

MA-OPS-003

**TERMINAL
INFORMATION
T-OIL**

**TERMINAL 1
PORT OF AÇU BRAZIL**

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1. INTRODUCTION

This document was prepared by VAST INFRAESTRUTURA as a guide for operations at the T-Oil Terminal of Terminal 1 at the Port of Açu.

The administrator of the T-Oil Terminal is VAST INFRAESTRUTURA, a company registered in Brazil, whose mission, vision and values are outlined below.

MISSION

- Provide infrastructure and logistics solutions to transport energy safely, efficiently, cleanly, and sustainably

VISION

- Be recognized as a global benchmark in the energy logistics sector.

VALUES

- Safety and Sustainability are essential aspects of our operations, reflected in our daily activities through protecting people and environment, generating shared value, always thinking ahead, maintaining a strong focus on risks and mitigation actions, and ensuring quick responses to any situation.
- Integrity is part of all our decision-making process, valuing doing the right thing, fostering ethical and honest relationships, and respecting laws, regulations, contracts, and agreements in all situations, even the simplest ones.
- At Vast, we strive to make things happen every day by focusing on what matters, delivering on our commitments, making decisions, and developing and implementing solutions.
- Excellence guides our work, driving us toward an operational profile that constantly seeks efficiency, the best execution methods, high-quality outcomes, and a "best-in-class" mindset. We position ourselves as a learning organization, meaning we learn from mistakes and implement improvements based on them. This is how we deliver high-quality, safe, and sustainable services.
- Vast believes in the power of engaged people and understands the importance of offering growth opportunities, a stimulating and diverse work environment, and open dialogue, fostering participation, collaboration, pride in belonging, and overall engagement.

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1.1 OBJECTIVE

This document aims to provide support and information to users so that operations are carried out safely and in compliance with current legislation, adhering to best practices and international recommendations (OCIMF, ISGOTT, IMO, ISPS CODE, etc.). Stakeholders involved in the terminal's operations must comply with all Brazilian legislation, especially the NORMAM - *Normas da Autoridade Marítima (Maritime Authority Standards)* and the NPCP - *Normas e Procedimentos da Capitania dos Portos (Norms and Procedures of the local Harbor Master's Office)*.

1.2 APPLICATION

This document applies to all users and other stakeholders of the T-Oil Terminal, managed by Vast Infraestrutura.

1.3 TERMS AND DEFINITIONS

Term	Definition
All Fast	Indicates the moment of "Vessel Moored," which occurs when all mooring lines of the ship are securely fastened to the berth or side by side.
Allowed Laytime	The duration of time in which the cargo transfer must be completed.
Arrival Time	The moment when the vessel arrives at the anchorage area and notifies the VTS center to request a designated anchoring position.
Arrival Window	A 3-day period starting at 00:00 within which the shipper must arrive at the Port of Açu.
Before Unmooring Checklist	Necessary checks following OCIMF and ISGOTT guidelines that must be performed before unmooring vessels.
Free Pratique Certificate	Authorization issued by ANVISA, certifying that the vessel is free from infectious diseases or pests, allowing its entry into the Port of Açu.
VTS Center	Vessel Traffic Service Center at the Port of Açu.
ESD	Emergency Shutdown Device.
ETA	Estimated time of arrival at the anchorage.
ETB	Estimated time of berthing.
ETD	Estimated time of departure.
BP	Bollard Pull (longitudinal static traction of a tugboat).
OCC	Operational Control Center.
Conventional Oil Tanker (CT)	A Conventional Tanker without a dynamic positioning system, typically used for product exports.
CPRJ	Harbor Master's Office of the State of Rio de Janeiro.
DHN	Directorate of Hydrography and Navigation of the Brazilian Navy.
DPST	A dynamically positioned tanker typically used in offloading operations.
DWT	Deadweight.
FIFO	A scheduling model for vessel line-up based on the First In, First Out principle, according to the chronological order of NORs.
IMO	International Maritime Organization
ISGOTT	International Safety Guide for Oil Tankers and Terminals
ISPS CODE	International Ship and Port Facility Security Code
Loading Plan	The arrangement for product transfer from the offloading vessel to the export vessel, considering operational details (volume, pumping rate, tank sequence, structural stresses, etc.).

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MARPOL	International Convention for the Prevention of pollution from Ships.
NOR (Notice of Readiness)	The notification sent by a vessel declaring its readiness to operate, load, or unload cargo.
NORMAM	<i>Normas da Autoridade Marítima – Brazilian Maritime Authority Standards.</i>
NPCP	<i>Normas e Procedimentos da Capitania dos Portos – Norms and Procedures of the local Harbor Master's Office</i>
OCIMF	Oil Companies International Marine Forum
Operator-Maintainer (O&M)	The company responsible for the operations and maintenance of T-OIL.
Offloading Vessel	A loaded vessel that will transfer cargo to an export vessel.
Pilot	A qualified professional authorized by the Maritime Authority to assist vessels in maneuvering according to legal requirements.
Q88 Questionnaire	The latest version of the Intertanko's Standard Tanker Chartering Questionnaire 88 (Q88).
POB	The location where the pilot boards or disembarks from vessels.
SIRE	Ship Inspection Report Program following OCIMF recommendations.
SOLAS	International Convention for the Safety of Life at Sea.
STS	Ship-to-ship
T1	Terminal 1 of Port of Açu, a complex comprising Terminal T-Oil and T-Ore
T-Oil	Vast Infraestrutura S. A's oil transshipment terminal.
T-Ore	Ferroport Exportadora S. A's iron ore terminal.

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1.4 REFERENCES

Safety is mandatory at the terminal, and all vessels accessing it must be familiar with and comply with the rules and recommendations outlined in the following references:

- Oil Companies International Marine Forum (OCIMF);
- International Maritime Organization (IMO);
- ISGOTT – International Safety Guide for Oil Tankers and Terminals;
- Marine Prevention of Pollution from Ships (MARPOL);
- Safety of Life at Sea (SOLAS);
- ISPS Code;
- Jetty Information Booklet – T-Oil Maritime Terminal – OTACU-OP-DOC-0003, issued Oiltanking Açu Serviços, the O&M contractor for Vast Infraestrutura;
- NORMAM 203 – Operações de Embarcações Estrangeiras em Águas Jurisdicionais Brasileiras (*Operations of Foreign Vessels in Brazilian Jurisdictional Waters*);
- NORMAM 401 – Gerenciamento da Água de Lastro de Navios (*Ballast Water Management for Ships*);
- NORMAM 29 – Transporte de Cargas Perigosas (*Transport of Dangerous Cargo*).

1.5 RESPONSIBILITIES OF THE VESSEL’S MASTER

The masters of vessels declare that they are aware of and fully understand their obligations under International and Brazilian Legislation, which include, but are not limited to:

- Safety of the Vessel and Crew: The master is responsible for the safety of the vessel, its cargo, and its crew. This includes managing emergency situations and ensuring that the crew is trained and prepared to respond to incidents.
- Legal Compliance: Ensuring that the vessel complies with all applicable laws and regulations, including those related to navigation, safety, environment, and labor.
- Navigation: The master is responsible for the safe navigation of the vessel, making strategic decisions regarding routes and maneuvers, considering weather and maritime conditions.
- Cargo Management: Supervising cargo loading and unloading operations to ensure they are carried out safely and efficiently. The master must also monitor stability, structural integrity, and other cargo-related requirements.

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- **Communication:** The master must maintain effective communication with the terminal, port authorities, and other vessels, reporting any incidents, safety conditions, or changes in operations.
- **Record-Keeping:** The master is responsible for maintaining accurate records, including logbooks, incident reports, safety equipment records, and any documentation required by laws or regulations.
- **Crew Health and Well-Being:** The master must ensure proper working and living conditions for the crew, including medical assistance and management of rest periods.
- **Pollution Prevention:** Implementing measures to prevent environmental pollution and complying with regulations related to the management of waste, oily residues, and hazardous materials.
- **Crew Training:** The master is responsible for ensuring that the crew receives necessary training, including safety procedures, emergency protocols, and equipment usage.
- **Decision-Making in Emergency Situations:** The master must lead the crew in emergency situations, making quick and effective decisions to protect the vessel and human life.

These responsibilities are essential to ensuring the safe and efficient operation of the vessel, the protection of the crew, and compliance with regulations.

Additionally, NORMAM 101/DPC establishes the following duties for masters of long-haul, coastal, and offshore support vessels registered in Brazil:

- enforce and ensure compliance with all applicable laws and regulations by all subordinates, maintaining discipline on board, and overseeing the execution of duties by crew members of all categories and functions under their command;
- inspect or have the vessel inspected daily to verify cleanliness, hygiene, and safety conditions;
- comply with the provisions set forth in instructions regarding lifesaving equipment on board and ensure the order and readiness of auxiliary rescue boats;
- take all necessary precautions to ensure the complete safety of the vessel, both at sea and in port;
- implement and maintain a continuous and periodic training program to familiarize new crew members and maintain the operational level of the crew;

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- ensure that all crew members know their assigned positions and duties in case of fire, collision, or abandonment, conducting drills at least biweekly, whenever 1/3 of the crew has been replaced;
- take personal command of the vessel whenever necessary, such as during dangerous crossings, entering and leaving ports, docking and undocking, anchoring or weighing anchor, entering and leaving dry docks, navigating in storms, fog, or in any emergency maneuvers;
- supervise the loading, unloading, ballasting, and de-ballasting of the vessel efficiently, in accordance with safety regulations;
- inform the competent authorities, including the shipowner, whenever it is justifiably necessary to alter the vessel's scheduled ports of call;
- convene the ship's officers, when necessary, to form a council for deciding on situations of extreme gravity concerning the vessel and cargo;
- have the casting vote on all matters affecting the vessel and cargo and, when necessary, act under their own responsibility, even against the council's decision;
- monitor and suppress smuggling, the transport of weapons, ammunition, and undeclared cargo;
- be accountable for any penalties imposed on the vessel for violations of current legislation due to their own incompetence, omission, or fault, or that of their subordinates, identifying the responsible party in such cases;
- in vessels where the master is the only navigation officer, oversee the assigned services in addition to duties typically handled by other officers, delegating tasks to other crew members, when possible, except for those requiring personal execution;
- enforce and ensure compliance with regulations to prevent collisions at sea;
- assist other vessels in distress, providing maximum aid without serious risk to their own vessel, crew, and passengers;
- in the event of an act of violence against the vessel, its belongings, or cargo, if forced to surrender any part or all of it, obtain the necessary legal protests in the port where the incident occurred or at the first port of arrival;
- make every effort to save passengers and crew, ship's effects and cargo, logs and books, money, etc., and be the last to leave the vessel if abandonment due to shipwreck becomes necessary;

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- record, during the voyage, birth and death certificates: collect and inventory the belongings of any deceased person, ensuring their delivery to the competent authority.;
- perform marriages, draft and approve wills in extremis, and authenticate signatures on documents in cases of force majeure;
- confirm, within 24 working hours after the vessel's arrival in port, before the competent authorities and with the "Diário de Navegação" (*ship's logbook*) in hand, all testimonies and protests made on board to prove incidents, damages, losses, or emergency landings;
- inform the Harbor Master's Office at the first port of call and other vessels, via radio or any other means, of all navigation-related occurrences, such as capsized or abandoned hulls, shoals, reefs, the operation of lighthouses and buoys, beacons, derelicts, etc.;
- impose disciplinary penalties on those who disturb order on board, commit disciplinary offenses, or fail to perform their duties, reporting such cases to the competent authorities as required by law;
- jettison cargo in cases of force majeure or in the general interest, especially if the cargo contains explosive or hazardous materials illegally shipped and posing a risk to the vessel, crew, etc.;
- determine the uniform of the day, enforcing compliance with uniform regulations on board national vessels when applicable;
- authorize any necessary extraordinary services on board in accordance with applicable laws;
- keep all necessary documents ready for the vessel's clearance at the relevant authorities;
- safeguard passengers' and crew members' valuables, as well as ship-owned items such as narcotic medications for emergency use, requiring and issuing the appropriate receipts;
- initiate inquiries and other legal procedures regarding incidents on board;
- oversee the vessel's provisioning, repairs, maintenance, docking, and reclassification, approving invoices, service reports, and orders, as well as any related documents;
- ensure all crew members are on board and ready to depart at the scheduled time;

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- delegate authority to subordinates for task distribution to ensure efficient onboard operations;
- be accompanied by ship officers whenever inspectors, experts, or surveyors board the vessel, providing all requested information;
- conduct a general inspection of the vessel when handing over command, together with their successor, thoroughly informing them of all matters, introducing officers and crew, and recording the transfer in the "Diário de Navegação" (*ship's logbook*);
- ensure that crew members present all necessary documentation and uniforms when boarding the vessel;
- be responsible for strict compliance with national and international maritime transport laws, conventions, and agreements, safeguarding the company's reputation and protecting its interests while upholding the good image of the Marinha Mercante do Brasil (*Brazilian Merchant Navy*) in national and foreign ports;
- order joint efforts from the crew when necessary to resolve technical problems efficiently or perform seamanship tasks promptly;
- organize watchkeeping duties to maintain proper navigation surveillance and security, ensuring that navigation officers remain physically present on the bridge or directly connected areas at all times;
- designate a crew manager among the crew members;
- implement and enforce an onboard pollution prevention and control plan;
- implement and enforce an onboard policy against alcohol and drug use, establishing and disseminating appropriate procedures to all crew members.

