive for ethical relationships and the smoothness of relationships.
- **Efficiency:** Achieve quality, time and expected costs for services.
- **Sustainability:** Generating perennial socio-economic-environmental benefits.
- **Collaboration:** Engage and find synergies to build best solutions together.

Some initiatives are examples of the application of these values, such as i) the establishment of the Caruara RPPN, the largest private *restinga* conservation unit in the country with a protected area of over 4,000 hectares; ii) The VTS Center as the first maritime traffic management service authorized by the Brazilian Navy to operate in the country, which contributes to the efficiency and safety of operations; and iii) the *Abraçu* Program, a volunteer campaign that counts on the collaboration of workers and companies located at the Port, public and private structures that directly benefit the local community.

Thus, these Port Regulations reflect, through a set of general rules, the guiding values of the Port Administration of the Port of Açú. This Regulation aims to guide development along a virtuous path, where operational efficiency, integrity in business relationships, safety of people and operations, respect for the environment are a common commitment and made by all those who believe in Açú as the best platform for the development of your business.

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UPDATE HISTORY

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PART A: EXPLANATORY PROVISIONS

A-1. PREAMBLE

A-1.a. The Porto do Açú Operações S.A. (“Port Administrator” or “Port Administration”), by means of this Regulation, defines the terms and conditions for the use of the Port of Açú.

A-1.b. This Regulation establishes the applicable rules at the Port of Açú, complemented by the Associated Procedures that establishes the form of service whenever the Port Administration sees the need for it. The Regulations and Procedures are hereinafter referred to collectively as “Port Regulations”.

A-1.c. All provisions contained in the Port Regulations were elaborated for the mutual benefit of all Users of the Port of Açú (“User”), individual or company, promoting a safe and sustainable work and business environment. Any missing cases should be consulted with the Port Administration.

A-1.d. The Port Administration may change the Regulation at any time, as deemed necessary. After its publication, the Regulation will apply to all Users.

A-2. APPLICATION

A-2.a. The provisions in this Regulation are established by the Port Administrator and are applicable to all Users.

A-2.b. Any activity carried out within the Port of Açú by a User shall be conducted in accordance with Brazilian legislation, provisions in the Regulations, International Codes and Conventions and best practices.

A-2.c. The Port Administration reserves the right to accept only vessels which are in compliance with the building and safety rules of classification societies recognized by the Brazilian Maritime Authority, in order to safeguard the common interests of all Users of the port area as to the safety of navigation. The entry of vessels that are not in compliance may be denied by the Port Administration.

A-2.d. In the same way, vehicles and drivers will only enter the port area when they are in compliance with the applicable Brazilian Laws, in order to safeguard the common interest of the Users as well as the safe transit of vehicles in the internal roads of the Port of Açú. The entry of vehicles that are not in compliance may be denied by the Port Administration.

A-3. HOW TO READ THIS DOCUMENT

A A-3.a. This Regulation is divided into 4 parts, as follows:

- (i) Part A, containing explanatory notes on the current version of this Regulation;
- (ii) Part B, providing basic information on the environment where this Regulation applies;
- (iii) Part C, providing the common rules applicable to all Users of the Port of Açú;
- (iv) Part D, providing additional and specific rules applicable to Terminals and Vessels.

A-3.b. This Regulation should be read in conjunction with the Associated Procedures, defining the ways of complying with the rules established in this Regulation and is available at the Port Administration website.

A-3.c. All capitalized terms used throughout this Regulation are defined according to the list of definitions, available in Part B.

PART B: GENERAL PROVISIONS

B-1. APPLICATION

B-1.1. PROVISIONS ON LIABILITY

B-1.1.a. Nothing in this Regulation shall exempt any User from complying with the Applicable Law to the activities performed by the Terminal or User at the Port of Açu, including without limitation the maritime and/or port transportation activities.

B-1.1.b. Each User shall be fully responsible, regardless of fault, for Damages and/or infractions of any nature committed by him and/or his employees directly or indirectly associated with his activities, including but not limited to:

- (i) Non-compliance with the conditions established in the respective licenses and/or Authorizations;
- (ii) Non-compliance with any requirements made by the Port Administration and/or Competent Authorities;
- (iii) Adverse alterations in environmental characteristics;
- (iv) Pollution of any kind;
- (v) Soil and/or water contamination;
- (vi) Adverse impact on the quality of air, fauna and/or vegetation;
- (vii) Degradation of the health, safety and well-being of the population;
- (viii) Creating adverse conditions for social and economic activities;
- (ix) Negatively affect biota;
- (x) Affect the aesthetic and/or sanitary conditions of the environment;
- (xi) Disposal of materials and wastes not in accordance with current environmental standards;
- (xii) Traffic and/or navigation incidents;
- (xiii) Non-compliance with labor legislation.

B-1.1.c. The above serves only as an example, and there may be other cases not provided for in these Regulations for which the User could be held fully responsible.

B-1.2. INTERPRETATION

B-1.2.a. The following rules should be observed for the interpretation of the Regulation:

- (i) The words and expressions described below shall have the meaning assigned in B-2 of this Regulation;
- (ii) The terms not defined in this Regulation shall have the meaning assigned in the Procedures or, in the absence of such definition, shall have the meaning normally assigned to them in the Applicable Law, Codes and Conventions, rules and regulations (national and international), charter contracts, any other agreements usually used in transportation and/or port activities;
- (iii) Any reference to the Applicable Law shall take into account modifications made to those Applicable Law from time to time;
- (iv) All Users shall act in good faith in interpreting and complying with the provisions of the Rules and Procedures;
- (v) References to Government and Competent Authorities shall include all Organizations, Authorities, Regulatory Agencies, etc. of the Brazilian Government

and the respective State and Municipal Organizations with jurisdiction over the area where the Port is located;

- (vi) References to the words "include" or "including" shall be deemed to be followed by "without limitation" or "but not limited to" whether or not followed by such phrases or similar words; and
- (vii) Dimensions, weights, masses, volumes, temperatures, velocity, etc. are related to the metric system.

B-1.3. LANGUAGES

B-1.3.a. This Document is published by the Port Administration in Portuguese and English, and in case of conflict between the versions, the Portuguese version shall prevail

B-1.4. APPLICABLE LEGISLATION AND DISPUTE RESOLUTIONS

B-1.4.a. This Regulation shall be governed by and construed in accordance with the laws of Brazil.

B-1.4.b. All disputes or claims between the Parties with respect to anything arising out of or relating to this Port Regulation shall be finally and exclusively settled by the Central Court of the State of Rio de Janeiro (*Foro da Comarca da Capital do Estado do Rio de Janeiro*).

B-2. DEFINITIONS

B-2.a. The following words and phrases will have the meaning defined as below:

Access Channel: Main waterway access to a relatively protected area where port facilities are located for which the vessels are intended.

Aid to Navigation (AtoN): A device, system or service, external to vessels, designed and operated to improve the safety and efficiency of navigation of individual vessels and/or vessel traffic.

Air Draft: Vertical distance from the ship's waterline to its highest point.

AIS: Automatic Vessel Identification System.

ANAC: National Civil Aviation Agency.

Anchorage Area: Area where Vessels are allowed to remain at anchor.

ANTAQ: National Agency of Waterway Transportation.

ANTT: National Agency for Land Transport.

ANVISA: National Health Surveillance Agency.

Associated Procedure: Any procedure issued by the Port Administration, providing explanations on how to adhere to the rules set forth in this document.

At anchor: Condition where a vessel is floating but unable to move beyond a certain distance by the use of its anchor.

At berth: Vessel's Condition when tied to the quay or alongside another Vessel.

AtoN: Aid to Navigation (see definition).

Authorization: Any authorization, permission, concession or delegation issued by Competent Authority or Port Administration.

Ballast Water: Water used on board of a Vessel to control trim, list, draught, and stability of the vessel.

Berthing: The mooring of a Vessel to a quay or other Vessel, initiated at the time of the first line ashore or to the other vessel.

Best Practices: Method, procedure or technique generally accepted as superior to any other alternative because it produces superior results than obtained by other means or because it became a standard way to perform a certain task.

Bridge: The location from which a vessel can be navigated.

Bunkering: Fuel transfer from land to Vessel, or vice-versa, or between Vessels.

BWM (code): International Convention for the Control and Management of Ship's Ballast Water and Sediments.

Cargo: Products of all kinds, transported, carried, stored, unloaded or waiting to be loaded.

Cargo Handling: Operations involving the transfer of cargo such as loading, unloading, re-storing etc.

CBMERJ: Military Fire Brigade of the State of Rio de Janeiro.

CHM: Navy Hydrographic Center, Brazilian Navy.

Codes and Conventions: Codes and Conventions relevant to the port or ship, or both, issued by IMO, ILO or Regional Conventions relating to the environment protection.

CODIN: Industrial Development Company of the State of Rio de Janeiro.

COLREGS: The International Regulations for Preventing Collisions at Sea.

Competent Authority: Any Brazilian Authority.

CP: Harbour Master's Office (Brazilian Navy) with jurisdiction over the Port of Açu area, which is responsible, directly or through its local offices and agencies, to perform the duties as a Military Organization representing the Maritime Authority, carrying out the inspection of waterway traffic in the aspects related to the safety of navigation, the safeguarding of human life and the prevention of environmental pollution by vessels in the area under its jurisdiction.

CPTEC-INPE: Center for Weather Forecasting and Climate Studies of the National Institute of Space Research.

Damage: Any damage caused by a User to its own asset and/or to a third-party asset in the Port of Açu.

Day (daytime): Period of day between sunrise and sunset in the port, as reported by CPTEC-INPE for São João da Barra.

Depth (of the Navigation Channel): Depth mapped to the DHN reference level.

DHN: Directorate of Hydrography and Navigation, Brazilian Navy.

DISJB: Industrial District of São João da Barra.

Diving: See “Underwater Activities”.

Document: This Port Regulations.

DP: Dynamic Positioning.

DPC: Directorate of Ports and Coasts, Brazilian Navy.

Draft: Vertical distance between the waterline and the bottom of the hull (keel), including the thickness of the hull.

Dredging: Act of removing materials and sediments from the bed of bodies of water, with specific purpose.

Dumping Area: Area authorized by the Competent Authorities where the sediments resulting from Dredging activities are dumped, without prejudice to the Safety of Navigation and without causing damage to the environment or human health.

Emergency: Deviation from normal operation, structural failure, or severe environmental conditions that can cause injury to people or property.

Emergency Towing Line: Cable that, in case of a fire on board or at the terminal, allows those involved in the towage to safely tow the ship without the direct assistance of the crew.

ETA: Estimated Time of Arrival.

Ferropport: Company responsible for the Administration of the Terminal 1 Navigation Channel.

Fishing: Any act of withdrawal, extraction, collection or capture of maritime species with any sort of equipment.

Fishing Vessel: Every vessel designed and/or used in any fishing activity.

Good Seamanship: Behavior that includes a variety of qualities and practices that, together, make the vessel safe, sound and well managed.

Governing Law: All laws, decrees, codes, treaties, conventions, regulations, instructions, regulations, ordinances and provisions issued by a Competent Authority or by any International Organization that is ratified by Brazil.

Harbour Master: Brazilian Navy Officer, head of the Harbor Master’s Office with jurisdiction over the Port of Açú area, with delegation of authority and responsibility to perform the duties as representative of the Maritime Authority with regard to the supervision of waterway traffic, in the aspects related to the safety of the navigation,

the safeguarding of human life and the prevention of environmental pollution by vessels in the area under its jurisdiction.

Harbour Master's Office: See CP.

Hazardous Cargo: Any hazardous product transported by vehicle or vessel.

Hot Work: Any activity involving open flame or producing heat and/or sparks capable of starting fires or explosions, for example welding, cutting, brazing, etc.

Hydrographic Survey: A set of activities performed to obtain bathymetric, geological, tide, fluviometric, topo-geodetic, oceanographic and geophysical data in maritime, river, lake and natural or artificial waterways.

IALA: International Association of Marine Aids to Navigation and Lighthouse Authorities.

IALA-B: Reference to the IALA Maritime Buoyage System "B".

IBAMA: Brazilian Institute of Environment and Renewable Natural Resources.

ICS: International Code of Signals.

IMDG (code): International Maritime Dangerous Goods Code.

IMO: International Maritime Organization.

Incident: An unplanned and unwanted event that changes the normal order of things, that causes or may cause injuries, illnesses, damage to the property, or some combination of the three to varying degrees, from minor to catastrophic, including accidents and near misses.

INS: Information Service - VTS. Most basic type of VTS service, which provides information to assist on-board decision-making processes, transmitted at regular intervals or at the request of the navigator.

Internal Anchorage Area: Boundary area established in Navigation Channel T2 (internal channel).

Internal Channel: Main waterway inside a relatively protected area that allows approach to port facilities where cargo transfers are carried out.

