

RULES FOR VESSEL ACCEPTANCE AT VLI

Rev. 4 (28/07/2026)

VLI's Ship Technical Acceptance Team (ACTEC) presents the procedure and the basic criteria for accepting ships for safe operation at port terminals managed and/or operated by VLI.

PROCEDURE

1.1 REQUEST FOR SHIP'S ANALYSIS AND VETTING

The analysis must be requested exclusively at VLI's Clients Portal.

1.1.1 Portal Conecta

Access to the portal is via <https://cliente.vli-logistica.com.br>. Porta Conecta allows the Client to track the status of the case in real time.

1.2 REQUIRED DOCUMENTS AND INFORMATION FOR ANALYSIS

1.2.1 Basic documents

The following information is necessary for any vessel nominated for VLI port terminals.

- General Arrangement Plan;
- Baltic 99 Questionnaire (B99/Q99) or SPN (according to chart on item 1.2.3);
- Ship's Particulars.

1.2.2 Compliance Analysis

The Compliance Analysis will be carried out simultaneously with Technical Analysis and applies to every ship nominated for VLI port terminals.

- Information regarding Shipper and Receiver.

1.2.3 Additional documents

The "FINAL ACCEPTANCE" comprises a thorough analysis that verifies, among others, the degree of risk that the operation of the proposed vessel presents, according to the criteria of the IMO BLU Code. Final Acceptance will be issued when all documentation has been received and analyzed.

Additional documents for this analysis are listed below.

Documents required by port terminal

Document / Port	PECEM	TIPLAM	TMIB	TPSL	TPD	TPM
GENERAL ARRANGEMENT / CAPACITY PLAN	M	M	M	M	M	M
SHIP'S PARTICULARS	M	M	M	M	M	M
BALTIC Q88/99	M	M	M	M		
SOC GC V4 VALE					M	M
SPN GC V4 VALE					M	M
LS GC LETTER OF ACCEPTANCE / STATEMENT					M	M
VESSEL'S PRELIMINARY / INITIAL QUESTIONNAIRE					M	M
SPN VLI			M	M		
REQUIRED INFORMATION FOR SHIP'S ACCEPTANCE UNLOADING/LOADING			M			
CARGO TRIMMING LETTER				M ⁰		
CLASS STATUS REPORT (LAST 14 DAYS)	UR	UR	UR	UR	M ¹	M ¹
PSC REPORT	UR	UR	UR	UR	M ²	M ²
VETTING RIGHSHIP	UR	UR	UR	UR	M ³	M ³
RIGHTSHIP INSPECTION	M ⁷	M ⁷	M ⁷	M ⁷	M ⁴	M ⁴
MAIN DECK & HOLD PHOTOS	UR	M ⁵	UR	UR	M ⁶ / UR	M ⁶ / UR
ADDITIONAL REQUEST	UR	UR	UR	UR	UR	UR

M = Mandatory

M⁰ = Mandatory for ships fitted with deck cranes

M¹ = Mandatory for ships aged 10 years and older

M² = Mandatory for ships with pending PSC on Rightship platform

M³ = Mandatory for ships with incidents or open investigation on Rightship platform

M⁴ = Mandatory for ships aged 11 years and older

M⁵ = Mandatory for ships with benches or other appendages in the holds

M⁶ = Mandatory for ships with DWT < 65.000

M⁷ = Mandatory for ships aged 25 years and older

UR = Upon request

1.2.4 SLA

SLA is 15 working hours. Office hours count from 8 AM to 5 PM (Brazil LT: UTC – 3).

SLA starts as of receiving at least the information below:

- General Arrangement Plan;
- Ship Pre Nomination (SPN) or Ship's Particulars;
- Information regarding Shipper and Receiver.

1.2.5 Pending information

The cases with information pending for over 48 hours will be cancelled.