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2. TERMINAL OPERATING HOURS

Operations at T-Oil Terminal are conducted 24 hours a day, seven days a week, throughout the entire year.

3. TERMINAL DESCRIPTION

The T-Oil, listed terminal of Terminal 1 at the Açu Port, is located in the city of São João da Barra, in the State of Rio de Janeiro, Brazil.

The terminal has three berths, named *Norte* (North), *Central*, and *Sul* (South), each measuring 132 meters in length, situated along a pier approximately 1,400 meters long and 24 meters wide at its narrowest point

The *North* and *Central* berths are designed to accommodate VLCC-sized vessels (Very Large Crude Carriers). The *South* berth is designed for Suezmax-sized vessels.

3.1 PORT ADMINISTRATION

The Port Administrator for Terminal T1 is *Ferroport Exportadora S.A.*

For more details, visit: <https://ferroport.com.br/nosso-negocio/terminal-portuario/#port-information>

The private infrastructure of T-OIL is managed by *VAST Infraestrutura S.A.*

3.2 OPERATOR-MAINTAINER (O&M)

The Operator-Maintainer of T-OIL, in accordance with applicable rules and procedures, is *Oiltanking Açu Serviços (Otamerica)*.

3.3 LOCATION AND GENERAL INFORMATION

The terminal is located approximately 3 km off the coast, with its position defined in the WGS84 reference system as shown in Table 1

Table 1 - Terminal Geographic Coordinates

WGS84 REFERENCE SYSTEM			
GEOGRAPHIC COORDINATES		UTM COORDINATES (ZONE 24K)	
LATITUDE	LONGITUDE	E (m)	N (m)
21° 48,280'S	40° 58,750'W	295400,13 E	7587481,56 S

The terminal area is detailed on nautical charts DHN 1403, 1405, and 1406. Figure 1 and Figure 2 provide a visual representation of the terminal area based on Chart 1405.

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The Terminal 1 complex includes a single-lane access channel and a maneuvering basin shared by T-Oil and T-Ore terminals. T-Oil Terminal has three berths for mooring operations, as shown in Figure 3.

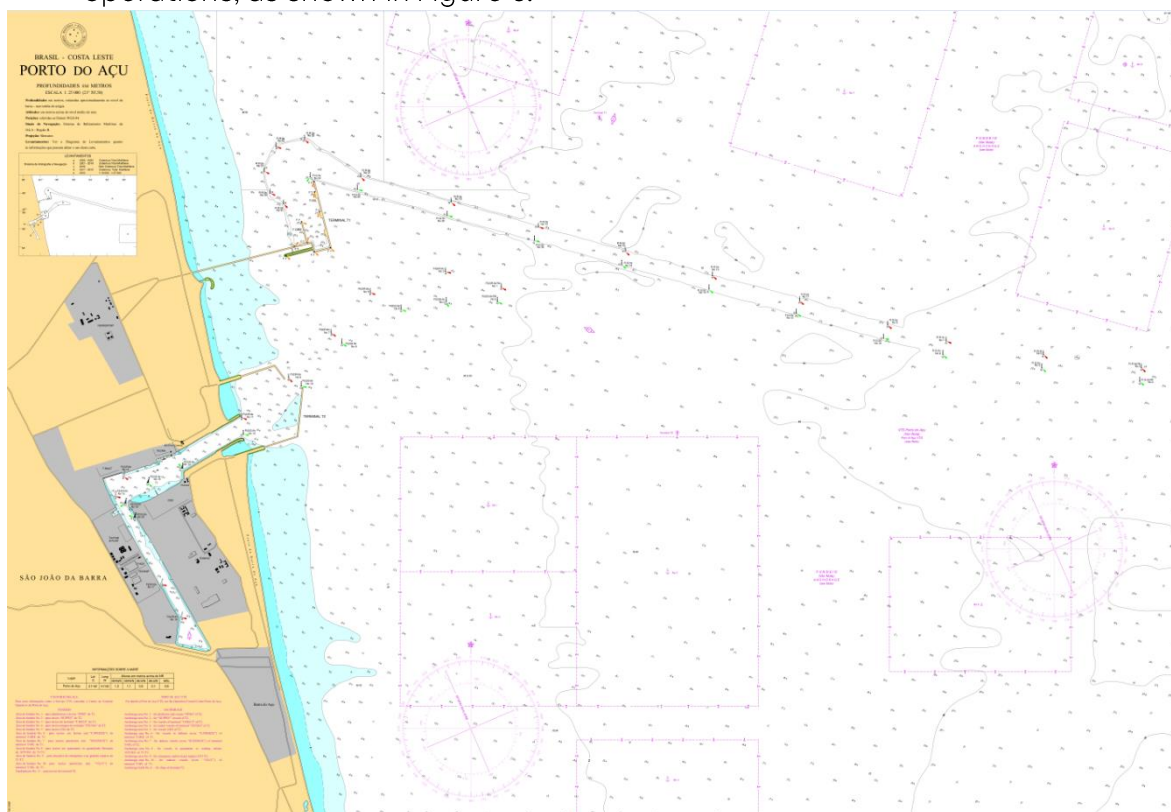


Figure 1 - Nautical Chart DHN 1405.

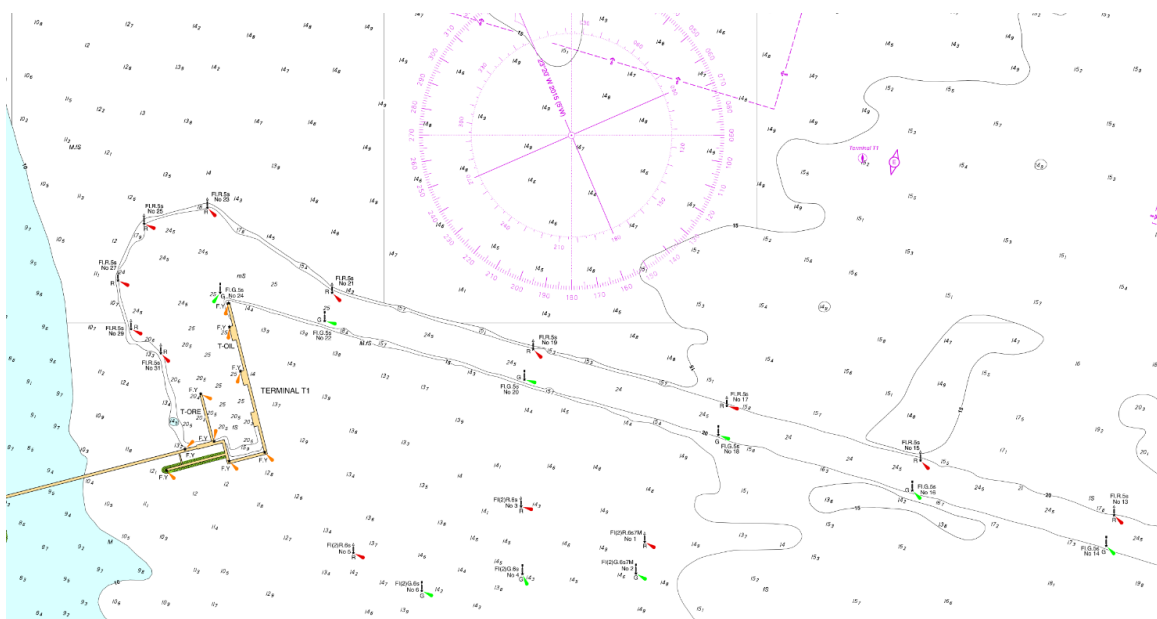


Figure 2 - Section of Nautical Chart DHN 1405 highlighting Terminal 1 at the Port of Açu.

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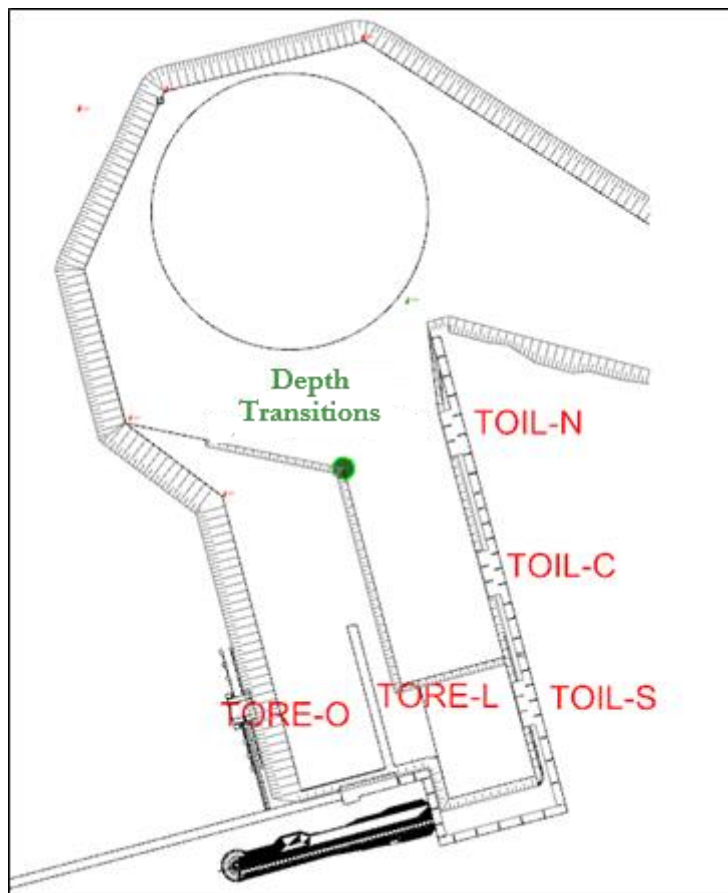


Figure 3 - Description of the T-Oil berthing area.

3.4 NAVIGATION RISKS NEAR BERTHS

The main navigation risks in the terminal area include:

- Small vessels operating within navigational zones.
- Shallow waters outside the mapped access channels.
- Potentially adverse metocean conditions.
- Reduced distances between sides when passing by the TOil-N and TOil-C berths or near Tore-L, as well as depth transitions according to the highlight in Figure 3(whose signaling is done virtually via AIS AToN).

3.5 ENVIRONMENTAL CONDITIONS

The terminal is located in open-sea conditions, protected by an L-shaped breakwater that shields the berthing area and part of the approach channel south of the maneuvering basin.

3.5.1 WIND

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Predominant winds come from the northeast (NE), occasionally shifting to southwest (SW) during cold fronts. Maximum wind speeds can exceed 35 knots. The wind rose diagram is shown in Figure 4.

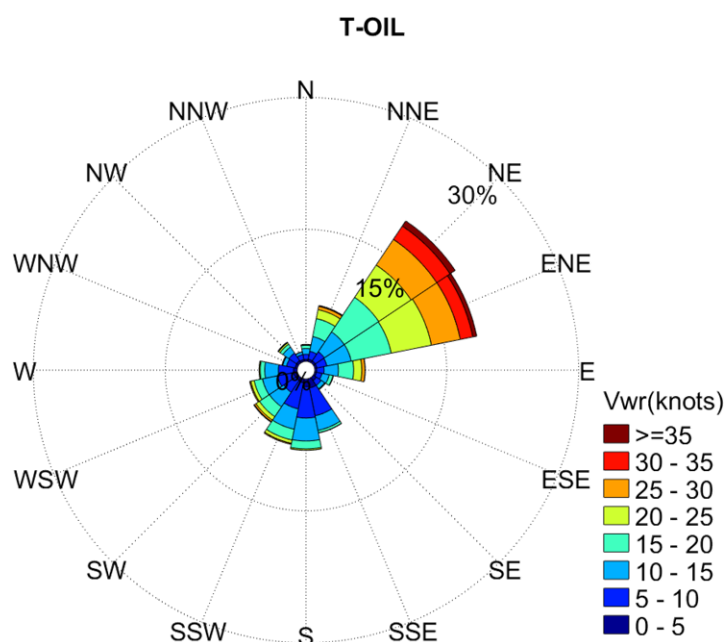


Figure 4 - Wind rose at the terminal.