ISPS (code): International Code for the Protection of Ships and Port Facilities.

LESTA: Law No. 9537/1997, which provides for the safety of waterway traffic in waters under national jurisdiction.

Line-Up System: Online system maintained by the Port Administration for the appointment of vessels.

LOA: Reference to the total length of the ship, measured from the most forward point of the bow to the most rear of the stern (length overall).

Maritime Agent: Legal and/or Natural person acting as the agent of the Ship Owner and of the Master of a Vessel in the port.

Maritime Authority: The Brazilian Navy and its organizations, as the Brazilian authority responsible for the promotion of safety of life at sea, Safety of Navigation and Pollution prevention at sea.

MARPOL: International Convention for the Prevention of Pollution from Ships.

Master: Person to whom the command and management of the Vessel is entrusted to.

MTE: Brazilian Ministry of Labor and Employment.

Navigation Channel (T2): The Access Channel (dredged fairway between the first pair of buoys up to the entrance of the piers) together with the Internal Channel of T2 (waterway from the entrance of the piers to the end of the dredged area).

Night (or night-time): Period of day between sunset and sunrise in the port, as reported by CPTEC-INPE for São João da Barra.

NORMAM: Standard of the Brazilian Maritime Authority.

Notice to Mariners: Official publication issued by the CHM containing information intended to update Brazilian charts and nautical publications.

Notification Point (VTS): Specific position in the VTS Area, at which a participating vessel shall report its position to the VTS Center.

NR: Regulatory Standard of the MTE.

NPCP: Norms and Procedures issues by the Harbour Master's Office with jurisdiction over the Port of Açú area that complement the NORMAM according to existing regional specificities.

Offshore Support Vessel: Vessels engaged in support activities for offshore oil and gas production.

Operational Area: Any area inside the Port of Açú area leased or assigned to a User for the development of their activities, including Terminals and other areas. The term may also refer to the respective User that holds the right of use of such Operational Area.

Participating Vessel (in VTS Area): All Vessels capable of interacting with VTS.

PEI: Individual Emergency Plan.

PEP: Pilot waiting point, where the Pilot embarks/disembarks at the beginning or end of the Pilotage service.

PIANC: World Association for Waterborne Transport Infrastructure.

Pilot: Qualified professional with a license issued by the Brazilian Navy, who provides on-board Pilotage services.

Pilot Station: Place on land where there is a visual surveillance station, an office or the headquarters of Pilots; Place where the services of a Pilot can be obtained.

Pilotage (service): Set of professional activities to advise the Master of the vessel, required by virtue of local peculiarities that hinder the free and safe movement of the vessel.

Pollution: Unauthorized discharge - by accident, negligence, fault or intentional - of oils, hazardous cargo, scrap materials or any other dangerous or harmful substance that may cause Damage or danger to the Port and/or its users.

Port: The Açú Port.

Port Administration or Port Administrator: The Porto do Açú Operações S.A., as administrator of the Port of Açú.

Port Fee: The T2 Access Fee and/or the T2 Anchoring Fee.

Port of Açú: The entire land area where the Port of Açú is developed, as well as the area at sea that integrates the Açú VTS Area.

Private Use Terminal: Port facility operated by Authorization and located outside the area of an organized port, in accordance with Law No. 12.815/2013.

Repair: Any work required to maintain the navigability of a vessel, or to restore the navigability of a vessel.

Residue: Any harmful substance maintained to be discharged.

RLESTA: Decree No. 2596/1998, which regulates LESTA.

RPPN Caruara Farm: The Caruara Farm, Natural Patrimony's Private Reservation.

Safety of Navigation: Measures contributing to the establishment, and/or maintenance, of the ideal conditions necessary to for the water to be used without compromising its navigability and without risks to the vessels and their crew.

Sailing: Condition of a Vessel that isn't anchored, nor alongside, nor aground.

Security Area: Area where traffic and/or permanence of vessels not involved in operations in the Port of Açú, including sports and recreational vessels, Fishing Vessels, it's not allowed.

Shipowner: Person who legally owns the vessel or who has assumed responsibility for the operation of the vessel from the person who legally owns it.

SISANT: ANAC Unmanned Aircraft System.

SMC: Safe Manning Certificate.

SOLAS (Convention): International Convention for the Safety of Life at Sea.

SOPEP: Emergency Plan for Oil Pollution on board.

Special Maneuver: Any vessel's maneuver with special characteristics, or that is outside operational limits, as established by the Maritime Authority.

T1: Port of Açú's Terminal 1.

T2: Port of Açú's Terminal 2.

T2 Access Fee: Fee due for Vessels accessing T2.

T2 Anchoring Fee: Fee due for Vessels using the internal anchorage of T2.

Terminal: Any Private Use Terminal established in the Port of Açú. The term may refer to the area of the respective terminal or to the legal entity that owns such Terminal.

Tug (Tugboat): Vessel designed to push, pull and tow other vessels, aiding in maneuvers such as docking and uncoupling.

Turning Basin: Adjacent area to the berthing facilities, permitting vessels to turn.

Underwater Activities: Professional Diving activities for commercial purposes, performed below or above the waterline, such as inspection, cleaning etc.

Underwater Cleaning: Cleaning services of the vessel's hull, propeller or structures, done under the waterline, involving possible risks to the environment (water and seabed).

User: Any person or company that is present in the Port of Açú for any purpose, including the employees of the Terminals, the crew of the vessels, service providers of any sort etc. using any facility, accessed by any means, anywhere in the Port.

Vessel: Any watercraft, including non-displacement craft, that are used, or which may be used as a means of transport over water.

Vessel aground: A condition where a vessel is unable to move as a result of touching the bottom or is in a location with very little water below the keel.

VHF: Radiocommunication equipment operating in the VHF range.

VTS: Vessel Traffic Service.

VTS Area: Maritime area of the port, formally established by the Maritime Authority, where the vessel traffic service provided by Açú VTS is applied.

VTS Authority: Organization responsible for implementation, management, operation and coordination of the VTS activities, its interaction with the users and the safe and effective provision of VTS.

VTS Center: Location where the operational control center of the vessel traffic service of the Port of Açú is established.

ZP: Pilotage Zone. Geographical area delimited by local peculiarities affecting the free and safe movement of vessels, requiring the constitution and uninterrupted operation of the Pilotage Service in this area

B-3. GEOGRAPHICAL REFERENCES

B-3.1. PORT OF AÇU LIMITS

B-3.1.a. The polygonal boundaries of the lands that make up the Port of Açu and their respective Terminals are delimited in Attachment II and are comprised under:

- (i) Real estate registrations 3517, 3516, 3080, 3081, 1404, 2838, 2839, corresponding to the set of Saco Dantas Farms, whose location falls within the Special Sector of Açu-SEPA, according to the Municipal Law No. 359/2015 which governs the use and occupation of land, and
- (ii) Unobstructed areas constituent of the Industrial District of São João da Barra, according to State Decrees No. 41.584/08; 41.585/08; 41,915/09; 41,916/09 and 41,998/09 published in the Official Gazette of the State of Rio de Janeiro.

B-3.1.b. The limits at sea are those established by the Maritime Authority, called the VTS Area.

B-3.2. VTS AREA LIMITS

B-3.2.a. The boundaries of the VTS Area are those established by the Maritime Authority on Nautical Chart 1405 DHN.

B-3.3. NAVIGATION CHANNEL

B-3.3.a. As established by the Maritime Authority on Nautical Chart 1405 DHN, the Navigation Channel includes all the dredged fairway to the Port of Açu and used for navigation and maneuvering of vessels.

B-3.3.b. The Navigation Channel's buoys follow the IALA-B standard (port lateral marks and lights in green, starboard lateral marks and lights in red).

B-3.4. ANCHORAGE AREAS

B-3.4.a. The designated anchorage areas in the Port of Açu are those established on the nautical charts covering the Port and vicinity, issued by the Maritime Authority, and/or areas specifically designated to a vessel by the VTS Center.

B-4. PORT ORGANIZATION

B-4.1. PORT ADMINISTRATION

B-4.1.a. The Port Administration is the first responsible for granting Authorizations for the implementation of projects, start of new works, new activities, operations and/or revision of the operational parameters applicable at the Port of Açu.

B-4.1.b. By authorizing a work, activity and/or operation, the Port Administration may establish specific requirements for its accomplishment, in order to safeguard the collective interests related to the safety of navigation, human life and prevention of Pollution, as well as those related to safety of the Port of Açu and the efficient use of shared resources among all its Users.

B-4.1.c. The Port Administration has the right to request the interruption, delay, postponement, suspension and/or interdiction of any activity within the Port of Açu when it

has clear grounds that the activity possesses direct or indirect risks to the health and safety of the workers involved, the environment and/or the property.

B-4.1.d. The Port Administration is responsible for the buoyage of the Navigation Channel, reserving the right to promote changes therein according to the existing operational needs, in coordination with the Maritime Authority. Notwithstanding the commitment of the Port Administration to maintaining AtoN at the highest possible level, it should be noted that as a consequence of unexpected events, aid may be temporarily unavailable.

B-4.1.e. In order to maintain the Safety of Navigation, property security, good order and protection of the environment, the Port Administration may recommend closing the port and/or restricting maneuvering of vessels, as required by the conditions and in coordination with the Harbor Master and Pilotage Services.

B-4.2. OPERATIONAL AREA ADMINISTRATION

B-4.2.a. The holder of an Operational Area is responsible for the security of individuals, assets and control of the operations carried out in their area of responsibility and shall ensure compliance with the Applicable Law and the provisions of this document.

B-4.3. HARBOR MASTER

B-4.3.a. The Harbor Master is the ultimate person responsible for granting Authorizations for the initiation of new activities related to the Operations of Vessels and Terminals, and/or for reviewing the operational parameters applicable in the Açú Port.

B-4.3.b. Any request for by Terminal related to works on the extension of the wharf, Dredging, new operations, special maneuvers and/or changes in operational parameters must be previously approved by the Port Administration before being submitted to the Harbor Master and other Competent Authorities.

B-4.3.c. By authorizing a new activity related to the Port of Açú, the Harbor Master may establish specific requirements for its accomplishment, in order to protect the collective interests related to Safety of Navigation, human life and Pollution prevention. The Port Administration shall keep up to date all approved operational parameters, including the Pilotage Services and the Tugboats requirements, at the Açú Port site.

B-4.3.d. The Harbor Master is the Authority responsible for determining the closure of the port for vessels. By means of the degradation of the environmental conditions present in the VTS Area, the Harbor Master may determine the port closure for an indeterminate period, a condition in which all maneuvers of Vessels are temporarily suspended

B-4.4. PILOTAGE

B-4.4.a. The Pilotage Service at the Port of Açú is carried out by the ZP-15 licensed Pilots, according to:

- (i) The provisions of NORMAM-12/DPC; and
- (ii) Any additional specific provision issued by the Maritime Authority.

B-4.4.b. The Pilotage service should be booked directly to the ZP-15 Pilot station by the Maritime Agent or representative of the Vessel.

B-4.4.c. With respect to the degradation of the environmental conditions present in the VTS Area, the Pilotage Service can recommend to the Harbor Master the closing of the port.

B-4.5. SHIP'S MASTER

B-4.5.a. The Master of each Vessel is responsible for compliance with all rules applicable to its activities provided for in this Regulation.

B-4.5.b. In all cases and at any time, the Master is responsible for his Vessel, his crew, cargo and passengers and for all actions or damages caused by them.

B-4.5.c. There is no provision in the Regulation affecting the authority of the Master in respect of safe navigation of the Vessel under his command in the VTS Area or exempts the Master from compliance with all Applicable Legislation.

B-4.6. VTS CENTER

B-4.6.a. The Port Administration is, with respect to the provisions of NORMAM-26/DHN, the VTS Authority at the Port of Açú, responsible for the operation and maintenance of the local VTS service provided by the Açú VTS Center.

B-4.6.b. The VTS Center has the power to, among others:

- (i) Interact with Vessels in the VTS Area and vicinity;
- (ii) Exchange information of nautical character, related to the safety of the navigation, between Terminals, Vessels, Pilots, Tugboats, Allied Services and Competent Authorities;
- (iii) Act on behalf of the Port Administration;
- (iv) Notify a Vessel and/or Terminal of any infraction of this Regulation and/or applicable law;
- (v) Register, process, file and provide information acquired by its equipment to the Competent Authorities and/or other interested parties.

B-4.6.c. The VTS Center uses RADAR equipment, cameras, VHF and other systems to safeguard the Safety of Navigation, contribute to Pollution prevention and safety of life at sea, as well as safety in the Port of Açú. The VTS Center records, processes and archives the information acquired for at least thirty (30) days.

B-4.6.d. Information collected by the VTS Center is made available to the Competent Authority whenever it is officially requested by the Competent Authority.

