		CLASSIFICAÇÃO  <b>EXTERNAL USE</b>		
<b>ANNEX A - SUMMARY OF VALE PORT REQUIREMENTS FOR VESSEL NOMINATION AND ACCEPTANCE</b>			Nº VALE	PÁGINA <b>1/4</b>
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## SUMMARY OF VALE PORT REQUIREMENTS FOR VESSEL NOMINATION AND ACCEPTANCE

### 1. PURPOSE

The purpose of the Summary is to provide Ship Owners, Masters, Operators, Managers, Agents, Users and Customers, with a brief overview of Vale's main port requirements for vessel nomination and acceptance. The summary does not intend to provide an exhaustive list of each and all requirements of Vale's Vetting System.

Vale's nomination and acceptance process aims to ensure that the vessel is ready in all aspects, physically and legally.

### 2. APPLICATION

Vale's terminals in Brazil namely, Ponta da Madeira Terminal (PDM), Port of Tubarão (TU) and Praia Mole (TPM), Guaíba Island Terminal (GIT) and Itaguaí Terminal (CBPS)<sup>1</sup>, follow Vale's vetting system and its summarized terms here below provided.

Vale will take its own decision in every vessel's nomination, always considering the documents and information available and presented at each event.

### 3. GENERAL REQUIREMENTS


In case of vessel or disponent / registered ship owners with any debts and/or outstanding issues to Vale, the vessel or disponent / registered ship owners must contact Terminal and settle it prior the nomination and acceptance process.

Vessels and ship owners must comply with Vale Port Regulation, all applicable international and/or national regulations, follow the flag state requirements and well-known maritime safety standards.

The maximum acceptable age<sup>2</sup> for Bulk Carriers is 20 years old (Bulk Carriers to be Sea-going single deck ships with cargo holds of single and or double side skin construction, with a double bottom, hopper side tanks and top-wing tanks fitted below the upper deck, and intended for the carriage of solid bulk cargoes).

<sup>1</sup> Itaguaí Terminal (CPBS) is subject to **SUMMARY OF VALE PORT REQUIREMENTS FOR VESSEL NOMINATION AND ACCEPTANCE** but not to Port Regulations

<sup>2</sup> Vessel age is considered from her initial delivery date. Rebuilding dates will not be taken into account.

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The maximum acceptable age for Ore Carriers is 25 years old (Ore Carriers to be sea-going single deck ships having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for carrying ore cargoes in the center holds only).

Vessels converted from single hull Very Large Crude Carriers (VLCC) into Very Large Ore Carriers (VLOC) are not accepted at Vale terminals.

#### **4. VETTING REQUIREMENTS**

- i. Vessel nominated for load at Vale terminals shall comply with terminal's operational characteristics: linear dimensions (maximum: length overall, beam, depth), Nominal Loading Rate<sup>3</sup>, Expected Loading Time<sup>4</sup>, Operational Air Draft<sup>5</sup> and mooring requirements.
- ii. Vessel's history with Vale: records of vessel general operation performance during last calls at Vale's terminals will be evaluated.

Vessels with poor performance in previous calls shall confirm to be cargoworthy and seaworthy, in a good adequateness to terminal's operational characteristics and fitted to safely perform the intended voyage.

- iii. Records of casualties, incidents and investigation reports will be evaluated.

Documents related to casualties and incidents may be requested by Vale as well as a confirmation of repairs and/or solutions taken and any remaining conditions of Class.

- iv. Records of detentions and deficiencies on Port State Control will be evaluated.

Documents related to Port State Control inspections will be requested by Vale as well as confirmation of repairs and/or solution taken, satisfactorily to Vale.

- v. Records of vessel on RightShip ship vetting assessment will be evaluated.


In case of information of failure or breakdown on vessel's equipment, incidents, casualties or other situation with excessive risk for port operation, ship owners are requested to immediately inform RightShip and Vale.

RightShip dry cargo physical inspections will be required for nominated vessels older than 14 years.


<sup>3</sup> Nominal loading rate is a reference to be reached by port equipment during the operation and does not take into account productivity losses.

<sup>4</sup> Expected loading time corresponds to the total time to complete the loading operation, including all the operational stoppages.

<sup>5</sup> Operational air draft for vessels with cranes it is the maximum height from waterline to top of crane when at berth. For vessels without crane is the maximum height from waterline to highest hatchcover when at berth.

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- vi. Vessel mooring requirements (mooring lines, certificates, winches, mooring fittings) will be evaluated.
- Evidences that vessel is complying with Vale’s mooring requirements and main international guidelines will be requested. Vessel not complying will be requested to correct and/or adjust such situation to proceed with nomination and acceptance process.
- vii. Vessel must have deballasting system capacity compatible with loading rates to guarantee adequate synchronization between loading and deballasting operation at all times, keeping the hull stresses within acceptable limits.
- Evidences that the ballast system design and capacity is compatible with the terminals loading rate may be requested.
- viii. For vessels older than 20 years, nomination and acceptance process will depend on CAP (Condition Assessment Program) report presentation, with minimum grade level 2, for Hull, Machinery and Cargo System, issued by a Ship’s Classification Society member of IACS;
- The final complete Technical Report of CAP shall be provided by the owner to RightShip Vetting System and Vale.
- ix. Vessel must comply in full to BWM Convention;
- Evidences that the ballast water currently onboard is managed according to the Convention requirements may be required; Vessel not complying with the Convention will be requested to correct and/or adjust such situation to proceed with nomination and acceptance process.
- x. Vessel must comply with MARPOL Annex VI low Sulphur regulation
- Evidences that the fuel system and scrubber operation is managed according to the regulation requirements may be required; Evidence that the vessel will burn only low Sulphur fuel while in Terminal waters may be required; Vessel not complying with the regulation will be requested to correct and/or adjust such situation to proceed with nomination and acceptance process.
- xi. Vessel must comply with MARPOL Annex VI energy efficiency regulations.
- Evidences that the vessel is certified and operates according to these regulations may be required.
- xii. Vessel must comply International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS- Convention).
- Evidences of Anti-fouling system, means coating, paint surface treatment, surface, or device that is used on a ship to control or prevent attachment of unwanted organisms may be required.
- xiii. Vale terminal may at its own discretion request ship’s design, construction information and survey records.

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- xiv. Subject to any finding on above items, Vale terminal may request additional physical inspection with specific scope of structural, machinery, electrical and/or outfitting items.

Vale S.A.  
 As Terminal and Port Authority

Last updated on 11 December 2020