3.5.2 CURRENTS

Prevailing currents flow southwest (SW), with occasional reversals to the northeast (NE). Maximum currents in the access channel can reach 1.8 knots. The current rose diagram is shown in Figure 5.

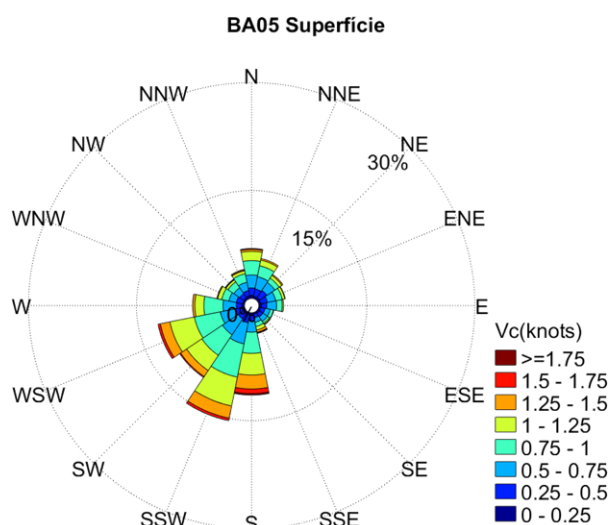


Figure 5 - Current rose at the terminal.

3.5.3 WAVES

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The waves acting at the terminal are generated offshore, combined with the effects of local wind.

The wave rose can be seen in Figure 6. There is a correlation between local waves and wind, with shorter periods and higher wave heights concentrated in the E-NE sector, while longer periods, characteristic of swell (with periods above 10s), are concentrated in the E-SE sector.

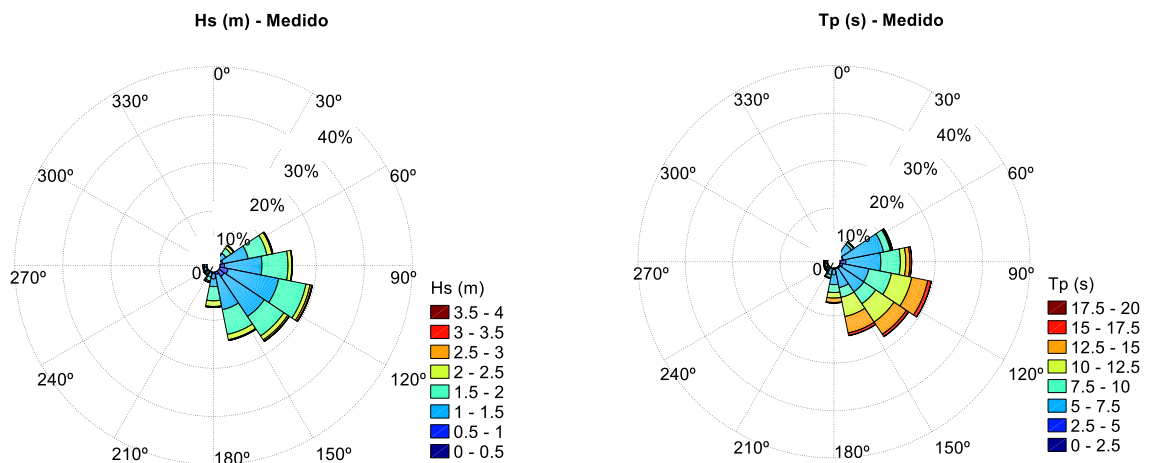


Figure 6 - Wave rose near the terminal's access channel.

3.5.4 TIDES

Tides at the terminal are influenced by both astronomical and meteorological factors, with amplitudes reaching up to 1.8 meters. Astronomical tide predictions can be obtained from the DHN tide tables for the Port of Açú: <https://www.marinha.mil.br/chm/tabuas-de-mare/>

3.5.5 AIR TEMPERATURE

The average temperature is around 27°C, ranging from 23°C to 31°C throughout the year.

3.5.6 PRECIPITATION

The average annual precipitation is 1944 mm. During the rainy season (approximately 15 rainy days per month), the monthly average is 325 mm, while during the dry season (from July to November), the monthly average is 50 mm, with only 5 rainy days per month.

3.6 NAVIGATION AIDS

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The nautical signaling project for T1 includes a set of 28 semi-submersible articulated buoys to guide vessels along the navigation channel and maneuvering basin toward the docking berths, as shown in Figure 7. Figure 8, in turn, provides a detailed view of the T-Oil and T-Ore berths area.

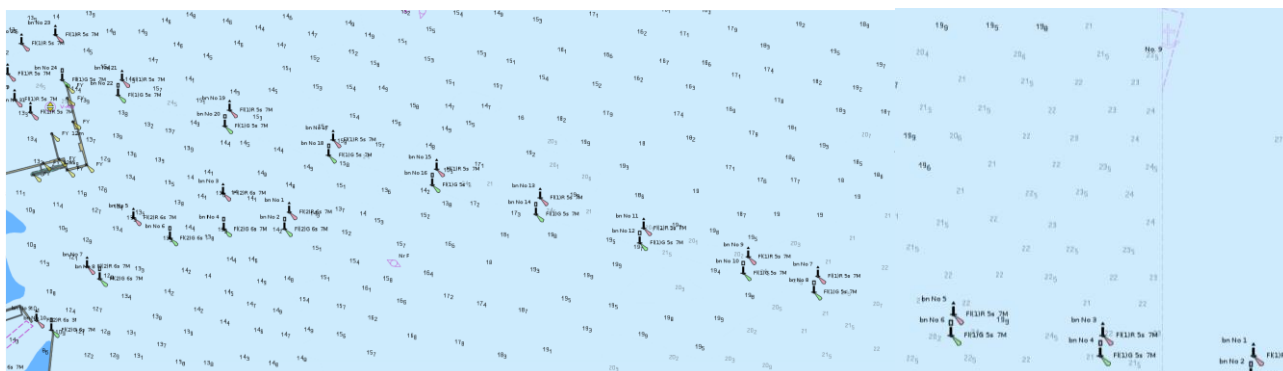


Figure 7 - Excerpt from the electronic reproduction based on Nautical Chart DHN 1405.

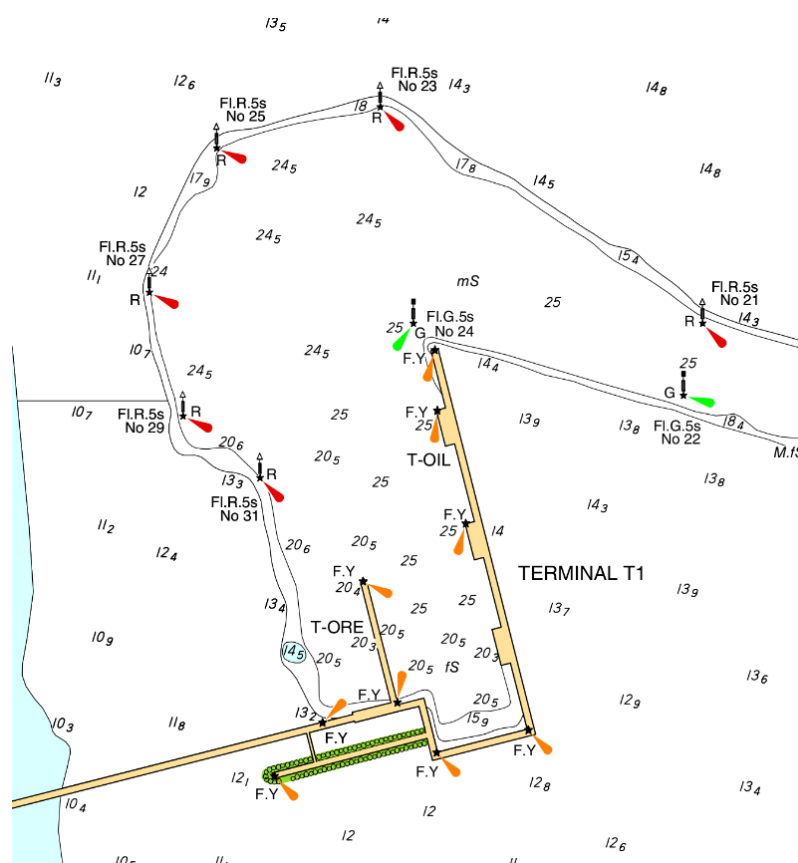


Figure 8 - Excerpt from Nautical Chart DHN 1405 showing the nautical signaling near the berths.

Finally, Table 2 and Table 3 show, respectively, the positions of the buoys and signaling beacons.

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Table 2 - Positioning of nautical signaling

ARTICULATED SEMI-SUBMERSIBLE BUOYS UTM (WGS84)							
BUOY	COLOR	UTM (WGS84)		COORDINATES		LIGHT SIGNAL	DETAILED PHASE
		E(m)	N(m)	LATITUDE	LONGITUDE		
BA T1 01	RED	314342.6	7584296.6	21° 50'07.84399"	040° 47'46.91034"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 02	GREEN	314309.3	7584026.2	21° 50'16.62180"	040° 47'48.17933"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 03	RED	312316.5	7584548.9	21° 49'58.86822"	040° 48'57.35292"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 04	GREEN	312276.5	7584274.2	21° 50'07.78398"	040° 48'58.85987"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 05	RED	310287.3	7584802.8	21° 49'49.83395"	040° 50'07.90250"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 06	GREEN	310246.8	7584518.4	21° 49'59.06330"	040° 50'09.43064"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 07	RED	308287.1	7585057.3	21° 49'40.78041"	040° 51'17.43621"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 08	GREEN	308215.6	7584774.4	21° 49'49.94992"	040° 51'20.04216"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 09	RED	307091.9	7585372.9	21° 49'30.05165"	040° 51'58.91559"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 10	GREEN	306997.4	7585094.1	21° 49'39.07858"	040° 52'02.32158"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 11	RED	305255.4	7585848.8	21° 49'13.85662"	040° 53'02.64997"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 12	GREEN	305195.2	7585588.1	21° 49'22.30803"	040° 53'04.85785"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 13	RED	303466.1	7586340.3	21° 48'57.16488"	040° 54'04.73170"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 14	GREEN	303301.2	7586058.4	21° 49'06.29731"	040° 54'07.45992"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 15	RED	301662,3	7586820.5	21° 48'40,82708"	040° 55'07,31962"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 16	GREEN	301589,4	7586556.8	21° 48'49,36967"	040° 55'09,96923"	Fl. G 5s	G. 0.5 – Oc.

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							4.5
BA T1 17	RED	299862,9	7587295.7	21° 48'24,64796"	040° 56'09,75072"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 18	GREEN	29979,	7587031.2	21° 48'33,21781"	040° 56'12,40334"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 19	RED	298064.3	7587794.1	21° 48'07.71039"	040° 57'12.13796"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 20	GREEN	297987.7	7587512	21° 48'16.84852"	040° 57'14.92836"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 21	RED	296202.5	7588289.9	21° 47'50.82415"	040° 58'16.72204"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 22	GREEN	296132.2	7588016.8	21° 47'59.67360"	040° 58'19.29072"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 23	RED	295021.1	7589045.1	21° 47'25.78491"	040° 58'57.50597"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 24	GREEN	295157.1	7588271.5	21° 47'50.98810"	040° 58'53.12010"	Fl. G 5s	G. 0.5 – Oc. 4.5
BA T1 25	RED	294449.4	7588886.5	21° 47'30.69954"	040° 59'17.47425"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 27	RED	294220.2	7588376.6	21° 47'47.17672"	040° 59'25.68228"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 29	RED	294342.3	7587938.5	21° 48'01.46927"	040° 59'21.62741"	Fl. R 5s	R. 0.5 – Oc. 4.5
BA T1 31	RED	294625.1	7587714.7	21° 48'08.86479"	040° 59'11.88460"	Fl. R 5s	R. 0.5 – Oc. 4.5

Table 3 – Positioning of light beacons

LIGHT BEACONS							
BUOY	COLO R	UTM (WGS84)		COORDINATES		LIGHT SIGNAL	DETAILED PHASE
		E(m)	N(m)	LATITUD E	LONGITU DE		
Fte T1 01	YELLO W	294858. 7	7586839.7	21° 48.62'	40° 59.07'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0
Fte T1 02	YELLO W	295128.7	7586886.1	21° 48.60'	40° 58.91'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0
Fte T1 03	YELLO W	294997. 8	7587342.5	21° 48.35'	40° 58.98'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0

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Fte T1 04	YELLO W	294666. 4	7586657.2	21° 48.72'	40° 59.18'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0
Fte T1 05	YELLO W	295255. 7	7586710.0	21° 48.70'	40° 58.84'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0
Fte T1 06	YELLO W	295617.1	7586806. 5	21° 48.65'	40° 58.63'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0
Fte T1 07	YELLO W	295241. 3	7588175.4	21° 47.90'	40° 58.84'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0
Fte T1 08	YELLO W	295253. 2	7587960. 0	21° 48.0'	40° 58.83'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0
Fte T1 09	YELLO W	295361. 8	7587554.7	21° 48.24'	40° 58.77'	Fl. (4) Y 10s	Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 1.0 – Y 0.5 – Oc. 5.0

3.7 ANCHORAGE AREAS

T-Oil uses anchorage number 7 for ships up to Suezmax size and anchorage number 10 for VLCC-sized ships. The areas are shown in Figure 9Figure 8, and their locations are listed in Table 4 and Figure 5, with boundaries defined by the VTS system of the Port of Açu.