B-4.6.e. Information collected by the VTS Center may be made available to an interested party, at the discretion of the Port Administration and at cost, whenever officially requested for.

B-4.6.f. The VTS service provided by the Açú VTS Center is the INS.

B-4.7. MARITIME (SHIP) AGENT

B-4.7.a. All Maritime Agents must be registered with the Port Administration in order to work in the Port of Açú.

B-4.7.b. The Maritime Agent is responsible for the veracity, accuracy and completeness of all information provided and/or to be provided to the Port Administration associated with the Vessel it represents.

PARTE C: PROVISIONS APPLICABLE TO ALL USERS

C-1. GENERAL PRINCIPLES

C-1.1. MANAGEMENT SYSTEM

C-1.1.a. Each Operational Area, including Terminals, shall issue specific instructions regarding to its operations, in order to guarantee its safety, property security and Pollution prevention within the limits of its respective area.

C-1.1.b. Such instructions must be in agreement and comply with the Regulations and the rules issued by the Port Administration.

C-1.1.c. Within a period defined by the Operational Area and informed to the Port Administration, every Operational Area shall develop, implement and maintain an integrated management system encompassing quality, environment and a health and occupational safety management systems, meeting the international standards and Best Practices.

C-1.2. FORBIDDEN ACTIVITIES

C-1.2.a. The following conducts are forbidden within the Port of Açú, including within any private facility not managed by the Port Administration:

- (i) Be in possession of and/or consume alcoholic beverages, drugs or narcotics other than legally prescribed drugs;
- (ii) Access an Operational Area without Authorization;
- (iii) Any intentional or negligent action that may cause harm to people, other Users, Port Administration, property and/or the environment;
- (iv) Endanger the health or safety of an individual, the Port, the Vessel or the property;
- (v) Cause Damage to people, vessels, cargo, vehicles, baggage or any other property;
- (vi) Interfere with or adversely affect the operations of the Port, Port Administration or other Users;
- (vii) Obstruct, or do anything that may obstruct, area in the Port of Açú and/or any activity authorized to another User, whether on the ground, underground, airspace or sea;
- (viii) Interfere with navigation, towing, maneuvering, Mooring or securing a Vessel, as well as the free transit of vehicles on land;
- (ix) Reduce the depth and/or width of the port fairway and the width of inland waterways; e
- (x) Emit pollutants or reduce the quality of soil, water and/or air in the Port.

C-1.2.b. Each Operational Area is responsible for the consequences of the activities carried out in its area and its respective Users entering the Port of Açú by their request or to attend to the respective Operational or Terminal Area. Each User is responsible for the consequences of its activities carried out in the Port of Açú.

C-1.2.c. Any permission or prohibition that is not explicitly defined in these Regulations should be consulted directly with the Port Administrator.

C-1.3. LOSS OF MATERIAL, EQUIPMENT OR CARGO

C-1.3.a. Any User causing the loss of an item within the Port of Açú, regardless of the nature of the item and the place where the loss occurred, must immediately inform the respective Terminal or Operational Area and Port Administration.

C-1.3.b The User causing the loss is responsible for taking all possible measures insuring that the lost item within the Port of Açú is recovered, and the respective Removal and/or Recovery Plan must be approved by the Port Administration. If it is not possible to recover the item, the User will bear the costs related to the removal of the item.

C-1.4. OBSTACLES AND THEIR REMOVAL

C-1.4.a. It is forbidden to place any material that may constitute a deterrent or obstacle in the Port of Açú, whether on the ground, underground, at sea or airspace. Should a User cause such deterrent or obstacle, said User shall remove it within the period of time to be specified by the Port Administration.

C-1.4.b. If the User that caused the obstacle does not arrange for its removal, the Port Administration will remove it and all expenses will be paid by the User or Terminal/Operational Area responsible for said User. In which case, the Port Administration cannot be responsible for eventual Damages to the materials removed.

C-2. ENVIRONMENT

C-2.1. ENVIRONMENTAL PERMITS

C-2.1.a. Each User responsible for a project must obtain the licenses applicable to the activities that they wish to carry out and must also adhere to the licenses and the respective determinants issued on behalf of the Açú Port Operations S.A. for the Port of Açú.

C-2.1.b. Any subcontractor invited to work on said project has the same obligation that is incumbent upon the person in charge of the project.

C-2.1.c. Every User responsible for a project must keep the Port Administration informed about the progress of the permitting process. All available information, environmental studies, environmental licenses and environmental Authorizations, as well as the reports of compliance with the conditions, must be shared with the Port Administration.

C-2.1.d. It is forbidden for any User to initiate activities of any kind without proper Authorization, permit and/or environmental permission. In case the User wishes to obtain another license, in addition to the one already included in the contract with the Port Administration, it is his obligation to inform the Port Administration about the respective permitting process.

C-2.2. POLLUTION PREVENTION

C-2.2.a. Each Operational Area shall develop and maintain the applicable Pollution Prevention Plans updated in accordance with current legislation. Such plans shall be reviewed whenever required by the Competent Authorities and a copy of each revision shall be submitted to the Port Administration.

C-2.2.b. Each User shall adopt all necessary measures for the prevention, minimization and mitigation of Pollution or Damage to or degradation of the environment in the Port of Açú.

Emergency response equipment and supplies must be permanently available during operations for immediate use.

C-2.2.c. The User causing Pollution will be responsible for the costs associated with the Pollution, Damage or degradation to the environment, with the associated impacts, as well as expenses related to any necessary mitigation measures.

C-2.2.d. Each User shall submit to the Port Administration, upon request, specific reports containing information on the performance of social and environmental indicators related to their activities and/or facilities, as defined by the Port Administration.

C-2.3. WATER POLLUTION

C-2.3.1. GROUNDWATERS

C-2.3.1.a. The drilling of wells of any nature in the Port of Açú is prohibited, as well as initiating any process for this purpose (including environmental licensing), without prior approval from the Port Administration.

C-2.3.1.b. Whenever requested by the Port Administration, the Operational Area shall provide reports of physical and chemical parameters of the groundwater of the wells located in its area.

C-2.3.1.c. Prior to any construction and/or implementation of any project or activity in the Port of Açú, and after the return of said area (if this occurs), the entrepreneur shall submit to the Port Administration:

- (i) Ground water quality report; e
- (ii) preliminary assessment report of environmental liabilities to establish the geochemical history of the area, in accordance with CONAMA Resolution 420/2009 or any other standard that amends or repeals it, or as required by the competent control agencies.

C-2.3.1.d. The User may also implement the well water conductivity monitoring system within the specifications informed by the Port Administration.

C-2.3.2. DISPOSAL OF POLLUTANTS

C-2.3.2.a. It is prohibited to dispose any product or material in the water, including the navigation channels, wells, drainage channels, etc.

C-2.4. AIR POLLUTION

C-2.4.a. A vehicle, Vessel, equipment or machine shall comply with Applicable Legislation with respect to emission limits and shall not continuously emit gases, fumes and/or particulate matter that may cause reduction of the air quality, such as those with coloration dark, strong odor and/or that are dangerous to inhale.

C-2.4.b. All Operational Areas must act to guarantee the air quality standard in the Port of Açú, through:

- (i) Compliance with the Legislation in force, with the implementation of all necessary measures for the mitigation and/or containment of smoke and particulate emissions; and
- (ii) Adoption of additional good practices to reduce and/or minimize the emission of greenhouse gases during the execution of its activities.

C-2.4.c. Outdoor burning of any material in the Port of Açú is prohibited.

C-2.4.d. Whenever requested by the Port Administration, the Operational Area shall report on the characteristics, quality and quantity, even if estimated, of the fuels, greases and lubricants consumed and/or used in its operations.

C-2.5. SOIL POLLUTION

C-2.5.a. In the Port of Açú, Users, vehicles, Vessels, equipment and/or machines are prohibited to:

- (i) Perform any cleaning activity outside their designated locations;
- (ii) Release any potentially harmful material or waste to the environment directly to the ground;
- (iii) Cleaning trucks' buckets and/or the dumping of cargo debris to the ground and on access roads.
- (iv) Disposal of solid waste, food waste, organic waste and/or liquid waste outside designated locations.

C-2.6. LIGHTING POLLUTION

C-2.6.a. Every User must comply with the IBAMA directives (Ordinance 11/1995, as amended or substituted) on the prohibition of any lighting source causing luminous intensity superior to Zero LUX, in a strip of beach comprised between the line of biggest low tide up to 50 (fifty) meters above the line of biggest high tide of the year (springtide).

C-2.6.b. Each User must comply with the technical guidelines issued by the Port Administration for both deployment activities and operation of the Operating Areas.

C-2.7. WASTE MANAGEMENT

C-2.7.a. It is the User responsibility the correct disposal of their waste in accordance with current legislation, as well as to bear the costs.

C-2.7.b. The conducts described below are not permitted in the Port of Açú:

- (i) Discard or dispose of waste or garbage in unauthorized locations; and
- (ii) Use of waste incinerators.

C-2.7.c. The Terminals will not be able to launch their effluents in disagreement with the applicable environmental legislation and must provide a copy to the Port Administration of the reports that attest such service.

C-2.8. EMERGENCIES

C-2.8.1. EMERGENCY PLAN

C-2.8.1.a. Prior to commencing operations, each Operational Area/Terminal shall:

- (i) Have a PEI approved by the Competent Authority;
- (ii) Submit the plan and the respective approvals to the Port Administration and Competent Authorities; and
- (iii) Provide all the resources according to the approved plan.

C-2.8.1.b. Each Operational Area/Terminal is responsible for informing the Port Administration of any contingency as soon as possible.

C-2.8.2. EMERGENCY RESPONSE

C-2.8.2.a. Each Operational Area shall establish and adopt, at its own expense and responsibility, measures to prevent and contain emergencies that may cause harm to the environment, people and/or property.

C-2.8.2.b. Each Operational Area must have at least 1 (one) representative formally designated as responsible for coordinating emergency response, and this professional must also participate in an investigation process.

C-2.8.2.c. All Users who notice an emergency situation in the Port of Açú must inform the Port Administration immediately.

C-2.8.2.d. In the event that a User is responsible for an emergency situation, it shall promote the response, containment, adjustment, and/or repairs necessary to contain, recover and remedy any Damage and adverse impact caused, establishing efficient contingency actions in a term appropriate.

C-2.8.2.e. In the event of an emergency of greater proportions, the Port Administration and/or a Competent Authority may request any User to make their emergency response resources available for immediate use by the designated response team.

C-2.8.2.f. The User responsible and/or causing an emergency situation shall bear all costs, expenses and penalties incurred and/or necessary to combat and/or contain the situation, as well as to repair the associated Damages and adverse impacts.

C-2.8.2.g. If the Port Administration deems it necessary to determine the responsibilities related to an emergency, an investigation commission may be formed by the Port Administration, under its coordination, with the participation of the Users involved and/or impacted by the emergency.

C-3. HEALTH AND SAFETY

C-3.1. ALCOHOL AND DRUGS

C-3.1.a. No User shall operate, or consciously allow that someone else operates, a vehicle, equipment, machine or Vessel, of any kind, under the influence of alcohol or drugs.

C-3.2. TRAINING OF PERSONNEL

C-3.2.a. All personnel employed by a User or participating in activities on an Operational Area, must have adequate qualification and training pertaining to the activities that they will perform, in accordance with the Applicable Legislation.

C-3.3. OCUPATIONAL HEALTH

C-3.3.a. Each User shall comply with Applicable Legislation, and other requirements related to occupational health and safety relevant to the activities performed.

C-3.3.b. Each Operational Area/Terminal shall submit to the Port Administration a copy of the following documents, including any revisions or changes, as required by the NR issued by the MTE:

- (i) Occupational Health Medical Control Program; and
- (ii) Program for the Prevention of Environmental Risks.

C-3.4. PROTECTIVE EQUIPMENT

C-3.4.a. Each User must use protective equipment, with the respective certificate of approval valid in accordance with the Applicable Legislation, as well as adhere to the safety signage, in accordance with the requirements of the norms for the activity that will be developed.

C-3.5. SAFE ACCESS

C-3.5.a. Each Operational Area shall provide and maintain, in an appropriate manner, secure means of access to all parts of its facilities.

C-3.6. LIGHTING

C-3.6.a. Each Operational Area shall ensure that its facilities are illuminated according to all requirements and/or conditions set by the Competent Authorities.

C-3.7. USE OF PORTABLE DEVICES IN RISK AREAS

C-3.7.a. No User shall use portable devices, such as cell phones and radios that are not certified, in areas where there is a risk of fire/explosion.

C-3.8. FIRE-FIGHTING

C-3.8.a. Before starting its activities, each Operational Area must have the Certificate of Approval issued by the CBMERJ attesting the adequacy of the local firefighting facilities.