1.3 ACCEPTANCE VALIDITY

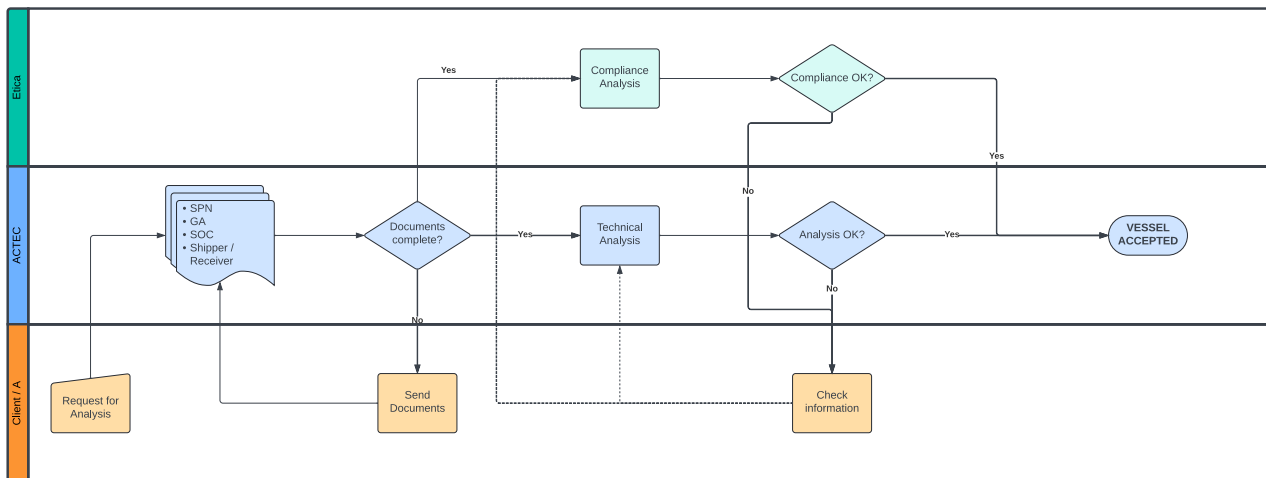
The validity of the analysis for vessels calling Tubarao Port Complex (TPD and TPM) is **45 days**. If vessel's arrival is expected after that deadline, a request for extension / renewal must be made.

The following documents must be updated and re-sent:

- Letter of Statement;
- Letter of Acceptance;
- SPN;
- Class Status Report (issued within 14 days)

In the event of substantial changes in the information sent previously, additional documents may be required by the Port.

BASIC FLOW FOR VESSEL ACCEPTANCE



BASIC CRITERIA FOR VESSEL ACCEPTANCE

1.4 VESSEL'S AGE

1.4.1 Maximum operating age (except TPD and TPM)

The maximum age for operating ships is 25 years, starting from the delivery date.

1.4.1.1 Analysis of ships aged over 25 years

Ships with age over 25 years may be accepted on an exceptional basis if the following conditions are met:

- Rightship Safety Score equal to or greater than 3;
- Valid Rightship Inspection;
- No pending items on *PSC Reports* and *Class Status Report*;
- *Acceptable Vetting* from Rightship.

Ships which don't meet these criteria will not be accepted.

1.4.2 Maximum operating age for TPD and TPM

For ships bound for TPD or TPM, the maximum age is 20 years.

1.5 SHIPS WITH DECK CRANES (GEARED SHIPS)

Following rules are applicable only for loading operations.

1.5.1 Distance between deck cranes

The minimum distance between cranes or between cranes and other structures must be equal to or greater than 26 meters.

1.5.2 Position of cranes

Cranes cannot be located on the shore side. Berthing sides for loading operations are as follows:

- TIPLAM B2 / B3: Port side alongside;

- TPD 3: Port side alongside;
- TPSL 105: Starboard side alongside.

1.5.3 Specific criteria

1.5.3.1 TPSL

Ships equipped with deck cranes will be accepted for grain loading operations at TPSL only upon acceptance of total cargo reduction of up to 5% due to the difficulty of stowage arising from interference with the ship loader.

1.6 DEBALLASTING RATE

Ships with deballasting rates that result in loading stoppages will not be accepted.

The loading rates at VLI's managed ports are determined in the Port Regulations (Port Guide) of each port terminal.