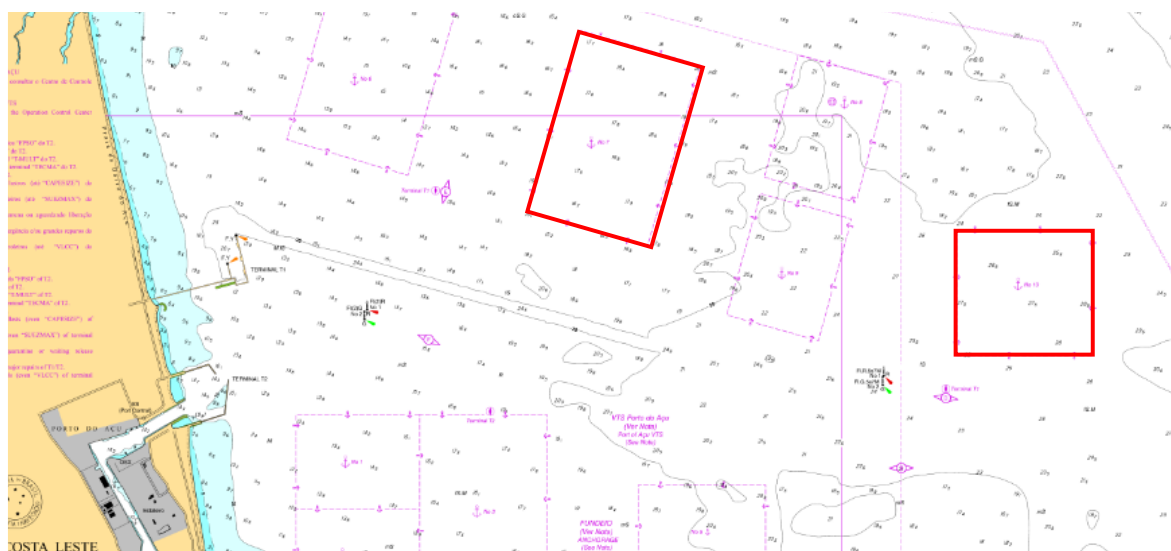


Figure 9 - DHN Chart 1406 with a highlight on anchorages 7 and 10."

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Table 4 - Coordinates of the boundaries of anchorage area 7

	WGS84 REFERENCE SYSTEM			
	GEOGRAPHIC COORDINATES		UTM (ZONE 24K)	
POINTS	LATITUDE	LONGITUDE	E (m)	N (m)
1	21° 44,635'S	40° 52,970'W	305279,00 E	7587481,00 S
2	21° 45,201'S	40° 50,897'W	308867,00 E	7593330,00 S
3	21° 48,063'S	40° 51,814'W	307349,00 E	7588030,00 S
4	21° 44,635'S	40° 52,970'W	303788,00 E	7589022,00 S

Table 5 - Coordinates of the boundaries of anchorage area 10

	WGS84 REFERENCE SYSTEM			
	GEOGRAPHIC COORDINATES		UTM (ZONE 24K)	
POINTS	LATITUDE	LONGITUDE	E (m)	N (m)
1	21° 47,808'S	40° 44,217'W	320436,20 E	7588653,30 S
2	21° 49,800'S	40° 44,224'W	320465,56 E	7584977,24 S
3	21° 49,818'S	40° 46,530'W	316492,75 E	7584898,72 S
4	21° 47,803'S	40° 46,523'W	316461,99 E	7588617,28 S

The terminal also has an emergency and repair anchorage, with coordinates shown in Table 6.

Table 6 - Coordinates of the boundaries of anchorage area 9 (emergency or major repairs)

	WGS84 REFERENCE SYSTEM			
	GEOGRAPHIC COORDINATES		UTM (ZONE 24K)	
POINTS	LATITUDE	LONGITUDE	E (m)	N (m)
1	21° 47,646'S	40° 48,317'W	313366,81 E	7588872,12 S
2	21° 49,571'S	40° 48,901'W	308867,00 E	7585307,92 S
3	21° 49,145'S	40° 50,453'W	307349,00 E	7586061,34 S
4	21° 47,240'S	40° 49,895'W	303788,00 E	7589588,01 S

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3.8 BERTHS (DOCKING BERTHS)

The terminal has three berths, named *TOIL Norte (North)*, *TOIL Central (Central)*, and *TOIL Sul (South)*, located on a dock approximately 1.4 km long and with a minimum depth of 24.5 meters. The North and Central berths are designed to accommodate vessels up to VLCC (Very Large Crude Carrier) size, while the South berth is designed for vessels up to Suezmax size.

3.9 QUICK RELEASE HOOKS (QRHS)

In accordance with the Mooring Equipment Guidelines outlined in the OCIMF (MEG4) and PIANC, mooring hooks should be used for terminals handling hazardous cargoes. The terminal has 16 mooring hooks available at the South berth and 22 mooring hooks at the North and Central berths.

3.10 FIRE FIGHTING SYSTEM

The firefighting system consists of water pumps, foam generators, and concentrated foam tanks. The fire pump system draws seawater through an electrically driven motor pump (main pump) and a diesel-driven motor pump, which serves as a backup pump.

An electrically driven jockey pump keeps the firefighting pipeline, hydrants, and monitors permanently pressurized. The pump system follows the NFPA-20 guidelines for stationary fire pumps.

The permanent firefighting pipeline will be filled with seawater and maintained in this state for most of the standby time. The hypochlorite injection station keeps the pumps free from biological fouling.

The fire protection system also incorporates isolation valves and hydrants with a water supply capacity of 700 m³/h. Each berth will also be equipped with dry chemical extinguishers and wheeled chemical extinguishers, as well as a connection between the dock and the tankers to support the firefighting system of visiting tankers.

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4. DEADWEIGHT, MAXIMUM DIMENSIONS AND DRAFTS ALLOWED

The terminal is authorized to receive ships with the maximum dimensions shown in Table 7.

		<i>North/Central</i>		<i>North/Central</i>	<i>South</i>
		Loaded		Partially Loaded	Loaded
Description	Un.	VLCC	SUEZMAX	VLCC	SUEZMAX
Length Overall (LOA)	m	350	280	350	280
Length Between Perpendiculars (LBP)	m	330	265	330	365
Beam - Máx.	m	61	48,5	61	48,5
Deadweight - Máx.	t	322.000	150.000	322.000	150.000
Displacement - Máx.	t	392.000	186.000	392.000	186.000
Draft – Máx.	m	21,7	17,6	16	17,6
Depth	m	24,5	24,5	24,5	24,5
Available UKC	m	2,8	6,9	8,5	6,9

Table 7 - Maximum allowed dimensions for oil tankers.

- VLCC departure with a draft above 21m is only allowed if the tide is above 0.7m..

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5. AVAILABLE SERVICES

5.1 PORT TRAFFIC CONTROL BY VTS CENTER OF PORT OF AÇU

Port of Açu provides a Vessel Traffic Service (VTS), managed by the VTS Center. Vessels accessing T-Oil must use this service, which is capable of actively monitoring maritime traffic to enhance the safety of human life at sea, navigation security, and environmental protection in areas influenced by the port where there is intense vessel movement and/or a risk of large-scale accidents.

The VTS Center must observe and inform vessels in real-time, contributing to navigation safety.

Vessel commanders acknowledge awareness of the provisions in NORMAM 602/DHN (<https://www.marinha.mil.br/sites/default/files/atos-normativos/dpc/normam-602-texto-compilado.html>) and must comply with the regulatory guidelines concerning a VTS Center, as well as the contents of the document “*Procedimentos para os Usuários na Área VTS do Porto do Açu*” (*Procedures for Users in the VTS Area of Port of Açu*) (https://portodoacu.com.br/wp-content/uploads/2023/10/PO.PA_.COR_.005-Procedimentos-para-os-Usuarios-na-Area-VTS-do-Porto-do-Acu-rev06.pdf).

The VTS is certified to operate within the Information Service (INS), and its Operators have the following main responsibilities:

- Identify and locate all vessels equipped with AIS A and B, as well as all large vessels, while being aware of their movement intentions and destinations;
- Monitor the movement of small vessels to detect potential traffic conflicts with larger vessels;
- Supervise maritime traffic and issue alerts and guidance to vessels at risk of collision with other vessels or port infrastructure, those deviating from their routes, heading towards restricted areas, or approaching underwater obstacles;
- Provide navigational information upon request or when deemed necessary by the VTS Operator, including details on the position, identity, intentions, and traffic restrictions in the vicinity;
- Issue weather warnings for the VTS area, updates on beaconing conditions, meteorological information, and any changes in navigation routes that could impact navigation safety; and
- Assist, upon request from *Comando do 1º Distrito Naval (Com1ºDN)* / *Capitania dos Portos de Macaé (CPM)* (the *Command of the 1st Naval District (Com1ºDN)* / *Macaé Port Authority (CPM)*), in SAR (Search and Rescue) operations within the VTS area, without assuming coordination responsibilities or compromising the VTS service.

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Contacts for the VTS Center of Port of Açu:
VHF Radio: CH 10 and 16
Phone: +55 22 2133 1223 / +55 22 9-8119-3700
Email: acu.vts@portodoacu.com.br

5.2 PILOTAGE

The use of the Pilotage service is mandatory for all maneuvers carried out at the terminal.

The vessel's Master is responsible for berthing and unberthing maneuvers, relying on the assistance of the Pilot.

Any anomaly, deficiency, or limitation of the vessel—whether related to steering, navigation equipment, engines, or mooring—must be reported to the Terminal Administration, the Maritime Authority, and the Pilot before the maneuver begins or as soon as it is identified during the maneuver. According to current legislation, the Master is always responsible for the maneuver, while the Pilot acts as an advisor to enhance operational safety.

If the vessel's Master decides not to follow the Pilot's instructions, the Terminal Administration and Maritime Authority must be immediately informed.

Vessel Masters must ensure that a regulation-compliant pilot ladder is positioned one meter above the water level and that safe embarkation and disembarkation conditions are maintained.

5.2.1 CONTACTS

Permanent Channel: **Channel 16;**
Maneuvering Channel: Channel 13;
Phone: + 55 21 2516-1416 (24/7)
E-mail: atalaiario@praticagem-rj.org.br

5.2.2 PILOT WAITING POINTS

NORMAM 311 lists two pilot waiting points, both presented in Table 8. The most suitable location should be used to ensure safe embarkation and disembarkation.

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Table 8 – Pilot waiting points

WGS84 REFERENCE SYSTEM			
GEOGRAPHIC COORDINATES		UTM (ZONE 24K)	
LATITUDE	LONGITUDE	E (m)	N (m)
21° 50,34'S	40° 46,72'W	316176,51 E	7583931,66 S
21° 47,17'S	40° 55,43'W	301096,71 E	7589601,40 S

5.3 TUGBOATS

Tugboats assisting T-OIL maneuvers must have a minimum capacity of 70 tons of Bollard Pull (BP) and must be used in accordance with NORMAM 311 and NPCP-CPM.