C-3.8.b. The Certificate issued by CBMERJ must be kept valid throughout the activity period of an Operational Area

C-3.8.c. When a fire is identified in an Operational Area and/or aboard a Vessel docked at its berth, the Area Manager shall:

- (i) Strictly follow the guidelines of the Area Emergency Plan;
- (ii) Inform the Port Administration; and
- (iii) Inform the Competent Authorities.

C-3.9. DRILLS AND EXERCISES

C-3.9.a. Each Operational Area shall submit to the Port Administration its annual schedule of drills, training and exercises related to the promotion of health and safety latest by December 10th of the previous year.

C-3.9.b. Any change in this annual schedule must be submitted to the Port Administration at least 90 (ninety) days in advance.

C-4. SECURITY

C-4.1. SECURITY LEVEL

C-4.1.a. The regular security level at which the ISPS certified Terminals operate within the Port of Açú is Level 1 (according to ISPS Code). If for any reason a Terminal has its Security Level changed with impacts to the regular Port routines, the Port Administration shall inform all users.

C-4.1.b. Every User shall act in accordance with the security rules in force at the Port of Açú, as well as the Terminals' and other Operational Areas' implemented at the Port, taking all safety measures and actions as deemed necessary.

C-4.1.c. The User shall comply with the specific provisions given by the Competent Authorities and Port Administration as a consequence of any change in the security environment in the Port of Açú.

C-4.2. ACCESS TO THE PORT

C-4.2.a. Any User the requires accessing the Port of Açú by air, sea or land shall enter or leave only through the entrances and exits designated by the Port Administration.

C-4.2.b. Only companies authorized by the Port Administration may request access by persons, vehicles and/or Vessels to Açú Port, being responsible for those who enter Açú Port upon their request.

C-4.2.c. In order to access the areas controlled by the Port Administration's patrimonial security, every User, Terminal and/or Operational Area shall have their personal and vehicle badge templates previously registered with the Port Administration.

C-4.2.d. All Users, individuals, must have a photo ID that is valid throughout the Brazilian national territory, according to Law No. 12.037/09, to have their access to the Port authorized.

C-4.2.e. Any User driving a vehicle within the Port of Açú must be in possession of the vehicle's documents.

C-4.2.f. Vehicles and their occupants are subject to identification and inspection by the Port Administration at their designated entrances and exits before being allowed in and/or out.

C-4.2.g. Each Operational Area will implement specific measures to safeguard its property of the presence or access of unwanted people, in accordance with its security plan.

C-4.2.h., Every Operational Area must inform the Port Administration of any signs of a strike and/or protests that affect access to the Port of Açú or that have the potential to, even partially, prohibit any access or internal access.

C-4.3. FIRE GUNS AND EXPLOSIVES

C-4.3.a. Any User carrying fire guns or explosives shall inform the Port Administration and Operational Area before being allowed by the Port Administration to enter the Port of Açú.

C-4.3.b. It is prohibited to keep guns within the Port of Açú without having the specific Authorizations issued by the Competent Authority.

C-5. LAND TRANSPORTATION

C-5.1. GENERAL TRAFFIC RULES

C-5.1.a. All Users in the control of a vehicle within the Port of Açú shall:

- (i) Comply with the traffic regulations set out via signs and floor markings;
- (ii) Not exceed the speed limit set out via the signs;
- (iii) Not use a cell phone while driving;
- (iv) Ensure that everyone in the vehicle is wearing a seatbelt;
- (v) Ensure that the vehicle is not overloaded;

- (vi) Drive the vehicle responsibly and safely;
- (vii) Only park the vehicle in a designated place, preferably backwards;
- (viii) Not leave the vehicle with the engine running; and
- (ix) Not drive, or allowing a person to drive, under the influence of alcohol and/or drugs.

C-5.2. VEHICLE BREAKDOWN

C-5.2.a. If a vehicle presents any defect within the Port of Açú, the User responsible for driving it should:

- (i) Turn on the warning lights;
- (ii) Position the safety triangle at a safe distance from the vehicle;
- (iii) Immediately inform the Port Administration and its Terminal or Operational Area; and
- (iv) Stay in a safe place at least 20 (twenty) meters away from the vehicle until rescued.

C-5.3. OVERSIZED VEHICLES

C-5.3.a. The access of oversized vehicles (according to Applicable Law, in particular the Brazilian Traffic Code) to the Port of Açú that requires monitoring of smaller vehicles and/or interdiction of internal roads, must be informed to the Port Administration 72 (seventy two) hours in advance.

C-5.4. CARGO SECURING

C-5.4.a. The User responsible for a Vehicle used in the transport of cargo must:

- (i) Verify that the Vehicle and the securing equipment are in good condition;
- (ii) Verify that the volume and total weight of the material are within the limits allowed for the Vehicle;
- (iii) Determine which is the best securing system for the desired load; and
- (iv) Secure the material in such a way as to prevent the load from moving or falling.

C-5.4.b. The carriage of loads on any part of and/or on a Vehicle that is not designed for this purpose is prohibited.

C-5.5. TRANSPORTATION OF HAZARDOUS PRODUCTS

C-5.5.a. The land transportation of hazardous products must be carried out in accordance with the Applicable Legislation, in particular ANTT Resolution 420/2004.

C-6. COMMERCIAL ACTIVITIES

C-6.1. PERMITS AND LICENCES

C-6.1.a. Within the Port of Açú it is forbidden to carry out commercial activities except after obtaining the necessary licenses and official Authorizations and approval from the Port Administration and Competent Authorities, as appropriate.

C-6.1.b. Distribution of newsletters, leaflets or advertising materials in the Port of Açú is prohibited without the prior approval of the Port Administration.

C-7. CIVIL, INDUSTRIAL AND PORT WORKS

C-7.1. GENERAL REQUIREMENTS

C-7.1.a. Any project to be implemented in the Port of Açú whose area is within the DISJB must comply with the rules established by CODIN and have a specific landscape integration project for the intended area, including at least 50% (fifty percent) of the seeds of the seed nursery of the RPPN Caruara Farm.

C-7.2. PROJECTS APPROVAL

C-7.2C-7.2.a. Any project to be implemented in the Port of Açú, including any subsequent modifications, shall be in accordance with the licenses and Authorizations issued in favor of the Port Administration or on behalf of the User responsible for the project, as well as with the guidelines defined by the Port Administration for the Port of Açú, including:

- (i) Port masterplan;
- (ii) Water supply masterplan; and
- (iii) Social and environmental management guidelines.

C-7.2.b. All projects to be implemented in the Port of Açú must be submitted to the Port Administration for evaluation of the impact in the common areas and other Operational Areas of the Port. The construction of new administrative and/or operational facilities is prohibited without the prior Authorization of the Port Administration.

C-7.2.c. Risk analysis for new projects and operations, prepared for environmental licensing processes, Incident prevention or any other related purpose, must be submitted to the Port Administration.

C-7.2.d. The Port Administration reserves the right to question the mitigating actions identified in the risk analysis and, at its discretion, request evidence of compliance with them, aiming at the proper use of the common areas and other Operational Areas of Port of Açú.

C-7.3. PROJECT CHANGES

C-7.3.a. The User responsible for conducting a project must inform the Port Administration of any changes made to the original project, as well as inform about the Authorization of the Competent Authorities to carry out the changes.

C-7.3.b. Changes in previously approved projects must be submitted to the Port Administration for reassessment.

C-7.4. CONSTRUCTION AND ASSEMBLING WORKS

C-7.4.a. In case a User is responsible for a project, must, prior to the start of construction or assembling work, present to the Port Administration all information related to the Environmental Construction Plan, such as:

- (i) Quantities prediction related to people, special equipment, trucks and vehicles for access to the construction site;
- (ii) Disposal of construction sites, including warehouses and waste storage facilities;
- (iii) Matrix of aspects, impacts, risks and hazards;
- (iv) Management Plans and Programs in accordance with Applicable Legislation;
- (v) Materials to be used; and
- (vi) Critical construction activities involving risk to people or the environment.

C-7.4.b. Each User responsible for a project involving asphalt paving works must inform the Port Administration in advance, presenting the proposed schedule of such works, details of the drainage system adopted and any other technical information that may be required by the Port Administration.

C-7.5. EXCAVATIONS

C-7.5.a. All excavations with depths greater than 2.0 (two) meters must be previously communicated and approved by the Port Administration in order to mitigate interferences with existing underground installations.

C-7.5.b. All excavations in common areas must be previously communicated and approved by the Port Administration in order to mitigate interferences with existing underground installations.

C-7.6. DUMPING AREAS

C-7.6.a. The disposal of materials from Dredging, landscaping, excavating and/or any other related activities in a Dumping Area other than those duly authorized by the Competent Authorities and designated by the Port Administration for the work in question is prohibited.

C-7.7. INTERFERENCE WITH ROADS

C-7.7.a. Any activity related to the implementation of new projects that interrupts, partially or totally, some internal road in the Port of Açú must be previously authorized by the Port Administration.

C-7.8. CONSTRUCTION SITES

C-7.8.a. The operation of a construction site before licenses and permits related by the Competent Authorities are acquired is prohibited. It is also prohibited to build a construction site outside the boundary of the contracted area, without the Port Administration's prior Authorization.

C-8. CARGO HANDLING

C-8.1. DANGEROUS GOODS

C-8.1.a. Every Operational Area must inform the Port Administration about the plan of handling and storage of Dangerous Goods. It is forbidden for any User to bring any Dangerous Goods to the Port of Açú without informing the Port Administration and the Competent Authorities.

C-8.1.b. Each Operational Area shall develop and implement operational procedures for the transportation, handling and inventory of Dangerous Goods

C-8.1.c. Each Operational Area shall prohibit Dangerous Goods from entering its facilities unless these Goods are properly packaged, identified and labelled as prescribed in the applicable Legislation, IMDG Code and/or ANTT Rules.

C-8.1.d. Each Operational Area or User conducting transportation, handling or Dangerous Goods inventory shall have at hand a copy of the emergency plan to deal with any hazardous situation arising from the transportation, handling or stock of Dangerous Goods.

C-8.1.e. Each Operational Area or User must immediately inform the Port Administration in case of an Incident involving Dangerous Goods.

C-8.2. HANDLING, LASHING, SECURING AND TARP COVERING

C-8.2.a. The handling, securing, mooring and tarp covering of cargo should be done observing the applicable Legislation, Regulation and Best Practices commonly adopted for each type and characteristic of material involved.

C-8.3. CARGO STORAGE

C-8.3.a. Each Operational Area shall ensure that the goods and materials under its responsibility are properly stored and, where applicable, in accordance with the provisions of technical regulations and/or Applicable Legislation, in a stable and adequate manner on firm or level ground.

C-8.3.b. Any Operating Area storing hazardous materials of any kind, including chemicals, radioactive and flammable, shall:

- (i) Maintain valid and updated Authorizations, as issued by the related Competent Authority;
- (ii) Inform the Port Administration daily about the total volume of these materials in stock;
- (iii) Inform the Port Administration about the layout of the storage location and the compatibility between the materials in stock;
- (iv) Maintain adequate identification of all materials in stock; and
- (v) Submit to the Port Administration the respective Emergency Response Plan to deal with materials that may be kept in inventory.

C-9. OTHER VEHICLES

C-9.1. HELICOPTERS

C-9.1.a. The landing and take-off of helicopters at an Operational Area are permitted only in areas duly homologated by ANAC for this purpose and with the Authorization of the responsible person, except in case of operation that occurs on board a Vessel.

C-9.2.a. Activities involving helicopters in the Port of Açú, even on board the Vessel, must be informed to the Port Administration 24 (twenty four) hours in advance and are subject to prior approval.

C-9.2. REMOTELY OPERATED VEHICLES

C-9.2.a. The use of drones or any other remotely operated vehicle in the Port of Açú is permitted with the joint Authorization of the Port Administration and the other parties involved, for example of an Operational Area, according to the activities to be performed with the equipment.

C-9.2.b. Only drones registered in SISANT and authorized in accordance with Applicable Legislation are permitted for use in the Port of Açú.

C-10. INCIDENT REPORTING

C-10a. Each User must immediately inform the Port Administration of the occurrence of an Incident in a common area and/or reaching a common area and/or causing Damage to the property, environment or life in the Port of Açú.

C-10.b. Any User causing Harm in the Port of Açú shall, in good faith:

- (i) Inform the Port Administration immediately;
- (ii) Cooperate with investigations; and
- (iii) Commit to cover all costs incurred to repair or replace the Damaged item, as well as to bear the applicable penalties.

PARTE D: SPECIFIC PROVISIONS APPLICABLE TO TERMINALS, VESSELS AND RELATED ACTIVITIES

D-1. GENERAL PRINCIPLES

D-1.1. ACCESS TO VESSEL'S INFORMATION

D-1.1.a. Every Vessel shall remain ready at all times to be inspected by any Competent Authority.

D-1.1.b. Each Vessel shall permit the Port Administration, or a person authorized by the Port Administration, to access the Vessel at any time for inspection purposes to determine if the Vessel complies with the provisions of these Regulations.

D-1.1.c. At any time, the Port Administration may request from the Master of the Vessel information deemed appropriate for the purpose of verifying compliance with these Regulations.

D-1.2. GOOD SEAMANSHIP

D-1.2.a. Nothing in this Regulation shall exempt the Master and crew of a Vessel under his command from using his best judgment and professional skills at all times during the Vessel's call at the Port of Açú and any of its Terminals in order to avoid any Damage or adverse impact on any User, property, environment or operations of any kind.

D-1.3. CODES AND CONVENTIONS

D-1.3.a. Nothing in this Regulation releases the Master of a Vessel from its duty to comply with the Codes and Conventions ratified:

- (i) By the Vessel's Flag State; and
- (ii) By Brazil, as Port State.

D-1.3.b. Every Vessel, whether Moored, Anchored, Sailing or Aground, must comply with such Codes and Conventions.

D-1.4. SAFE MANNING

D-1.4.a. All Vessels in the VTS Area shall maintain sufficient qualified crew on board in accordance with the SMC of the Vessel or equivalent document issued by the Vessel's Flag State and ratified by the Brazilian Maritime Authority in order to allow the safe movement of the Vessel at any time.

D-1.5. SAFETY AREAS

D-1.5.a. According to NORMAM-07/DPC, the following areas are considered as Security Areas, and traffic and the anchoring of Vessels not involved in operations at the Port of Açú are prohibited:

- (i) Anchorage Areas;
- (ii) Port Access Channels; and
- (iii) Proximities to port facilities.

D-1.5.b. All other Security Areas, as provided in NORMAM-07/DPC and NPCP, should be considered as Security Areas in the Port of Açú, whenever applicable.

D-1.6. FISHING, SPORTS AND RECREATIONAL ACTIVITIES

D-1.6.a. According to NPCP, the maritime area of the ports and terminals in the jurisdiction of the CP is restricted to fishing and navigation for an area of 500 (five hundred) meters around it, except for vessels that will provide support to the moored Vessels at the Port or a Terminal. Thus, fishing and the practice of sports and recreation are prohibited at a distance of 500 (five hundred) meters from the vicinity of the Navigation Channel and Anchorage Areas delimited by the Maritime Authority.

D-2. ENVIRONMENT

D-2.1. WATER POLLUTION

D-2.1.1. ACCIDENTAL DISCHARGE PREVENTION

D-2.1.1.a. It is prohibited to discharge and/or release oil, oily residues or any oily or harmful material that contaminates, or that has the potential to contaminate, into the water in the VTS Area.

D-2.1.1.b. Each Vessel shall maintain its oil spill response material readily available on deck for immediate use in accordance with the MARPOL Convention.

D-2.1.1.c. Every terminal operating with cargo lifting equipment where there is a risk of oil leakage and/or any type of contaminating material shall have appropriate emergency response material ready and nearby for use.

D-2.1.1.d. Each Vessel, while moored, shall ensure that all scuppers, drains and discharge points are closed and/or fitted with suitable covers to prevent any undue discharge of water, effluent or harmful substances.

D-2.1.1.e. Every Vessel shall take appropriate measures to prevent the discharge into the water from any debris from the deck which is harmful to the environment.

D-2.1.1.f. Any Vessel authorized by the Port Administration and the Maritime Authority to remain out of operation in the VTS Area, whether Moored or in the Inner Anchorage Area, shall provide for the installation of an appropriate containment barrier.

D-2.1.2. MAINTENANCE ACTIVITIES

D-2.1.2.a. The following maintenance activities are prohibited in the Navigation Channel:

- (i) Hull cleaning above and below the waterline;
- (ii) Treatment, preparation and/or cleaning of cargo spaces (bilges, tanks, decks, etc.) that may cause material to fall in water;
- (iii) Open hull, deck or superstructure treatment and/or painting;
- (iv) Sand or hydro blasting;
- (v) Propeller cleaning; and
- (vi) Repairs on machines below the waterline, including bow and stern thrusters.

D-2.1.2.b. The following painting works are allowed in the Inner Channel with permission from the Port Administration:

- (i) Draft Markings (above the waterline);
- (ii) Vessel's name, IMO number and port of registry;
- (iii) Points for the operation of tugboats;
- (iv) Plimsoll disc and load lines; and
- (v) Any other mark that may interfere with the safety of the Vessel.

D-2.1.2.c. No specific Authorization issued by the Port Administration for carrying out maintenance activities shall revoke the responsibility of those involved in its execution regarding compliance with the provisions of these Regulations with respect to the prevention of environmental Pollution.

D-2.1.3. RESIDUAL WATER

D-2.1.3.a. The direct discharge into the sea of any type of waste water, oily water or any contaminating or potentially contaminated substance is prohibited.

D-2.1.3.b. It is prohibited to discharge sewage directly into the waters of the VTS Area. The Vessel shall keep its effluent treatment system in operation for the duration of its stay.

D-2.1.3.c. In the Port of Açú, the discharge of hazardous materials such as sludge, sewage, gray water, among others, by a Vessel, is only allowed in a Terminal, through a company licensed to perform this activity.

D-2.1.4. BALLAST WATER

D-2.1.4.a. The management of the Ballast Water of the Vessels in the Port of Açú shall strictly follow the:

- (i) BWM Convention; and
- (ii) NORMAM-20/DPC.

D-2.1.4.b. Upon request, each Vessel must submit to the Port Administration the Ballast Water forms of the Vessel, required in Brazilian waters in accordance with NORMAM-20/DPC, for compliance verification purposes.

D-2.1.5. ANTIFOULING SYSTEMS

D-2.1.5.a. Upon request, each Vessel shall submit to the Port Administration the Certificate of Conformity for Antifouling System or Declaration on Anti-Scrubber System, as the case may be, as well as a copy of the Antifouling System Record issued by a specialized entity accredited by the Maritime Authority.

D-2.1.6. BIOINVASION PREVENTION

D-2.1.6.a. Upon request, each Vessel shall submit to the Port Administration an underwater inspection report of the hull attesting the absence of harmful aquatic organisms and/or pathogens.

D-2.1.7. SPILLAGE

D-2.1.7.a. Any User who sights a spillage or drop of any material in the water must immediately inform the Port Administration.

D-2.1.7.b. The Terminal shall immediately inform the Competent Authorities and the Port Administration of spills of any nature, whether hazardous or noxious substances, occurring during its operations, keeping Port Administration informed throughout the process of emergency

D-2.1.7.c. After the containment of the spillage, the User responsible for the emergency response actions must send to the Port Administration a final report containing at least:

- (i) Type of product;
- (ii) Estimated volume;
- (iii) Areas affected and decontaminated;
- (iv) Duration of the event with date and time of beginning and end of operations;
- (v) Final destination of waste.

D-2.1.7.d. The User that causes the spillage shall bear all costs, expenses and penalties regarding:

- (i) Emergency response;
- (ii) To remedy Damages and environmental impacts.

D-2.2. AIR POLLUTION

D-2.2.1. SMOKE EMISSIONS

D-2.2.1.a. Soot blowing and/or cleaning of pipes or boiler networks with the emission of "black smoke" by Vessels within the Port of Açú is prohibited.

D-2.2.1.b. All precautions must be taken by the Vessels in order to avoid the emission or escape of "black smoke" containing soot and/or sparks through the chimney.

D-2.2.1.c. Whenever requested by the Port Administration, the Master of a Vessel shall report on the characteristics, quality and quantity, even if estimated, of the fuels used on board during the stay in the VTS Area.

D-2.2.2. CARGO RELATED GAS EMISSIONS

D-2.2.2.a. The release of gasses and/or vapors related to the cargo in the Port of Açú is prohibited.

D-2.3. WASTE MANAGEMENT

D-2.3.a. Removal of any residues or garbage from a Vessel without the written approval of its Area Operator, Master and Competent Authorities, as appropriate, is prohibited.

D-2.3.b. Each Terminal and Vessel shall segregate and safely store all waste in properly designed facilities until a final destination for such materials is provided.

D-2.3.c. Vessel waste will only be discharged to receiving facilities on land and/or by service providers who are authorized by the Competent Authority to collect, process and/or provision appropriate disposal for each specific type of material to be disposed of.

D-2.3.d. Solid waste from the Vessels shall be segregated, packaged, identified, sealed and conditioned in containers and shall remain so until final disposal.

D-2.3.e. The removal of solid organic waste from Vessels in international transit (which pose a phytosanitary and animal health risk) is only permitted in the case where the organic materials have been incinerated and autoclaved. If both procedures have not been carried out, it is prohibited to remove organic solid waste from outside the Port of Açú from Vessels.

D-2.3.f. Waste from cargo and/or hazardous materials may be removed from the Vessels only after all necessary measures have been taken to mitigate the corresponding risks.

D-3. HEALTH AND SAFETY

D-3.1. SAFE ACCESS TO THE VESSEL

D-3.1.a. Every Terminal and Vessel moored at a Terminal shall ensure that safe, and adequate means of access between the quay and the Vessel are installed.

D-3.1.b. Where there is a need to gain direct access from one Vessel to another one berthed at a Terminal, the Terminal and the Masters involved shall ensure that a gangway or other suitable access equipment are used.

D-3.1.c. The means of secure access used should be:

- (i) Built in accordance with current rules and Best Practices;
- (ii) Composed of suitable material of adequate strength;
- (iii) Safely installed and free of obstructions;
- (iv) Maintained in good working order; and
- (v) Fitted with adequate safety nets when passing over the water.

D-3.1.d. During the Vessel's stay, safe means of access shall be regularly inspected by all parties involved, Terminal and Vessel, in order to ensure that they are correctly installed and adjusted, taking into account the movement of the Vessel during the period of stay at the Terminal.

D-3.2. WORK ADJACENT TO WATER

D-3.2.a. Each Terminal shall ensure that all areas used for operation that are adjacent to water are identified for the need for specific PPE, as well as equipped with lifesaving equipment as required.

D-3.2.b. The location of any available life-saving equipment near such areas shall be kept free of obstructions and the equipment itself in satisfactory conditions and ready for use.

D-3.3. HOT WORKS

D-3.3.a. Each Vessel shall ensure that no Hot Work is performed on board during Loading or handling operations of Dangerous and/or Flammable Goods.

D-3.3.b. Each Vessel shall obtain Authorization from the Terminal prior to commencing any Hot Work on board.

D-3.4. EMERGENCY EXERCISES

D-3.4.a. The performance of emergency drills on board during the Vessel's stay in the VTS Area is permitted with the Authorization of:

- (i) Terminal; and
- (ii) Port Administration.

D-3.5. LOWERING OF EMERGENCY CRAFTS

D-3.5.a. Launching of emergency craft on water for testing is permitted with the Authorization of:

- (i) Terminal; and
- (ii) Port Administration.

D-3.5.b. The start and end of the movement of an emergency craft in the navigation channel shall be reported to the VTS Center.

D-3.6. MAN OVERBOARD

D-3.6.a. It is forbidden to perform man overboard exercises in the VTS Area.

D-3.7. FIRE-FIGHTING

D-3.7.a. The Vessel's fixed fire-fighting system must be kept ready for use throughout its entire stay in the VTS Area.

D-3.7.b. Suitable fire-fighting equipment shall be kept ready for use on the Vessel and Terminal for the entire stay of the moored Vessel.

D-3.7.c. Each Vessel, immediately after the identification of a fire, whether on board, on another Vessel and/or at the Terminal, shall trigger its fire alarm. If the fire is on board, the Master must contact the VTS Center by any means as soon as possible. The Vessel Masters nearby must take all precautions for the safety of their Vessel.

D-3.8. USE OF PYROTECHNICS

D-3.8.a. The ignition or activation of pyrotechnic lights and/or any other explosive substances by a Vessel is prohibited in the VTS Area, except in a real danger and/or emergency situation and when legally required.

D-3.9. TESTING AND POSITIONING OF CARGO EQUIPMENT

D-3.9.a. Any inspection of cargo equipment on a Vessel alongside a Terminal in the Port of Açú shall be informed to the Terminal before it is initiated.

D-3.9.b. Cargo equipment such as cranes, loading arms etc. shall not be kept positioned beyond the deck line of the Vessel when not in use for cargo handling.

D-4. SECURITY

D-4.1. SECURITY CONTROL

D-4.1.a. Any Vessel within the limits of the Port of Açú is subject to inspection by the Competent Authorities.

D-4.1.b. Each Vessel shall implement the specific measures necessary to safeguard its ownership of the presence or access of unwanted people in accordance with its security plan.