For maneuvering vessels up to the SUEZMAX class in normal ballast condition at the T-OIL Terminal, four (4) azimuth propulsion tugboats must be used, consisting of: 02 (two) tugboats with 70 tons of BP and 02 (two) tugboats with 90 tons of BP.

For maneuvering vessels up to the VLCC class, whether partially or fully loaded at the T-OIL Terminal, five (5) azimuth propulsion tugboats must be used, consisting of: 03 (three) with 70 tons of BP and 02 (two) with 80 tons of BP.

5.4 MANEUVER PRIORITY RULES

All stakeholders involved in vessel operations at Terminal T1 acknowledge and agree to the *Direitos de Prioridade do Terminal de Minério de Ferro (Priority Rights of the Iron Ore Terminal)* (T-ORE). These rights are defined and detailed in the *Regulamento Portuário do T1 (T1 Port Regulations)*, and vessels calling at Terminal T1 confirm their full awareness of the terms and conditions outlined in these regulations.

The *Regras de Prioridade do Minério de Ferro (Iron Ore Priority Rules)* apply in all cases when an Iron Ore Vessel is ready to berth or unberth, regardless of arrival order, as long as a T-ORE berth is available and ready to receive the iron ore vessel.

Once the maneuver priority rules of the Iron Ore Terminal have been respected, in the event of conflicting Arrival Windows for T-OIL, the Port Administrator will allocate the Arrival Windows to each Shipper based on the following priority rules

- Take or Pay Shippers;
- Ship-to-ship transfer operations (transshipment) involving DPSTs and associated conventional vessels, and;
- Performance history of the Take or Pay Shipper.

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A Shipper with no performance history will not have priority in the event of Arrival Window conflicts.

Shippers whose Transshipment Operation is included in the Scheduled Windows and whose Arrival Time falls within the assigned Firm Arrival Window will have the right to berth according to the FIFO system (First In, First Out).

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6. OPERATIONAL LIMITS AND RESTRICTIONS

6.1 REFERENCE METOCEAN PARAMETERS

Berthing and unberthing maneuvers at the terminal must comply with the reference limits approved by the Maritime Authority. These limits are monitored by the VTS Center and observed by Pilotage in coordination with the vessel's Master.

6.2 OPERATIONAL RESTRICTIONS

The provisions outlined in the Jetty Information Booklet OTACU-OP-DOC-0003 from the T-OIL Terminal O&M regarding operational limits for vessels at berth must be strictly followed.

7. MANEUVERS AT T-OIL

7.1 GENERAL GUIDELINES

The Access Channel is a one-way route, allowing vessel entry and navigation with a minimum separation distance of 2 nautical miles between them.

Navigation in the access channel can be conducted without tug assistance, using the vessel's own power.

Tugboats will meet the vessel near the breakwater entrance, where they will begin assisting with turning and berthing maneuvers.

For stern berthing or unberthing maneuvers, the vessel must turn with the support of tugboats to minimize the effects of north/northeast winds, waves, and prevailing currents, ensuring it remains within the maneuvering basin limits.

Berthing must be carried out with minimal impact speed against the fenders.

All vessels must berth, whether at docks or alongside another vessel, with their starboard side facing the berth, ensuring they remain in a BOW OUT position.

During unberthing, the vessel must be under power, with tugboats secured, as it navigates and turns within the maneuvering basin.

Upon exiting the turning basin, the vessel may use its own power to achieve the safest positioning, with the assistance of tugboats.

7.2 ENTRY MANEUVERS

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Figure 10 illustrates reference trajectories for maneuvers at the terminal. Adjustments and modifications must be made by the Master, with the assistance of the Pilot, based on the vessel's conditions, operational constraints, and prevailing environmental conditions during the maneuver.

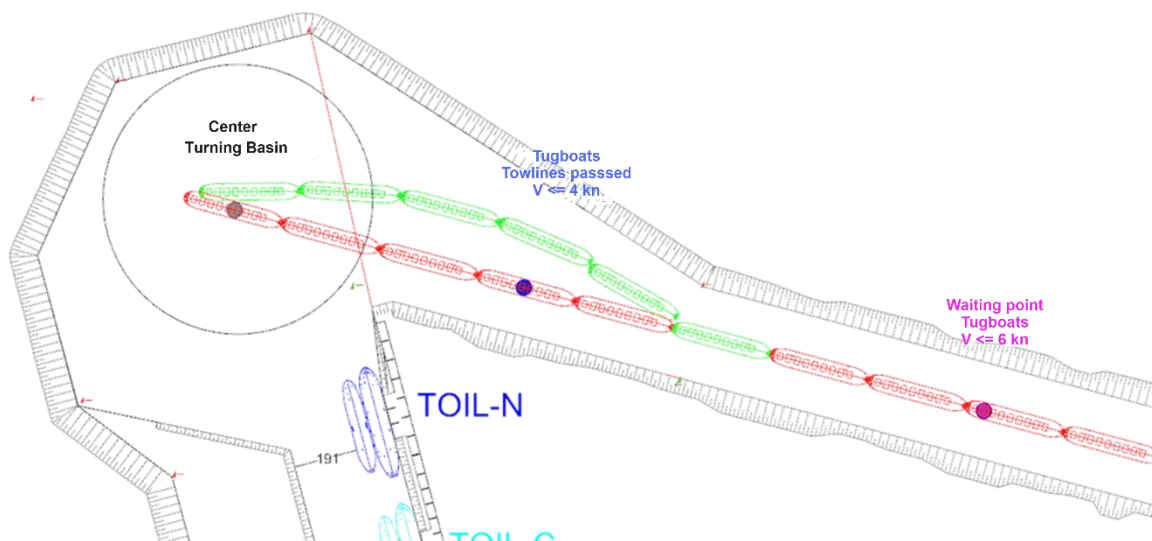


Figure 10 - Reference Trajectories for Entry Maneuvers

7.2.1 REFERENCE TRAJECTORIES

- Use of the turning basin for vessel stop and turn;
- The turning basin has an 800m diameter, and its center is offset from the navigation channel axis, which is a point of attention;
- Vessels may follow a northward navigation path within the trapezoidal integration area, compensating for leeway caused by wind (green trajectory), when significant.

7.2.2 SPEEDS AND POINTS OF ATTENTION

- At the waiting point and start of the towline passage for the tugboats, the speed must be reduced (magenta point), and the tugboats should have the towlines passed to the location where the vessels are close to the turning basin (blue point);
- The coordinates of the key points are:
 - Center of the turning basin (21° 47.720' S, 40° 59.093' W);
 - Tugboat waiting point (21° 47.859' S, 40° 58.573' W);
 - Point with towlines passed (21° 48.069' S, 40° 57.818' W).

7.3 BERTHING AT T-OIL NORTH

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Figure 11 illustrates reference trajectories for maneuvers at T-OIL North. Adjustments or modifications should be made by the Master, with the assistance of the Pilot, based on the vessel's conditions, operational restrictions, and/or prevailing environmental conditions during the maneuver.

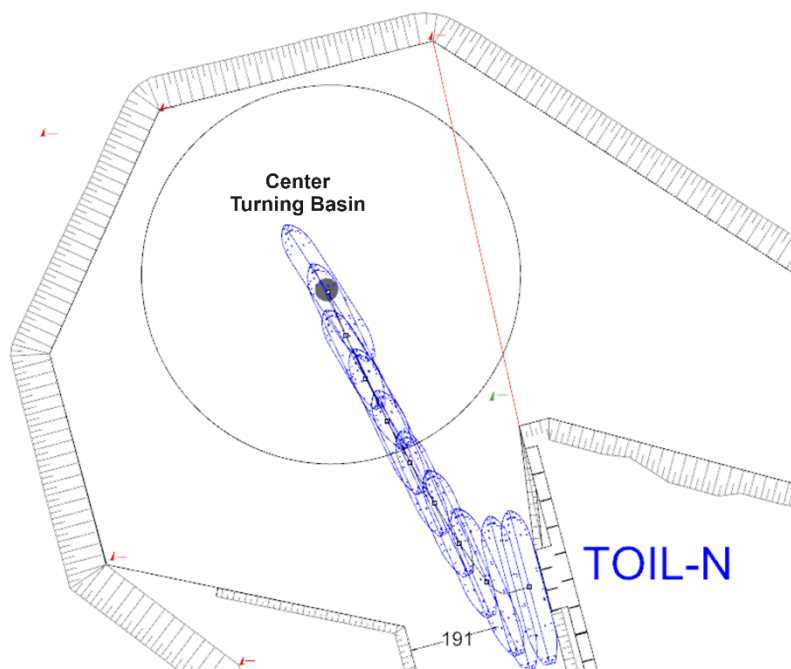


Figure 11 - Reference trajectories for berthing maneuver at TOIL-N.

7.3.1 REFERENCE TRAJECTORIES

- After the turn in the turning basin, the vessel may approach the berth in a stern-in maneuver, with an initial heading below 345°;
- The vessel can approach until approximately one beam of the berth and make the heading and speed adjustments for a controlled approach.

7.3.2 SPEED AND POINTS OF ATTENTION

- Recommended speed: Below 3 knots;
- Tugboat operations: More intense during the berthing phase.
- Maximum speed for contact with the fixed fenders: 0.3 knots.

7.4 BERTHING AT T-OIL CENTRAL

Figure 12 illustrates reference trajectories for safe maneuvers at T-Oil Central, where adjustments or modifications should be made by the Master, with assistance from

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the Pilot, according to the vessel's conditions, operational restrictions, and/or prevailing environmental conditions.



Figure 12 – Reference trajectories for berthing maneuver at TOil-C.

7.4.1 REFERENCE TRAJECTORIES

- Maintain a minimum distance of 50m between the side of the passing vessel and the docked vessel to reduce interaction effects;
- Special attention to short-tow tugs – preferably positioned port side before passing through TOil-N;
- After the turn in the turning basin, the vessel can approach the berth with a stern-in maneuver and an initial heading below 345°;
- The vessel can approach until approximately one beam of the berth and adjust heading and speed for a controlled approach.

7.4.2 SPEED AND POINTS OF ATTENTION

- Suggested speed: Below 3 knots to reduce hydrodynamic interaction effects;
- NE winds may hinder the vessel's alignment with the berth;
- Tugboat operations are generally more intense during the berthing phase and passage through Toil-N;
- Tugboats should predominantly use pushing mode when NE winds are prevalent.
- Maximum speed for contact with the fixed fenders: 0.3 knots

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7.5 BERTHING AT T-OIL SOUTH

Figure 13 illustrates reference trajectories for safe maneuvers at T-Oil South, where adjustments or modifications should be made by the Master, with assistance from the Pilot, based on the vessel's conditions, operational restrictions, and/or prevailing environmental conditions.

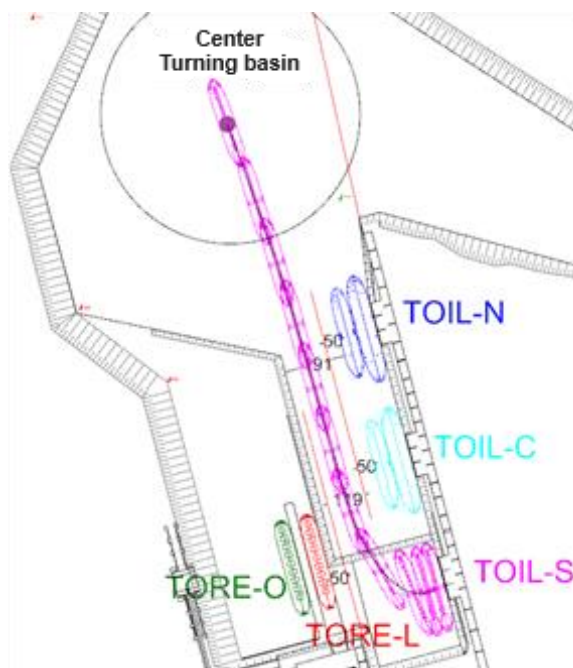


Figure 13 – Reference trajectories for berthing maneuver at TOil-C.

7.5.1 REFERENCE TRAJECTORIES

- Maintain a minimum distance of 50m between the side of the passing vessel and the docked vessel to reduce hydrodynamic interaction effects. With STS in the central berth and T-Ore East, the navigable area is about 120m (2.5 beams) – extra attention is needed for the vessel's stern control;
- Special attention to short-tow tugs, preferably positioned port side before passing through TOil-N;
- Special attention to short-tow tugs when passing between T-Oil Central and T-Ore East – the towing line/tug separation length will be limited by the presence of a vessel at T-Ore;
- After the turn, the vessel may approach the berth with a stern-in maneuver, with an initial heading below 345°;
- The vessel can approach until approximately one beam of the berth and make heading and speed adjustments for a controlled approach.