D-4.1.c. If the security level of a Vessel entering the port exceeds the security level of the port or Terminal, its Owner, Marine Agent or Master shall be liable for the expenses incurred by the Port Administration or the Terminal for the establishment of security measures required.

D-4.1.d. Illegal access to a Terminal or ISPS installation is prohibited. Legal access must be obtained following the procedures of the Port Administration and each Terminal.

D-4.2. EMBARKATION AND DISEMBARKATION OF PEOPLE

D-4.2.a. The embarkation and disembarkation of personnel related to a Vessel is permitted only through a Terminal authorized by the Competent Authorities.

D-5. VESSEL TRAFFIC SERVICE (VTS)

D-5.1. PARTICIPATING VESSELS

D-5.1.a. All Vessels in the VTS Area in a position to interact with the VTS Center are considered to be Participating Vessels with respect to compliance with the provisions of NORMAM-26/DHN.

D-5.2. NAVIGATION, STEERING AND COMMUNICATION EQUIPMENT

D-5.2.a. Every Vessel must have its navigation, steering and communication equipment, including AIS, fully operational in order to navigate the VTS Area. The equipment must be kept operational as well as the AIS in operation during the entire Vessel's stay and in case of any defect occurring during the Vessel's stay, the VS Center must be notified.

D-5.2.b. A Vessel which, for safety or other reasons, requires that the VHF, AIS and/or RADAR equipment remain switched off, in standby or low power mode during loading operations, shall notify the VTS Center of this restriction. In the case of VHF equipment, alternative means of communication with the Vessel shall be provided. When the root causes of the restriction cease, the Vessel shall return to the previous condition of full operation of the equipment and inform the VTS Center.

D-5.2.c. Each manned Vessel shall maintain a permanent listening watch on the VHF channel 16.

D-5.3. BRIDGE WATCH

D-5.3.a. The Bridge of every Vessel must be permanently manned during maneuvering and anchoring by a crew member able to watch over it; and when the Pilot is on board, able to understand the advice provided by the Pilot.

D-5.3.b. Whenever Navigating the VTS Area, each Vessel shall have its Master accompanied by at least one Watchkeeping Officer on the Bridge.

D-5.4. NOTIFICATION POINTS

D-5.4.a. Before entering the VTS Area, each Vessel must inform the VTS Center about:

- (i) Transport of dangerous goods on board (in accordance with the IMDG code);
- (ii) Any defect, malfunction, operational failure, deficiency or limitation known on board.

D-5.4.b. All Vessels Navigating the VTS Area should contact the VTS Center when passing a VTS Notification Point.

D-5.5. NOTIFICATION OF DAMAGES AND INCIDENTS

D-5.5.a. In the VTS Area, each Vessel must inform the VTS Center about the identification of any defect, malfunction, operational failure, deficiency and/or limitation on board that may cause danger, Damage, restriction and/or obstacle to persons, Vessel, property or environment. This information shall include at least:

- (i) Identification of the Vessel;
- (ii) Location of the Incident, whenever applicable;
- (iii) Details of the defect or Incident; and

- (iv) Any other information that may be requested by the VTS Center.

D-5.6. USE OF ANCHORAGE AREAS

D-5.6.1. ANCHORING OF VESSELS

D-5.6.1.a. Each Vessel must request Authorization from the VTS Center prior to dropping or heaving up anchor in a VTS Area Anchorage Area.

D-5.6.1.b. Vessels in the Port of Açú may only anchor in areas designated for this purpose by the Port Administration.

D-5.6.1.c. It is prohibited for any Vessel to anchor in the Navigation Channel, in the Turning Basin or in any part of the VTS Area without the consent of the Port Administration.

D-5.6.2. USE OF THE INNER ANCHORAGE AREA

D-5.6.2.a. The use of the inner Anchorage Area is allowed, at a cost, with Authorization by the Port Administration. The Port Administration reserves the right to request that the Vessels leave the area at any time with a 30 (thirty) minute notice.

D-5.6.2.b. If a Vessel intends to berth alongside of another anchored at the Inner Anchorage, its Master is responsible for requesting the consent of the Master of the Vessel Anchored for his Mooring before requesting permission from the Port Administration to move to the inner Anchorage Area.

D-5.6.2.c. It is forbidden the permanence of more than 4 (four) Marine Support Vessels alongside each other in the inner Anchorage Area.

D-5.6.3. USE OF ANCHOR SIGNALING BUOYS

D-5.6.3.a. The use of signaling buoys to mark the position of the anchor shall be provided by the Vessel, regardless of where it is located using anchor, whenever requested by the:

- (i) Port Administration; and/or
- (ii) Maritime Authority.

D-5.6.3.a. In no case shall a signaling buoy used by a Vessel be held under the responsibility of the Port Administration, as well as be interpreted or considered as a nautical signal that is a part of the regular nautical signaling of the navigation channel.

D-5.6.4. MATERIAL HANDLING

D-5.6.4.a. The Handling of Cargoes, as well as the loading and unloading of materials and equipment, which may harm people, property and/or the environment in the Anchorage Areas is prohibited.

D-5.6.4.b. The embarkation and/or disembarkation of small materials and/or tools in the Anchorage Area is only allowed with Authorization of the Port Administration if the safety of the intended operation is duly proven.

D-5.6.5. BOARDING OF PEOPLE

D-5.6.5.a. Any person other than a Pilot or an Official Representative of, or person authorized by, a Competent Authority, is prohibited to board any Vessel before it has been cleared by the Competent Authorities.

D-5.6.5.b. No person other than the Pilot is authorized to embark or disembark from a Vessel which is in Navigation without the prior Authorization of the Vessel Master and the Port Administration.

D-5.6.5.c. The Master is always responsible for safeguarding the access to the Vessel and shall take all necessary measures to prevent illegal boarding.

D-6. TRAFFIC ORGANIZATION

D-6.1. OPERATIONAL PARAMETERS

D-6.1.1. ENTRY INTO OPERATION OF NEW BERTHS

D-6.1.1.a. No berth shall enter into operation, that is, receive a Vessel not directly employed in its construction and/or pre-commissioning stage, before:

- (i) The Terminal is duly authorized to operate by all Competent Authorities, as appropriate;
- (ii) The “no objection letter” is issued by the Port Administration;
- (iii) Authorization for the use of the berth is issued by the Maritime Authority; and
- (iv) The design Vessel and maximum dimensions of the Vessel at the Terminal are approved by the Maritime Authority.

D-6.1.1.b. Each Terminal shall inform the Port Administration, as well as publicly disclose, any particularity applicable in its berths that may prevent or restrict the operation of a Vessel, such as:

- (i) Maximum dimensions of the Vessel;
- (ii) Maximum Air Draft allowed; and
- (iii) Applicable operating restrictions.

D-6.1.1.c. The Port Authority, based on information received from the Maritime Authority and/or Terminals, reserves the right to publicly disclose all operational parameters authorized by the Maritime Authority and in force, as well as any restrictions that may exist at each berth.

D-6.1.2. ESTABLISHMENT AND AMENDMENT OF OPERATIONAL PARAMETERS

D-6.1.2.a. The Harbor Master is the Authority responsible for the coordination process for the establishment and/or alteration of operational parameters in the ports and terminals in his area of jurisdiction.

D-6.1.2.b. All requests for establishment or changes in operational parameters must be submitted in advance for approval by the Port Administration, accompanied by studies and technical documents proving:

- (i) The feasibility of the maneuver of the Vessel and of the stay at the berth, according to PIANC Report 121/2012 or other technical reference accepted by the Maritime Authority; and
- (ii) The structural suitability of the quay fenders and bollards to the desired Vessel.

D-6.1.2.c. Any establishment or alteration of operational parameters must be authorized by the Port Administration before being requested to the Maritime Authority.

D-6.1.3. SPECIAL MANEUVERS

D-6.1.3.a. Special maneuvers are permitted upon Authorization of the following parties (in order of approval):

- (i) Terminal of destination of the Vessel;
- (ii) Port Administration; and
- (iii) Maritime Authority.

D-6.1.3.b. The Maritime Authority, at its discretion, may request the opinion of the ZP-15 Pilot on the maneuver during its evaluation process.

D-6.1.3.c. The owner of the Vessel, or any representative appointed by him, is responsible for requesting the aforementioned Authorizations from each party involved, which, once issued, must be sent to the Port Administration before the intended date for the maneuver of the Vessel.

D-6.2. PRIORITY OF MANEUVERS

D-6.2.a. The priority of maneuvers in the VTS Area will be according to the nomination sequence in the Line-up System.

D-6.2.b. No particular type of Vessel or cargo or operation shall have maneuvering priority over any other, except upon direct negotiation between the parties involved or legal provision.

D-6.2.c. No Terminal has priority over any other in the Vessel maneuver scheduling, except direct negotiation between the Terminals involved.

D-6.2.d. In case of conflicts or unavailability of climatic conditions to carry out the maneuvers at scheduled times, priority will be given to Vessels that, due to their operational characteristics, can only maneuver safely in a certain window of tide and/or schedule.

D-6.2.e. The Port Administration will mediate the conflicts that may exist in the scheduling of maneuvers, with the power to decide on the line-up if the parties involved do not reach an agreement.

D-6.2.f. The priority of using any berth is granted to military Vessels and other vessels under service by the government upon express request of the Maritime Authority.

D-6.2.g. At the express request of the Maritime Authority, priority vessels will be given priority in the use of any berths in stated emergency.

D-6.3. FREE PASSAGE

D-6.3.a. A Vessel shall not maneuver, anchor, dock or be moored in any manner obstructing the free passage of other Vessels.

D-6.3.b. Vessel in free passage must communicate with the VTS Center upon passing any of the established Notification Points.

D-6.4. DRAFT MARKS AND LOAD LINES

D-6.4.a. The draft marks of the Vessels in operation at the Port of Açú must be visible and clean.

D-6.4.b. Vessels shall not be loaded beyond the applicable maximum load line at the Port of Açú. In case a Vessel is loaded beyond the maximum load line, it will be considered as unsafe for navigation. Such Vessels shall not be allowed to enter or leave the Port.

D-6.5. STABILITY CONDITIONS

D-6.5.a. All Vessels operating at the Port of Açú must be in a safe stability condition at all times. Both structural stresses and bending moments cannot exceed the maximum limits according to the trim and stability booklet of the Vessel for the still water condition.

D-6.6. SAFE SPEED AND DISTANCE

D-6.6.a. Each Vessel shall always navigate with care and caution, at a Safe Speed and Distance, so as not to cause Damage to the environment and property, and/or interfere with the activities of any other User.

D-6.6.b. Each Vessel, when passing works, tugboats and/or small boats, must reduce speed enough to avoid danger or injury, by the wave generated, to the Vessel or works and people employed, or related, with such Vessels or construction.

D-6.7. ANCHOR SYSTEM READINESS

D-6.7.a. The anchoring system of all Vessels in the Port of Açú must be kept ready and operational, without any defect, at all times.

D-6.7.b. Vessels when in Navigation in the Navigation Channel shall keep one of the anchors out of the hawse, above the waterline, since the anchors must be ready to be dropped in case of emergency as provided by NPCP.

D-6.7.c. The anchor should not cause Damage to other Vessels or to the infrastructure when used.

D-6.8. CROSSING AND OVERTAKING

D-6.8.a. Crossing and overtaking inside the Navigation Channel are permitted only in areas designated by the VTS Center, through coordination and consent between Masters, Pilots and VTS Operator

D-6.8.b. It is forbidden to cross or overtake another inside the Navigation Channel when:

- (i) Passing through the breakwaters or under conditions of restricted visibility; and/or
- (ii) One or both are restricted due to her Draft.

D-6.8.c. Any overtaken Vessel shall reduce its speed to the minimum necessary to maintain its steering, allowing a fast and safe passage.

D-6.8.d. Any Vessel sailing the Navigation Channel may not, under any circumstances, be prevented from maneuvering safely by another Vessel by crossing, leaving or entering the Channel.

D-6.9. VESSELS PERMANENCE IN DP

D-7.9.a. The permanence of Vessels in DP in the Navigation Channel is allowed with Authorization of the VTS Center, respecting the instructions established by the same.

D-6.9.b. It is prohibited to remain platforms in DP within the port area, in accordance with NPCP.

D-6.10. USE OF TRANSVERSAL THRUSTERS AND AZIPODS

D-6.10.a. Masters are to proceed with caution when using bow or stern thrusters or azipods in the vicinity of quay walls, jetties, dolphins, and/or other Vessels.

D-6.11. USE OF MOORING BUOYS

D-6.11.a. The installation and use of mooring buoys in the VTS Area is prohibited without prior approval from the Port Administration.

D-6.12. FISHING VESSELS

D-6.12.a. Fishing Vessels are prohibited to transit in the Navigation Channel, unless authorized by the Port Administration.

D-6.13. AIDS TO NAVIGATION

D-6.13.a. It is forbidden to move or interfere with any AtoN, which includes:

- (i) Towing a navigational signalling buoy out of the designated position;
- (ii) Mooring a Vessel at a signalling buoy;
- (iii) Damage or alter the characteristics of any signalling buoy;
- (iv) Inadvertently include or remove an AtoN from the buoyage system;
- (v) Misuse of VHF channels used by the VTS Center; and
- (vi) Causing interference to the VHF channel used by the VTS Center.

D-6.13.b. All costs arising from the need to implement a new AtoN, and/or the need to change an already established AtoN, as a consequence of a new Terminal project or activity, including costs associated with the nautical signaling project, approval with Authorities, acquisition of material and equipment, assembly, installation and maintenance of AtoN, are under the responsibility of the User interested in the respective implementation.

D-6.14. AUTHORIZATION TO MOVE

D-6.14.a. Each Vessel must request permission from the VTS Center prior to making any move in the VTS Area.

D-6.15. PORT CLOSURE

D-6.15.a. Each Vessel and Terminal shall respect any restrictions currently in force imposed by the Port Administration as consequence of a determination of the closing of the port issued by the Harbor Master.

D-6.16. VESSELS SEEKING REFUGE

D-6.16.a. A Vessel seeking refuge must not enter the Navigation Channel without prior Authorization from the VTS Center.

D-6.16.b. The Vessel shall remain in the place indicated by the Port Administration during the period in which its stay is authorized and shall not move from this location without Authorization from the VTS Center.

D-7. VESSEL NOMINATION AND TARRIFS

D-7.1. BEFORE ARRIVAL

D-7.1.a. The nomination of Vessels is carried out exclusively through the Line-up System by Maritime Agent, or another representative of the Vessel designated by the Shipowner, registered with the Port Administration.

D-7.1.b. After nomination a Vessel in the Line-up System, the Vessel's Destination Terminal shall:

- (i) Review nomination information entered into the system;
- (ii) Correct any incorrect or incomplete information; and
- (iii) Approve the nomination of the Vessel in the system.

D-7.1.c. The Port Administration is not responsible for any Damages suffered due to incorrect information entered in the system.

D-7.1.d. The Vessel will be inserted in the maneuvering queue in the Line-up System only after approval of the nomination via System:

- (i) By the Vessel's Terminal of destination; and
- (ii) By the Port Administration.

D-7.1.e. In order to subsidize its approval, avoiding the operation of substandard Vessels in the Port, the Port Administration reserves the right to request additional information related to the Vessel prior to the inclusion of a Vessel in the line of maneuvers, such as:

- (i) Most recent report Vetting's issued in accordance with any recognized Vetting standard and/or Vessel classification issued by any recognized risk analysis organization;
- (ii) Most recent survey report issued by any organization recognized by the Maritime Authority.

D-7.1.f. If two or more Vessels are nominated for the same maneuver window, the one whose nomination is approved first by the respective Terminal of destination will be preferred.

D-7.2. ARRIVAL

D-7.2.a. All Vessels are obliged to comply with the maneuvering times informed to the Port Administration after the Vessel is appointed to the port.

D-7.2.b. The Master of a Vessel wishing to enter the Navigation Channel shall establish VHF radio contact with the VTS Center at least 1 (one) hour prior to his ETA at the first pair of Navigation Channel buoys, requesting permission

D-7.2.c. The Maritime Agents are responsible for keeping the maneuvering hours updated in the Line Up System. If, for any reason, the entry of the Vessel needs to be rescheduled, that change shall be accommodated in a way that does not cause any delay to other Vessels.

D-7.3. SHIFTING BERTHS OR ANCHORAGE AREAS

D-7.3.a. The Master or Maritime Agent of a Vessel wishing to change berth in the Port, between Terminals or within the same Terminal, or to change between Anchorage Areas or between a berth and Internal Anchorage Area, must confirm the time of the maneuver with the VTS by VHF at least 1 (one) hour in advance.

D-7.3.b. The Maritime Agents are responsible for keeping the maneuvering hours updated in the Line Up System. If, for any reason, the change of berth of your Vessel needs to be rescheduled, that change shall be accommodated in a way that does not cause any delay to other Vessels.

D-7.4. DEPARTURE

D-7.4.a. The Master or Maritime Agent of a Vessel wishing to leave the Port must confirm the departure time at the VTS Center by VHF with at least one (1) hour in advance.

D-7.4.b. The Maritime Agents are responsible for keeping the maneuvering hours updated in the Line Up System. If, for any reason, the departure of the Vessel needs to be rescheduled, this change shall be accommodated so as not to cause any delay to other Vessels.

D-7.5. PORT TARRIFS

D-7.5.a. The Port tariffs applicable to the Vessels are those published by the Port Administration on its website, reserving the right to readjust them at any time, without prior notice.

D-7.5.b. Other fees may apply during the stay of a Vessel at the Port of Açú, and each Terminal is responsible for disclosing its specific fees to the market.

D-7.5.c. The Port Administration reserves the right to refuse entry into the Port of Açú of any Vessel related to a Company with pending payments to the Port Administration, regardless of whether it is its Shipowner, operator, charterer or Maritime Agent.

D-8. VESSEL CLEARANCE BY AUTHORITIES

D-8.1. CUSTOMS AND IMMIGRATION

D-8.1.a. Each Vessel shall obtain the necessary Authorizations and permits as required by the Competent Authorities before being authorized to enter the Port of Açú and at a Terminal.

D-8.1.b. Crew members of a Vessel may embark or disembark only after obtaining all necessary Authorizations and permits as required by the Competent Authorities.

D-8.2. FREE PRATIQUE AND QUARANTINE

D-8.2.a. All Vessels shall comply with the provisions of the Applicable Legislation, in particular ANVISA Resolution No. 72/2009, regarding the applicable sanitary surveillance procedures.

D-8.2.b. All Vessels awaiting Authorization from the Health Authority in the VTS Area shall display the "Q" flag of the ICS code.

D-8.2.c. No Vessel is authorized to access the Navigation Channel without prior Authorization given by the Competent Authorities, as appropriate.

D-8.2.d. The Port Administration reserves the right to refuse the berthing and stay in Port of any Vessel that may pose a risk to the health of people for non-compliance with the procedures, measures and/or recommendations issued by the Health Authority.

D-9. PILOTAGE SERVICE

D-9.1. OBLIGATION

D-9.1.a. All Vessels are obliged to comply with the provisions of NORMAM-12/DPC, NPCP and any other official document issued by the Maritime Authority, regarding the mandatory use of Pilotage Services, as well as the number of Pilots, when maneuvering in the Port of Açú.

D-9.1.b. Only Pilots who are licensed by the Maritime Authority to work in the ZP-15 are authorized to provide Pilotage Services in the Port of Açú.

D-9.1.c. The Vessels shall hoist in their masts the signals of "Pilot's Request", "G" flag of the CIS while awaiting the arrival of the Pilot in the VTS Area. After embarking the Pilot, the Vessel shall display the "Pilot on Board" sign, "H" flag of ICS, in accordance with the provisions of NPCP.

D-9.2. PILOT EXEMPTION

D-9.2.a. Pilotage exemptions valid in the Port of Açú are those granted to the Masters and their Vessels as established by an official document issued by the Maritime Authority, expressly stating the validity of the exemption for the "Port of Açú".

D-9.2.b. The Maritime Agent is responsible for sending to the Port Administration, and updating, any document of exemption of Pilotage applicable to its activities in the Port.

D-9.3. RESPONSIBILITIES

D-9.3.a. The Maritime Agents are responsible for scheduling the necessary Pilotage Services or submitting the respective Pilotage Exemption document issued by the Maritime Authority to the Port Administration, in the nomination of the Vessel to the Port.

D-9.3.b. Even with the presence of a Pilot on board, the Master of the Vessel shall remain fully in charge of the command of his Vessel.

D-9.4. PILOT ORDERING

D-9.4.a. The detailed procedures and conditions for the Pilot Service at the Port must be obtained upon request from Pilot Station of ZP-15.

D-9.4.b. The scheduling of the Pilotage Service must be done directly with the Pilot Station of ZP-15.

D-9.5. PILOTAGE DUES

D-9.5.a. The dues and payment conditions of the Pilotage Service at the Port of Açú must be obtained upon request to Pilot Station of ZP-15.

D-9.5.b. All dues related to the Pilotage Service must be settled directly by the Shipowner or his representative with the Pilot Station of the ZP-15, at his expense.

D-9.5.c. All interested Users are free to negotiate specific terms and conditions with representatives of the Pilotage Service regarding the dues of the services, according to their needs, regardless of prior notification or Authorization by the Port Administration.

D-9.6. PILOTS TRANSFERS

D-9.6.a. The Pilot must embark or disembark in the following places:

- (i) For a Vessel entering Port: the Pilot shall embark at the PEP indicated on the nautical chart, and disembark to land or to the Pilot boat by sea once the Vessel is moored and the Pilot is dismissed by the Master.
- (ii) For a Vessel leaving the Port: the Pilot must embark while the Vessel is still moored, by land or by the Pilot boat by sea, and disembark in the PEP indicated in the nautical chart after being dismissed by the Master.

D-9.6.b. The embarkation and disembarkation of the Pilot outside the designated points can only be carried out observing the specific determinations of the Maritime Authority on the subject. Whenever this is the case, the Master shall inform the VTS Center prior to embarkation or disembarkation of the Pilot.

D-9.6.c. Vessels requiring a Pilot to maneuver must have the Pilot ladder fully assembled in accordance with the specifications set forth in the SOLAS convention and other related IMO provisions.

D-9.6.d. Vessels shall reduce their speed and make lee in order to allow the embarkation or safe landing of the Pilot.

D-10. HARBOR TOWAGE SERVICES

D-10.1. OBRIGATORIEDADE

D-10.1.a. All Vessels shall follow the requirements established by the Maritime Authority regarding the quantity and power of the Tugs indicated for maneuvers in the Port of Açú.

D-10.1.b. The Master, at his discretion and cost, may request the assistance of additional Tugs as he deems necessary.

D-10.2. OPERATIONAL REQUIREMENTS

D-10.2.a. All Towage companies operating in the Port of Açú must comply with the minimum operational requirements established by the Port Administration.

D-10.2.b. Only tuglines should be used during Vessel maneuvering with the aid of Tugs.

D-10.3. RESPONSIBILITIES

D-10.3.a. The risk associated with maneuvering a Vessel in the Port of Açú, with or without Tug assistance, rests exclusively with the Vessel itself. The command of the Vessel, and the control of the Tugs used in the maneuver, are under the responsibility of the Master.

D-10.3.b. The Port Administration has no responsibility for any loss, Damage to property or any person, delay, stoppage or any other adverse impact that a third party may suffer as a result of misuse of a tug during the maneuver.

D-10.3.c. The Tugboat operator is by no means relieved of its duty to provide safe operations in relation to its Tugs for Vessel maneuvers by ensuring that its Tugs, their machinery and equipment are all in good working condition and are suitable for the intended operations.

D-10.4. TUG ORDERING

D-10.4.a. The ordering of Tugs must be done directly with the respective Tugs operator.

D-10.4.b. The detailed procedures and conditions for scheduling of Port Tugs shall be obtained upon request to the Tugboat operator.

D-10.5. TUG SERVICE DUES

D-10.5.a. The applicable dues and payment conditions must be obtained upon request to the operator of Tugs that serves the Port of Açú.

D-10.5.b. All dues related to the harbor towage service must be agreed directly by the Shipowner or his representative with the respective Tug operator, at his own expense.

D-10.5.c. All interested Users are free to negotiate specific terms and conditions with the Tugboat operator's representative regarding the dues of the services, according to their needs, regardless of previous notification or Authorization by the Port Administration.

D-11. OTHER SERVICES

D-11.1. SERVICE BOATS

D-11.1.a. Only Vessels authorized by the Maritime Authority, and Port Administration units, are allowed to travel between Vessels and land points for transportation of people or materials.

D-11.1.b. Every Vessel used to transport passengers, supplies, materials, as well as assisting the rendering of services in the Port of Açú, shall be implemented in accordance with the requirements established by the Port Administration.

D-11.2. BUNKERING

D-11.2.a. The User interested in supplying marine fuel to a Vessel shall negotiate directly the commercial conditions for the supply with the companies authorized by the Port Administration to offer the service.

D-11.2.b. The VTS Center must be informed 6 (six) hours before the beginning of a bunker operation to a VTS Area Vessel. Bunker operations shall be reported to the VTS Center upon its beginning and ending.

D-11.2.c. During Bunkering operations in the VTS Area, is mandatory to:

- (i) Use appropriate containment barriers;
- (ii) Display the "B" flag of the CIS during the Day;
- (iii) Display a red masthead light at Night; and
- (iv) Keep the SOPEP kit ready for deck use at all times.