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7.5.2 SPEEDS AND POINTS OF ATTENTION

- Recommended speed: Below 3 knots to reduce hydrodynamic interaction effects;
- NE winds tend to hinder the vessel's alignment with the berth;
- Tugboat operations are more intense during berthing and passage through TOil-N and TOil-C;
- Berthing at T-Oil South requires special attention when vessels are docked at T-Oil North and Central;
- Additional attention is needed when there are vessels at T-Ore East.
- Maximum speed for contact with the fixed fenders: 0.3 knots.

7.6 DEPARTURE FROM T-OIL NORTH

Figure 14 shows reference trajectories for safe maneuvers during departure at T-Oil North, where adjustments or modifications should be made by the Master, with assistance from the Pilot, based on the vessel's conditions, operational restrictions, and/or prevailing environmental conditions.

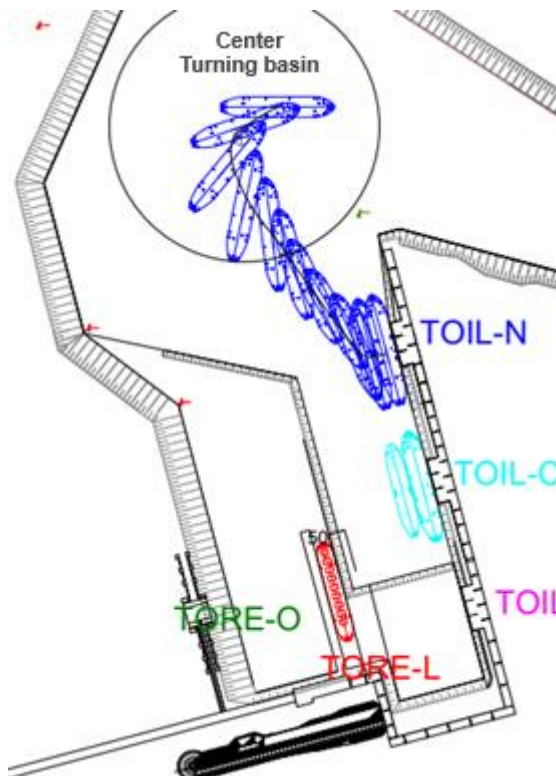


Figure 14 - - Reference trajectories for departure maneuver at TOil-N

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7.6.1 REFERENCE TRAJECTORIES

- The vessel can move away from the berth about one beam and head towards the turning basin, assisted by the tugboats, then perform the turn within the basin;
- After the turn in the turning basin, the vessel can set an initial heading of around 105° and align with the center of the channel.

7.6.2 SPEED AND POINTS OF ATTENTION

- Recommended speed: Below 3 knots during the maneuver to reduce hydrodynamic interaction effects while passing by docked vessels.;
- For heavy vessels departing through the jetties, gaining speed may be difficult, with NE winds and SW currents pushing the vessel towards the green margin.

7.7 DEPARTURE FROM T-OIL CNETRAL

Figure 15 shows reference trajectories for safe maneuvers during departure at T-Oil Central, where adjustments or modifications should be made by the Master, with assistance from the Pilot, based on the vessel's conditions, operational restrictions, and/or prevailing environmental conditions.

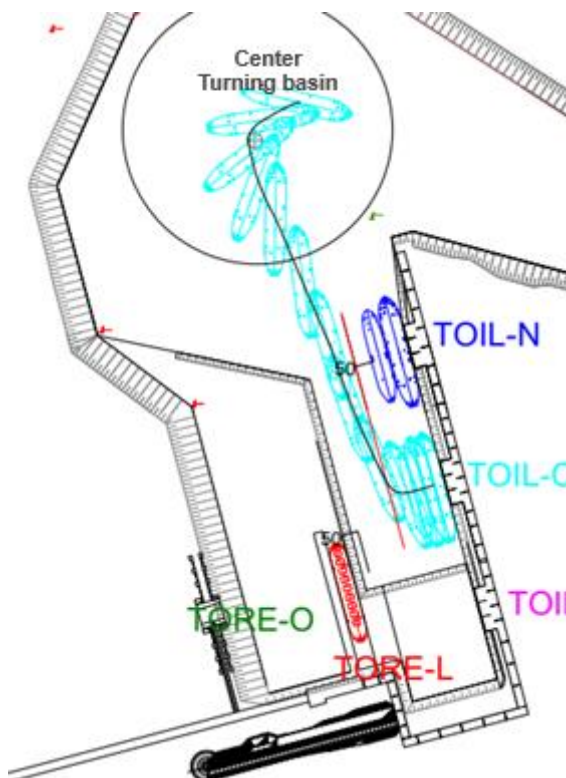


Figure 15 - Reference trajectories for departure maneuver at TOil-C

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7.7.1 REFERENCE TRAJECTORIES

- The vessel may move about 2.5 beams away from the berth before heading towards the turning basin;
- The available area in the basin can be used for the turn inside it;
- After the turn in the turning basin, the vessel may set an initial heading of around 105° and align with the center of the channel.;
- Maintain a distance of at least 50m between the side of the passing vessel and the berthed vessel to reduce hydrodynamic interaction effects.

7.7.2 SPEEDS AND POINTS OF ATTENTION

- Recommended speed: Below 3 knots to reduce hydrodynamic interaction effects;
- For heavy vessels departing through the jetties, gaining speed may be difficult, with NE winds and SW currents pushing the vessel towards the starboard side.

7.8 DEPARTURE FROM T-OIL SOUTH

Figure 16 shows recommended trajectories for safe maneuvers during departure at T-Oil South, where adjustments or modifications should be made by the Master, with assistance from the Pilot, based on the vessel's conditions, operational restrictions, and/or prevailing environmental conditions.

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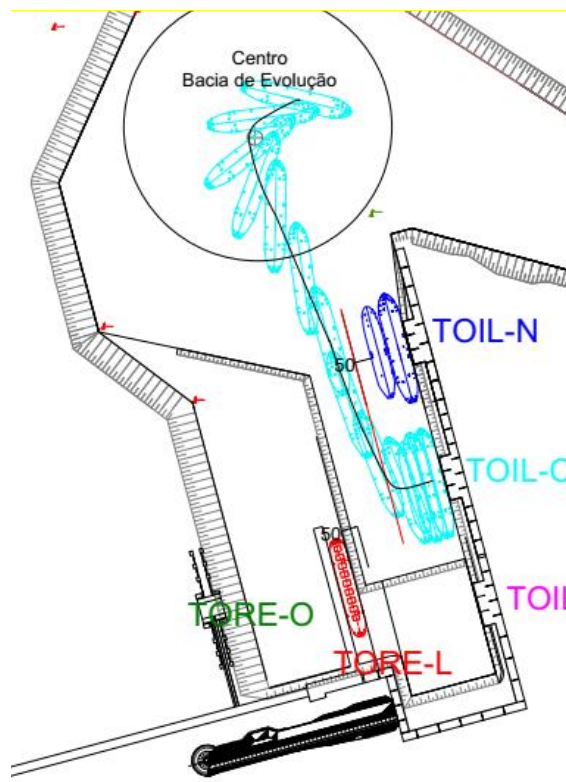


Figure 16 – Reference trajectories for departure maneuver at TOil-S

7.8.1 REFERENCE TRAJECTORIES

- The vessel can move away from the berth about 2.5 beams before heading towards the turning basin;
- Maintain a minimum distance of 50m between the side of the passing vessel and the docked vessels.
- In the presence of STS at the central berth and T-Ore East, the navigable area is about 120m (2.5 beams) – extra attention should be given to the vessel's stern control.;
- Special attention to short-tow tugs, preferably positioned starboard before passing through T-Oil N;
- Short-tow tugs should pay special attention when passing between T-Oil Central and T-Ore East, as the towing line/tug separation will be limited due to the presence of a vessel at T-Ore.

7.8.2 SPEED AND POINTS OF ATTENTION

- Recommended speed: Below 3 knots during the maneuver to reduce hydrodynamic interaction effects while passing by docked vessels;

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- Tugboat operations are more intense during the passage through TOil-N and TOil-C;
- Departure from T-Oil South should be carried out with special attention when there are vessels docked at T-Oil North, Central, and T-Ore East.

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8. RULES AND PROCEDURES

8.1 INTRODUCTION

- The Commanders of all vessels operating at the terminal declare that they are aware of Brazilian laws;
- The vessels declare their agreement with the Safety Term and are aware of their responsibilities concerning the terminal facilities. Additionally, vessels must obligatorily comply with and express agreement with the Port Liability Agreement;
- During the stay at the terminal, several actions will be carried out to ensure the safety of the operation, as well as risk management and mitigation actions. In all stages, there are actions and provisions to be made to facilitate adequate planning;
- The official language of communication at the terminal is English, and vessels must always have personnel qualified for communication.

8.2 TERMINAL OPERATIONS

The execution of operational stages at the terminal must comply with the provisions contained in the Jetty Information Booklet OTACU-OP-DOC-0003, from the O&M of T-Oil.

8.3 OPERATIONS IN CLOSED SYSTEM

The transfer and/or ballasting operations of the vessel's cargo tanks must be performed in closed conditions. The use of manual measurement/sampling of the cargo tanks through visual inspection, level measuring ports, or similar openings is not allowed.

8.4 CREW CONSIDERATIONS DURING CARGO TRANSFER

- Commanders must consider the estimated duration of operations to ensure that safe surveillance free of fatigue can be maintained over time;
- When considering the necessary crew for the STS operation, attention must be paid to legislation regarding minimum rest periods for the crew (ILO Recommendation and STCW).

8.5 CREW CHANGE DURING STS OPERATION

- The Terminal authorizes the crew change, provided that the commander and the shipping agent meet the following requirements:

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- Authorization from the relevant Authorities;
- Transport of the vessel to the destination or vice versa;
- The Terminal must be informed in advance of any crew change;
- Regarding the vessel moored at the stern, the Agent must pay special attention to the boat schedules;
- The safety and well-being of the crew during movements inside and outside the terminal will be the sole responsibility of the Vessel's Commander or the involved Shipping Agent.

8.6 BOAT SCHEDULE

➤ Reference for vessels moored alongside.

- Regular Boat Schedule: 07:00 am, 10:00 am, 01:00 pm, 03:00 pm, 05:00 pm, and 07:00 pm;
- Extra boat services must be contracted and will be the responsibility of the vessel's Commander.

8.7 BEFORE THE VESSELS ARRIVAL

- Upon request from the vessels and before their arrival at the Port of Açu, the terminal must provide the vessels with all the documentation indicated in the Jetty Information Booklet (OTACU-OP-DOC-0003), the technical description of the terminal, according to the specifications contained in this document, as well as other information for verifying compatibility with the terminal.
- The shippers must ensure that the terminal receives, at most, 3 (three) days before the ETA (Estimated Time of Arrival), the Mooring Plan and the Operations Plan of the vessels involved in the transshipment operation for review;
- The submitted Operations Plans must comply with the vessel's trim and stability manuals, and the Mooring Plans must comply with OCIMF guidelines.

The vessel must inform the terminal, before its arrival, that it has the necessary reductions installed in the cargo connections for the loading hoses (3 x 12") and vapor balancing hoses (1 x 16").

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8.8 UPON THE VESSEL'S ARRIVAL

- When the vessel arrives at the anchorage area, it must notify the VTS Center requesting the anchoring location. The VTS Center must respond specifying the location assigned to the vessel.
- Any required visit from the Competent Authorities for the release of vessels will occur while they are anchored in the designated area and before the issuance of the NOR (Notice of Readiness).
- When sanitary conditions are unsatisfactory, the vessel will wait in the anchorage area, in quarantine, until the issuance of the Free Practice Certificate, keeping the quarantine signal raised, as per the International Code of Signals. During this period, no person is allowed to disembark.
- Within two (2) hours from the receipt of the NOR presented by the second vessel involved in the transshipment operation, the ETB (Estimated Time of Berthing) will be provided to the vessels and the assigned berth for the transshipment operation.
- Once the Access Channel is available according to the ETB, the VTS Center will authorize the maneuver for the entry of the first vessel involved in the transshipment operation. The same procedure will be repeated for subsequent vessels involved in the operation.
- The vessels will navigate the Access Channel monitored by the VTS Center and escorted by tugboats (when necessary). The pilot will board the vessels at the POB (Point of Boarding) or another location agreed between the vessel's Commander and the Pilot, duly approved by the Maritime Authority.