D-11.3. MARITIME AGENCY

D-11.3.a. The Maritime Agent must be registered with the Port Administration before it is authorized to represent any Vessel within the Port Area.

D-11.3.b. The Maritime Agent shall provide the Port Administration, or ensure that another party provides, all the necessary information and documentation in relation to their company, or any company or Vessel they represent.

D-11.3.c. The Maritime Agent is responsible for the veracity of all information provided to the Port Administration associated with the Vessel it represents.

D-11.4. UNDERWATER ACTIVITIES

D-11.4.a. Underwater activities within the VTS Area are permitted upon Authorization by the Port Administration, regardless of any permission in force issued by the Maritime Authority.

D-11.4.b. In the VTS Area it is prohibited to:

- (i) Perform any Underwater Activity without prior Authorization from the Port Administrator;
- (ii) To employ a Diving company that is not registered with the Maritime Authority; and
- (iii) Perform Underwater Cleaning Services at T2, unless authorized by the Port Administrator.

D-11.4.c. Each Vessel performing Underwater Activity in the VTS Area, regardless of its LOA, shall display the "A" flag of the CIS during Day and Night in addition to the provisions of the RIPEAM.

D-11.4.d. The user requesting the service from a professional Diving company is responsible for the compliance with the provisions of NORMAM-15/DPC and NPCP for carrying out the Underwater Activities intended.

D-11.4.e. All Underwater Activity must be reported to the VTS Center at its start and end.

D-11.5. FREE NEGOTIATION

D-11.5.a. Every User is free to negotiate specific terms and conditions with the representative of a service provider on the applicable tariffs and dues, according to their needs, regardless of prior notification or Authorization by the Port Administration.

D-12. MOORING

D-12.1. MOORING PLAN

D-12.1.a. Each Terminal is responsible for preparing a Mooring Plan appropriate to each type and size of Vessel authorized by the Maritime Authority to receive in its mooring berths.

D-12.2. MOORING TEAMS

D-12.2.a. Each Terminal is responsible for providing mooring teams in order to allow the Safe Mooring of Vessels at their berths, ensuring that enough personnel are available to moor and cast off each Vessel.

D-12.2.b. Any person employed in mooring operations in a Terminal must be previously trained for this activity, being able to understand the properties and hazards associated with different types of mooring ropes.

D-12.2.c. It is allowed the subcontracting of mooring teams between Terminals established in the Port of Açú.

D-12.3. MOORING BOLLARDS AND FENDERS

D-12.3.a. Each Terminal shall ensure that all bollards and fenders are maintained in good working condition and free of obstructions.

D-12.3.a. The Port Administration reserves the right to carry out inspections at any Terminal within the Port Area, in order to verify that the mooring bollards and the fenders are in good working order. In the event of defects or Damages, the Terminal is responsible for providing the necessary repairs, which must be inspected and accepted again by the Port Administration.

D-12.4. MOORING LINES

D-12.4.a. Each Vessel shall ensure that its mooring lines are maintained in good condition, free from Damage which may reduce its effectiveness

D-12.4.b. Each Terminal is responsible for ensuring that the mooring lines used during the stay of a moored Vessel are appropriate in quality and quantity to ensure their effectiveness.

D-12.4.c. The party responsible for providing mooring lines while mooring a Vessel shall remain responsible for keeping them in good working order.

D-12.5. USE OF AUTOMATIC WINCHES

D-12.5.a. It is forbidden to keep the Vessel alongside with its mooring winches in automatic tensioning mode.

D-13. CARGO HANDLING

D-13.1. LOADING AND UNLOADING PLANS

D-13.1.a. Before beginning the loading operation, each Terminal and Vessel Master must agree to follow the loading or unloading plan

D-13.1.b. Any change in the plan which, according to either party, may affect the safety of the Vessel or crew, shall be prepared, accepted and agreed to by both parties in the form of a revised plan.

D-13.1.c. The Terminal shall not deviate from the agreed plan unless prior consultation and with the written consent of the Master. Any deviations, or need for deviations, from the plan shall be reported and agreed between the parties involved before any change is implemented.

D-13.1.d. In case of disagreement between the parties, the operation should be interrupted until a new plan is agreed upon.

D-13.2. SUPERVISION OF PORT OPERATIONS

D-13.2.a. Each Vessel Master involved in port operations, or his designated representative, shall:

- (i) Ensure that cargo handling is supervised at all times;
- (ii) Remain on board throughout the operation; and
- (iii) Suspend, or request the Terminal to suspend, cargo operations if deemed necessary for the safety of its Vessel, Terminal and/or people.

D-13.2.b. The Terminal shall ensure that operations are carried out safely in accordance with the established loading/unloading plan and shall suspend or request suspension of operations whenever it deems necessary for the safety of the operation.

D-13.2.c. Each Master shall take all reasonable measures to ensure the safety and security of the people working on board his Vessel during port operations.

D-13.2.d. If the handling of cargo is subject to a customs procedure, the Terminal must have the presence of a trusted depositary responsible for the cargo before the Competent Authority.

D-13.2.e. In the event of an accidental fall of any material into the water during the loading or unloading operation, the Terminal and/or Vessel concerned shall take all necessary steps to remove it from the water.

D-13.3. COMMUNICATIONS DURING OPERATION

D-13.3.a. Each Terminal shall provide to the Vessel Master the names and contact details of the Terminal personnel responsible for loading or unloading operations and who shall be contacted in case of any emergency.

D-13.3.b. The Terminal and the Vessel Master shall ensure that effective means of communication are established and maintained during operations in order to allow immediate contact between the parties involved during the entire loading or unloading operation.

D-13.3.c. The parties involved in the operation shall notify each other of any apparent deficiencies in Terminal or Vessel equipment, as the case may be, which could jeopardize the safe loading or unloading.

D-13.4. SHIP-TO-SHIP TRANSFER OF OIL OR OIL PRODUCTS

D-13.4.a. Only service providers registered with the Maritime Authority are authorized to carry out ship-to-ship oil transfer or derivative operations in the Port of Açu, as established by NORMAM-08/DPC.

D-13.4.b. The User authorized by the Maritime Authority to carry out ship-to-ship oil transfer operations in the Port of Açu must submit a valid Authorization document to the Port Administration before starting its activities.

D-13.4.c. During ship-to-ship oil transfer or derivative operations in the VTS Area, it is mandatory to:

- (i) Use appropriate containment barriers;
- (ii) Display the "B" flag of the CIS during the Day;
- (iii) Display a red mast light at Night; and
- (iv) Keep the SOPEP kit ready for deck use at all times.

D-13.5. DANGEROUS GOODS

D-13.5.a. The Transit of Dangerous Goods in a Terminal and Vessel must be carried out according to:

- (i) IMDG Code;
- (ii) ANTAQ Resolution No. 2239/2011; and
- (iii) All provisions issued by the MTE and/or any other related Competent Authority.

D-13.5.b. Storage of explosives in a Terminal is prohibited unless:

- (i) Authorized by the Ministry of Defense, Brazilian Army;
- (ii) The IMDG Code guidelines are complied with; and
- (iii) Upon Authorization by the Port Administration.

D-13.5.c. All Vessels with hazardous products on board in the VTS Area shall display the "B" flag of the ICS Code.

D-13.6. HANDLING, LASHING AND SECURING

D-13.6.a. The Master is primarily responsible for ensuring the safe handling, lashing, packaging and securing of the cargo on board, and must follow the safety requirements in accordance with the applicable Codes and Conventions.

D-14. VESSEL READINESS

D-14.1. READINESS

D-14.1.a. Every Vessel present in the VTS Area must remain ready, in all respects, without defects or restrictions related to the machines, equipment or crew, to move by its own means at any time.

D-14.1.b. The Vessel Master is responsible for informing the Port Administration of the occurrence of any restriction on board related to the Vessel's readiness.

D-14.1.c. The movement of a Vessel unable to move by means of its own means to or from the Anchorage Area or between non-adjacent berths shall be carried out with the aid of tugboats as deemed appropriate by the Master and with the assistance of Pilot on board.

D-14.1.d. If a Vessel is not ready due to Underwater Activity, it must immediately stop the activity and inform its readiness within 30 (thirty) minutes to the VTS Center.

D-14.2. REPAIRS

D-14.2.a. It is prohibited, to the Moored or Anchored Vessel in the Internal Anchorage Area, the accomplishment of any Repair that makes it impossible to maneuver by its own means.

D-14.2.b. As an exception to the above rule, the urgent and strictly necessary repair of a moored Vessel that temporarily prevents it from maneuvering by its own means may be authorized by the Maritime Authority, with prior approval (in order of approval) by:

- (i) Terminal; and
- (ii) Port Administration.

D-14.2.c. If the Master intends to perform routine maintenance on any machine and/or equipment that temporarily repeals the Vessel's ability to move on its own, the Master shall request Terminal approval and inform the VTS Center prior to beginning the activity.

D-14.2.d. The Port Administration shall be regularly updated on the progress and repair work and/or maintenance in a Vessel at the VTS Area Vessel, including the estimated duration for completion.

D-14.3. USE OF PROPELLERS AND THRUSTERS

D-14.3.a. A Vessel alongside a Terminal shall not use its propellers other than for the purpose of effective maneuvering of Vessel or test. In the case of testing, the equipment should be used for the shortest possible time.

D-14.4. COMPASS CALIBRATION

D-14.4.a. It is forbidden to perform Vessel maneuvers in the VTS Area for Compass Calibration.

D-14.5. EMERGENCY TOWING LINE

D-14.5.a. The following Vessels, when alongside, shall be provided with an emergency towing line at 1 (one) meter above the waterline at the front and the rear at waterside, readily available for immediate use:

- (i) Tankers;
- (ii) Vessels with the main engine out of order; and
- (iii) Vessels with Dangerous Goods in bulk.

D-15. CIVIL WORKS AND CONSTRUCTIONS

D-15.1. PROJECT APPROVALS

D-15.1.a. Any project that includes the construction of new mooring berths, or modification of existing mooring berths, as well as that may have any impact on navigation in the VTS Area, should conduct studies indicating the possible impacts on the Navigation Channel.

D-15.1.b. Projects that require alteration of the nautical signaling of the Navigation Channel should conduct the accomplishment of studies indicating the possible impacts in the Navigation Channel.

D-15.2. HYDROGRAPHIC SURVEYS

D-15.2.a. The execution of Hydrographic Surveys is permitted by Authorization (in order of Authorization) by:

- (i) Port Administration; and
- (ii) Maritime Authority.

D-15.2.b. The Hydrographic Survey activities will not start without the Authorization of the Port Administration, regardless of any current permit issued by the Maritime Authority.

D-15.3. OBTAINING METEOCEANOGRAPHICAL INFORMATION

D-15.3.a. The installation of equipment to obtain meteoceanographic information in the Port of Açú is allowed with the permission of the Port Administration.

D-15.3.b. The data obtained by authorized equipment must be shared with the Port Administration.

D-15.4. DREDGING

D-15.4.a. Dredging activities are prohibited without prior approval from:

- (i) Port Administration;
- (ii) Environmental Agency; and
- (iii) Maritime Authority.

D-15.4.b. Dredging activities, once approved, will not begin without the consent of the Port Administration and publication by the Maritime Authority in Notice to Mariners.

D-15.4.c. Dredging activities must strictly follow all constraints, restrictions, rules and/or instructions issued by the Competent Authorities and the Port Administration for the Dredging in question, reserving the Port Administration's right to request the interruption of activities at any time in the event of noncompliance and/or non-attendance.

D-15.4.d. Foreign-flagged dredgers must comply with NORMAM-12/DPC with respect to the need for Pilotage Services, and specific rules for Pilotage exemption.

D-15.4.e. The use of AIS equipment is mandatory for all Vessels employed and/or related to Dredging activities.

D-16. OTHER VEHICLES

D-16.1. HELICOPTERS

D-16.1.a. Only Vessels that have a helideck or deck landing site approved by the respective classification society and by the Maritime Authority, as the case may be, may receive helicopters while in the VTS Area.

D-16.1.b. The reception of a helicopter on board a Vessel when moored may only be carried out upon Authorization by the:

- (i) Master of the Vessel;
- (ii) Respective Terminal; and
- (iii) Port Administration.

D-16.1.c. The reception of a helicopter on board a Vessel during stay in the Anchorage Area and/or in the Navigation Channel may only be carried out upon Authorization by the.

- (i) Master of the Vessel; and
- (ii) Port Administration.

D-16.2. REMOTELY OPERATED VEHICLES

D-16.2.a. The test and the use of ROVs within the water in the Navigation Channel is allowed with permission from the Port Administration.

D-16.2.b. The start and end of the ROV test in the Navigation Channel must be reported to the VTS Center.