8.9 BERTHING

- The first vessel involved in the transshipment operation will be positioned at the berth defined by the terminal with the assistance of tugboats and a maneuvering pilot. The terminal will perform the mooring according to the plan defined at the mooring hooks with the help of the vessel's crew, who will manage the winches and cable handling.
- Once the mooring of the first vessel is completed and secured, the pneumatic fenders for the operation at the stern will be positioned between the vessels by the terminal and moored to the vessel by the vessel's crew.
- The second vessel involved in the transshipment operation will then be positioned at the stern of the first vessel with the assistance of tugboats and a maneuvering pilot. The vessel's crew will perform the mooring of the cables

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to keep both vessels securely moored, with the terminal coordinating to ensure that the mooring complies with the Mooring Plan.

- Once the mooring of both vessels is complete, the terminal will install containment barriers around them.

8.10 MOORING

- Considering the deadweight of the vessels, the following mooring guidelines are recommended:
 - The mooring of each vessel must be considered satisfactory by the Commander(s) and the Terminal;
 - All mooring lines should be made of the same material, of the same type, with the same Minimum Breaking Load (“MBL”) compatible, and, whenever possible, have the same length;
 - The breast lines should be oriented as perpendicular as possible to the vessel's longitudinal centerline;
 - The vertical angle of the mooring cables should be kept to a minimum for greater efficiency;
 - The mooring lines should be adjusted as symmetrically as possible relative to the vessel's center;
 - Self-tensioning winches are prohibited, according to OCIMF;
 - All mooring cables, horns, rollers, and vessel winches should be in good working condition;
 - All mooring lines must be monitored, maintained, and kept taut throughout the vessel's stay at the berth;
- If the Terminal identifies that the number of mooring lines of the vessel is insufficient, or the cables are in poor condition, or the crew is unable to operate the mooring according to the Terminal's recommendations, additional safety actions will be taken by the Terminal, such as:
 - Unmooring the vessel;
 - Keeping the tugboats on "standby";
 - Keeping the tugboats pushing the vessel against the fenders; and
 - Restricting the height of the ship's side while the vessel is alongside the berth.
- The terminal will provide a report containing evidence of the findings mentioned above, if applicable.
- Any additional costs incurred from the actions described above will be borne by the shipper, and any delays related to their implementation will also be attributed to them.

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8.11 MOORING SEQUENCE

- Towlines should be received according to the pilot's guidance to assist in the mooring and berthing maneuvers, always in accordance with the pilot's instructions. Additional tugboats will be connected as necessary to assist in the operation.
- When the towing vessel approaches the side of the vessel, the messenger line will be sent. Once transferred to the vessel, it will be a guide for bringing the first mooring line to one of the berth's mooring hooks.
- The first mooring line will be carried to the berth and secured by the terminal according to weather conditions and the pilot's instructions. After this, the remaining mooring lines will be secured to the mooring hooks by the terminal.

8.12 BEFORE CARGO TRANSFER

- When the product is transferred between vessels moored at the stern, the procedures and precautions outlined in the "Ship to Ship Transfer Guide for Petroleum" from ICS/OCIMF must be followed.
- After the completion of the mooring procedures as described above,
 - (i) the terminal will carry out a safety inspection according to the Safety Checklist
 - (ii) the *Safety Certificate* must be filled out by the representatives of the parties involved.
- the terminal may refuse to start the transshipment operation by providing the shipper with a written notice if it identifies that:
 - (i) the information provided in the Q88 Questionnaire does not comply with the observed conditions, and
 - (ii) the vessel does not comply with the applicable legislation.
- The connections, draining, and disconnections of the manifolds at the vessel's manifolds will be conducted exclusively by the vessel's crew under the coordination of the terminal and with the assistance of the vessel's crane.
- Transshipment operations will always be carried out with vapor emission control. Vessels must confirm to the terminal the availability of vapor flanges or any other similar equipment to perform the vapor balancing procedure.
- Vapor Balancing System: The vessel crews will connect the vapor hoses between the vessels under the coordination of the terminal. The oil vapor from the exporting vessel will be transferred to the discharging vessel through these vapor hoses. Venting of vapors will only be allowed to maintain

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reasonable pressure in the tanks and to ensure that the oil transfer rates are maintained.

- The vessel measurement will be carried out by the shipper's representative before the start of product pumping.

8.13 CARGO TRANSFER

- The terminal will monitor the pumping rate, in conjunction with the vessel crews, from the central control room of the vessels. The flow rates on both sides of the operation will be checked hourly to ensure no leaks and to maintain pressure. Any changes in operational conditions must be communicated and documented between the terminal and the vessel. It is strictly forbidden to close valves that could cause high surge pressure loads in the system during the operation.
- The terminal will conduct intermediate inspections, in accordance with ISGOTT, every six (6) hours during the vessel operation.
- The pumping flow rate must comply with the information provided by the shipper in the Loading Plan.
- The vessel's firefighting equipment and fire prevention system must be ready for any emergency. The flow and discharge pressure of the fire pumps must be sufficient to supply the firefighting equipment located in the most unfavorable position.
- The deck winch system must remain ready to operate throughout the vessel's stay to tighten or slacken the mooring ropes as necessary.
- During cargo transfer, watertight doors leading to corridors must remain closed with handles properly secured.
- The vessel must ensure that the central air-conditioning system or mechanical ventilation openings are adjusted to prevent gas entry, if possible, by recirculating the air inside the compartments. If at any time there is suspicion that gas produced during transshipment is being drawn into the compartments, the air-conditioning and mechanical ventilation systems must be turned off and the openings closed.
- The vessel will monitor inert gas and oxygen levels through its own systems. If it is verified that the limits have been exceeded, the transshipment operation must be stopped immediately.

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- Window-type air-conditioning units on the vessel, which are not certified as safe for use in the presence of flammable gas or those that draw air from outside the superstructure, must be disconnected from the power source and all external outlets must be covered or closed.
- Fans must be turned off whenever there is a risk of transshipment gas entering the ventilated compartment.
- Venting outlets must be directed to prevent the entry of gas produced during transshipment. If venting outlets are positioned such that transshipment gas could pass through them regardless of their direction, they must be covered, plugged, or closed.
- All doors, hatches, and similar openings leading to the main deck must remain closed. A door with a screen cannot be considered a safe substitute for an external door.
- All radio transmitters used must be intrinsically safe or explosion-proof.
- VHF communications are allowed between the vessel, the terminal, and the service tugs.
- All portable electrical equipment must be intrinsically safe or explosion-proof.
- The main radio transmission and radar antennas must be turned off and grounded. If the radio or radar needs to be used for repair tests, such procedures must be agreed upon by the terminal and vessel representatives so that the necessary additional measures can be adopted.
- On deck, intrinsically safe or explosion-proof lighting will be required according to applicable regulations.
- The vessel must display warning signs on both sides with the following inscriptions:
 - No Smoking;
 - No Unprotected Lights; and
 - Authorized Personnel Only Beyond This Point.
- If, at the end of the cargo transfer, depressurization is allowed for cargo measurement/sampling, the vessel must be repressurized immediately after completing the measurement/sampling process before departing from the terminal.

8.14 CONDITIONS TO STOP TRANSFER OPERATIONS

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Transfer operations will not begin or, if already started, will be stopped when any of the conditions listed below occur. The need to disconnect the transfer hoses will depend on the situation and the speed with which corrective action is taken:

- **Emergencies:** In case of fire or any situation that may pose a risk to the vessel or the terminal, the vessel must prepare to disconnect the hoses.
- **Communications:** In case of communication loss, the transfer operation will be interrupted.
- **Vessel Movement:** When the vessel moves more than one meter away from the fender system, one meter in any direction along the terminal, or if all mooring ropes are not taut, the vessel must prepare to disconnect the hoses.
- **Inert Gas System:** When a failure occurs in the inert gas system.
- **High-Level Tank Alarms:** When the high-level alarms on the vessel are activated.
- **Total Calm:** Due to the lack of air movement (total calm for 30 (thirty) minutes), vapors may accumulate above the deck, creating a hazardous environment. At this moment, all cargo transfer must be stopped, and all vessel movements in and out of the terminal must be discontinued. Normal operations may resume once the wind speed increases.
- **Bomb Threat:** If a vessel receives or has received a bomb threat, the terminal must be notified immediately. If the terminal receives a bomb threat involving a specific vessel, the vessel will be notified. In both cases, appropriate actions will be taken.
- **Oil Spill:** The terminal will institute immediate containment and cleanup procedures, in accordance with its PEI approved by the environmental agency.
- **Terminal:** In case of continuous or blatant disregard of the rules established in this document, in the Jetty Information Booklet (OTACU-OP-DOC-0003), or any non-compliance with safety-related rules, all operations will be stopped upon notification, and the vessel will be ordered to leave the berth so that appropriate actions can be taken by the charterers and owners involved. After the suspension of operations, the terminal will notify the shipper and the master, informing them of the reasons for the interruption of operations.
- **Vessel:** The master must suspend transfer operations if they consider that the terminal's operations are unsafe or that there is any other danger. After suspending operations, the vessel must report the event to the terminal, informing them of the actions taken.

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9. EMERGENCY RESPONSE

9.1 EMERGENCY ALARMS

At the T-OIL dock, the alarm must be sounded in the event of any of the following:

- Fire;
- Explosion;
- Toxic and/or Flammable Gas Leak;
- Toxic and/or Flammable Liquid Leak;
- The alarm sounds must be as follows:
 - Terminal: Continuous siren sound;
 - Vessel: One or more long blasts of the vessel's horn, each lasting at least 10 seconds, supplemented by a continuous sound from the general alarm system.

Note: The terminal's fire alarm siren test is conducted every Friday at 3:00 PM.

9.2 EMERGENCY COMMUNICATIONS

- In case of emergency, contact the Terminal Control Room at +55-22-2133-1118, mobile +55-22-99720-6320, or via VHF Radio, Channel 16, call sign "T-OIL Terminal".
- Follow the protocols established in the Jetty Information Booklet (OTACU-OP-DOC-0003).

9.3 EMERGENCY CONTROL PLAN (ECP)

- Establishes the systematic procedures for prevention measures to be adopted in environmental, health, and safety emergencies.

9.4 INDIVIDUAL EMERGENCY PLAN FOR TERMINAL 1

- Defines actions for potential emergency oil spill situations at the terminal that could affect people's physical integrity, cause damage to our assets and/or third-party property, or generate environmental impacts, in accordance with the requirements of CONAMA Resolution 398/08.

9.5 MUTUAL SUPPORT PLAN

- The Port of Açu Mutual Aid Plan integrates the actions of the terminals within the Açu port complex, aiming to foster synergies for the continuous

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development of a safe, collaborative, and integrated environment by adopting best practices in risk, emergency, and crisis management.

9.6 EMERGENCY RESPONSE READINESS BASE (BPAE)

- A dedicated base with preventive containment structures for ship-to-ship transfer operations and emergency oil spill response in our internal and external areas. The base operates continuously (24 hours a day, 7 days a week), with dedicated resources, professionals, facilities, and equipment.

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10. SAFETY AND SECURITY PROCEDURES

10.1 GENERAL ASPECTS

The responsibility for the safe conduct of operations while a vessel is moored at the T-Oil dock lies jointly with the Ship's Master and the Superintendent responsible for STS. Therefore, before operations begin, it is essential that both the ship and shore personnel fully cooperate and understand the safety requirements established in the “*Lista de Verificação de Segurança Navio/Terra*” (*Ship/Shore Safety Checklist*), which is based on widely accepted safe practices in the oil industry.

The Master is expected to strictly comply with these requirements throughout the vessel's stay at the dock, and Terminal personnel will do the same, fully cooperating with the vessel in the mutual interest of safe and efficient operations.

Before operations begin and periodically thereafter, for mutual safety, the Terminal Representative, together with a responsible Officer from the vessel, will conduct a routine inspection to ensure that the Ship/Shore Safety Checklist items can be answered affirmatively. Where corrective action is required, the Terminal may refuse to commence operations or, if already underway, may require them to be stopped.

Similarly, if the Master considers that safety is at risk due to any action by the Terminal's involved personnel or any equipment under the Terminal's control, the Master must demand the immediate cessation of operations until the situation is rectified.

Repetitive checks of items marked as "Recheck" on the “*Lista de Verificação de Segurança Navio/Terra*” will be carried out by both the vessel and terminal crew at intervals not exceeding four hours.

10.2 BRAZILIAN FEDERAL REVENUE REGULATIONS

Port operations at petroleum terminals in Brazil are subject to regulations issued by the Receita Federal do Brasil (RFB – Brazilian Federal Tax Authority). These regulations govern both tax aspects and customs procedures related to the import, export, and movement of petroleum products. Below are the main applicable regulations:

- *Instrução Normativa RFB No. 800/2007*
- *Instrução Normativa RFB No. 1.702/2017*
- *Instrução Normativa RFB No. 1.600/2015*
- *Instrução Normativa RFB No. 1.881/2019*
- *Instrução Normativa RFB No. 1.416/2013*
- *Portaria Coana No. 36/2001*
- *Instrução Normativa RFB No. 1.986/2020*

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10.3 AUTHORITIES: MARITIME, HEALTH, CUSTOMS, AND IMMIGRATION

Shipping Agents must guide Masters on the required forms to be completed and the original documents and copies that must be presented to the authorities for proper clearance of the cargo to be loaded/unloaded, crew, passengers, subcontractors onboard, visitors, shore subcontractors, workshops, and suppliers.

Although the most common practice is for the official visit to take place during berthing, authorities may occasionally board the vessel at anchorage if necessary.

Except for Pilots, no one is authorized to board or disembark from the vessel before official clearance by the competent Authorities.

In the event of urgent occurrences at anchorage or berths, such as non-infectious illnesses, severe medical conditions, accidents, lack of food or potable water, or any other emergency, exceptions may be made to provide appropriate support, with the assistance of Shipping Agents and special permission from the Port and other relevant Authorities.

10.4 SAFETY REQUIREMENTS

10.4.1 SMOKING PROHIBITED

Smoking is strictly prohibited in the berthing area and aboard vessels moored at the T-Oil dock, except in those spaces on board specifically designated as “Smoking Areas” by both the Master and the Terminal Representative.

Signs identifying designated smoking areas must be placed conspicuously. Failure to comply with this regulation will result in operations being halted and may lead to the vessel's removal from the berth, pending a full investigation and receipt of a written guarantee from the Master that effective controls have been established.

10.4.2 USE OF MATCHES AND LIGHTERS

Under no circumstances are crew members allowed to carry matches, lighters, flammable liquids, or any other similar ignition sources while in the dock area.

Visitors to vessels moored at the dock must leave matches and lighters at the security post before entering the terminal facilities.

10.4.3 ALCOHOL AND DRUG POLICY

All vessels berthing at the T-Oil terminal must have an established Drug and Alcohol Policy.

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Masters are informed that operations will be stopped if it is determined that any person or persons involved in the operations are not under proper control due to alcohol/drug use and/or fatigue.

Operations will not resume until the matter has been reported and fully investigated by the relevant authorities, and the Terminal Representative considers it safe to do so. Delays or cancellations of the vessel's departure may result from the above-mentioned issues.

Access to the dock will be denied to anyone suspected of being under the influence of alcohol or drugs.

10.4.4 PORTABLE ELECTRICAL EQUIPMENT, INCLUDING PHONES AND PAGERS

Only intrinsically safe electrical equipment is allowed in the dock area or within the hazardous zone of the vessel and Terminal.

Portable electrical equipment, including laptops, mobile phones, pagers, and cameras, if not certified as intrinsically safe, must be turned off and may only be used within:

- Permanent buildings designated by the Terminal Manager.
- Areas on the vessel designated by the Master.

Note: In certain circumstances, some types of cameras, such as a disposable camera without a flash, may be used, subject to specific approval from both the Master and the Terminal Representative.

10.4.5 ENVIRONMENTAL PROTECTION

Vessels entering the maritime areas of Rio de Janeiro must comply with environmental protection laws in accordance with CONAMA regulations. The Master of a moored vessel must comply with the provisions of the aforementioned law and, in particular, must not:

- Cause or permit any type of waste to be discharged from the vessel or its drains into port waters;
- Cause or permit anyone to pump or discharge oil, alcohol, or any flammable liquid into port waters;
- Allow the vessel to emit excessive black smoke.
- In case of any violation, the T-Oil Representative (Terminal Manager) may instruct the offending vessels to vacate the berth or prohibit their return to the T-Oil TERMINAL.

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10.5 PERSONAL PROTECTIVE EQUIPMENT (PPE)

The minimum PPE requirements must always be met:

- Long-sleeved shirts and trousers;
- Safety shoes or boots with toe protection;
- Helmet with chin strap;
- Life jacket when working on the dock;
- Gloves resistant to chemicals/oil.

Personnel involved in operations are strongly recommended to fully wear PPE during cargo transfer, hose handling, and mooring operations.

10.6 PORT AND TERMINAL SECURITY AND ISPS CODE

The Terminal complies with the ISPS Code. Upon request by the vessel, a Declaration of Security will be provided by the Terminal.

Any security breach or security-related incident within the terminal facilities, such as product or corporate property theft, unauthorized access, or any violation of the ISPS Code, must be reported immediately to the Terminal's HSSE Department.

The terminal is enclosed by a security fence. Access is controlled through an electronic access card system. Security patrols are conducted daily, and the dock is equipped with CCTV cameras for monitoring purposes. The dock is under camera surveillance 24/7.

In compliance with the ISPS Code, the following three security levels are adopted:

- Security Level 1 – Normal: The level at which standard security measures must always be maintained;
- Security Level 2 – Elevated: The level at which appropriate additional measures must be maintained for a period due to an increased risk of a security incident. For the pier, this will include additional security guards and stricter patrols monitoring port users;
- Security Level 3 – Exceptional: The level at which additional security measures must be maintained for a limited period when a security incident is likely or imminent, even if the specific target cannot be identified. For the pier, this may result in the removal of a vessel from the dock or a delay in vessel berthing;
- To ensure coordination between the ship and port security plans, information will be exchanged during the pre-transfer conference.

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10.7 ACCESS CONTROL

Upon berthing, the Master must provide the Agent with a crew list and details of any expected visitors during the port stay. The Agent will then distribute a copy of the crew list to all relevant parties. The pier is a 24-hour exclusion zone for unauthorized personnel. Accessing restricted land, water, or vessel areas without authorization is an infraction.

To enter the terminal or pier areas, visitors must be approved by the Terminal and escorted. They must also complete the Terminal Site Induction Training. All procedures involving any person visiting the vessel will be handled by the Agent.

11. POLLUTION AND ENVIRONMENT

Vessels operating at the Terminal must comply with all national regulations and international conventions regarding pollution prevention, ballast water management, waste disposal, and emissions to ensure environmental preservation. Ships may contact the Agent and the Terminal whenever they have questions about applicable regulations.

11.1 POLLUTION PREVENTION

- Oil or oil-containing material must not be discharged;
- Garbage or other materials, whether liquid or solid, must not be disposed of;
- Oil, sludge, or fuel transfers are not permitted;

In the event of an oil spill or oil-contaminated material, the Terminal Administration must be informed immediately, and operations must be halted until the situation is addressed following the Terminal's action plans.

During operations, several checks must be conducted around the vessel to ensure no oil spills occur and that no valves, gates, hatches, flanges, etc., could potentially cause a spill.

Specific questions regarding procedures can be clarified directly with the Terminal Administration.

11.2 PROCEDURES FOR HANDLING LEAKS OR SPILLS

The following regulations apply in the event of oil leaks or spills:

INTERNATIONAL REGULATIONS

- MARPOL 73/78 (International Convention for the Prevention of Pollution from Ships), to which Brazil is a signatory.

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- OPRC 1990 (International Convention on Oil Pollution Preparedness, Response, and Cooperation), to which Brazil is a signatory.
- SOLAS (International Convention for the Safety of Life at Sea).
- ISM Code (International Safety Management Code).

NATIONAL REGULATIONS

- Lei nº 9.966/2000 (Lei do Óleo) – (*Law No. 9.966/2000 (Oil Law)*).
- Decreto nº 4.136/2002 (*Decree No. 4.136/2002*).
- Resolução ANP nº 398/2010 (*ANP Resolution No. 398/2010*).
- Plano Nacional de Contingência (PNC) (*National Contingency Plan*).
- NORMAM-401/DPC.
- Resolução CONAMA nº 293/2001 (*CONAMA Resolution No. 293/2001*).

The following actions are compiled from the regulations above.

IMMEDIATE NOTIFICATION

- Communication with Authorities: The vessel's responsible party must immediately notify the Port Authority (Capitania dos Portos), the Instituto Brasileiro do Meio Ambiente e dos Recursos Naturais Renováveis (IBAMA - Brazilian Institute of Environment and Renewable Natural Resources), the Agência Nacional do Petróleo, Gás Natural e Biocombustíveis (ANP -National Agency for Petroleum, Natural Gas, and Biofuels), and state and municipal environmental authorities, as well as the local port authority.
- Plano de Emergência Individual (PEI - Individual Emergency Plan): The vessel's Master must activate the Individual Emergency Plan, which is mandatory for vessels operating in Brazilian waters under ANP Resolution No. 398/2010.

IMMEDIATE CONTAINMENT ACTION

- Valve Closure: The first action is to stop the source of the leak by closing valves or halting operations contributing to the spill.
- Deployment of Containment Barriers: Containment booms must be placed around the spill source to limit oil dispersion.

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- Use of Absorbents: Absorbent materials, such as pads and specialized sponges, must be used to collect oil from the water surface.

RESPONSE TEAM MOBILIZATION

- Emergency Brigades: The emergency teams from the port and the vessel must be immediately mobilized to contain and recover the oil.
- Coordination with Authorities: Direct coordination with the mentioned authorities must be established to ensure actions align with local and national contingency plans.

MONITORING AND ASSESSMENT

- Spill Assessment: The spill's extent must be quickly evaluated, including the quantity of oil released and its spreading direction.
- Environmental Monitoring: IBAMA and other environmental authorities will monitor the spill's impact and guide subsequent actions.

CLEANUP ACTIONS

- Oil Recovery: Specialized equipment, such as skimmers and oil recovery systems, must be used to collect floating oil.
- Cleaning Affected Areas: Coastal areas and port structures impacted by the spill must be cleaned according to environmental authorities' established procedures.

11.3 BALLAST WATER

Vessels must fully comply with NORMAM 20 and the “*Convenção de Água de Lastro*” (Ballast Water Convention).

11.4 WASTE AND GARBAGE MANAGEMENT

The terminal does not provide waste management and disposal services.

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12. VETTING & VESSEL ACCEPTANCE PROCEDURE

Any vessel that does not comply with the proposed regulations or provides incorrect, incomplete, or omitted information that compromises the safety of people, the environment, or other vessels may be rejected by the Terminal Administration. The terminal will follow the sequential steps below:

- Exchange of preparatory information;

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- Checklist of certificates and documents;
- Vessel Safety Inspection;
- Discharge test and compatibility approval;
- Vessel compatibility monitoring;

Vessels calling at the terminal must have all certificates valid for the expected duration of their stay, considering the terminal's Estimated Time of Departure (ETD) plus a tolerance of 10 days. Vessels calling at the terminal acknowledge and accept all requirements and conditions stated in this regulation.

The following criteria apply to vessel acceptance:

- **Vessel Age:** The terminal will not accept vessels older than 20 years. Vessels between 15 and 20 years must provide detailed information on their Condition Assessment Program (CAP). The minimum acceptable rating is CAP2 or equivalent.
- **Classification Society:** All vessels operating at the terminal must be classified by a Classification Society that is a permanent member of IACS.;
- **P&I Coverage:** All vessels operating at the terminal must have P&I coverage appropriate for the operation;
- **SIRE Report:** The latest SIRE report must be no older than 6 months at the time of evaluation. However, vessels with reports between 6 and 7 months old may be accepted on a case-by-case basis;
- **Mooring Lines and Deck Equipment:** All mooring lines and associated equipment (winches, fairleads, rollers, bollards, etc.) must be in operational and satisfactory condition for STS operations, as certified in the Statement of Compliance;
- **Recent Operational History:** Vessels with incidents, deficiencies, or detentions in their history will only be accepted if effective corrective actions have been implemented. The Terminal reserves the right to request additional relevant information and justification from the Charterer for nominating the vessel despite its history;
- Any information not included in the Q88 form or the Statement of Compliance must be submitted separately and formally, unless reasonably justified by the Charterer.

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- The Charterer must ensure that the documentation provided by the nominated vessel is reviewed in accordance with internal standards and applicable vetting procedures;

13. COMMERCIAL CONTACTS

The contact details for commercial inquiries are listed below.

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