



## Braskem minimum Vetting Requirements

### PHYSICAL INSPECTION

Every vessel that operates for Braskem is subject to inspection by Braskem Vetting team.

### HULL TYPE

- Oil and chemical tankers (OIL and CHEMICAL) must have a double hull (DH);
- Gas (LPG/LNG) vessels must at least contain a double bottom (DB) or double sides (DS).

### VESSEL'S AGE

- Oil and Chemical Tankers below 5000 (five thousand) DWT must be no more than 25 (twenty five) years old.
- Oil and Chemical Tankers above 5000 (five thousand) DWT must be no more than 22 (twenty) years old; between 20 (twenty) and 22 (twenty two) years old, SIRE/CDI inspections performed no more than 4 (four) months prior to the date of the intended operation;
- For LPG gas carriers, the maximum age allowed is 22 (twenty two) years;
- For OBO or OO vessels, the maximum age allowed is 20 (twenty) years;

**Based on delivered date.**

### MANNING

	Master + Chief Officer	Chief Engineer + First Engineer
Experience in the Rank	three years	three years
Experience on Tanker vessels	two years	two years

### CONDITION ASSESSMENT PROGRAMME

The CAP - Condition Assessment Program for the hull, with an assessment of 2 (two) or better. In the following situations:

- Chemical and gas carriers as of 20 (twenty) years old.
- Oil tankers as of 15 (fifteen) years old.
- OBO vessels as of 10 (ten) years old.

### TANKER MANAGEMENT SELF ASSESSMENT

Technical operators or vessel owners who own a fleet that undergoes SIRE inspections must verify the results of the performance in the TMSA (Tanker Management Self-Assessment) and a minimum compliance level of 2 (two) is considered satisfactory.

**SIRE/CDI**

The CDI and SIRE inspections need to have been carried out no later than six months before the end of the intended operation (in the case of Braskem shipments, before the end of the trip) and the report must be available on the respective site.

**PORT STATE CONTROL**

- The vessel cannot be banned by the Paris MoU, the USCG or the Tokyo MoU, according to the trade that is proposed for the operation.
- The vessel cannot have been detained within the last 12 (twelve) months.
- The vessel cannot have more than 6 (six) deficiencies in the last 6 (six) months.

**EMERGENCY PREPAREDNESS AND RESPONSE**

The vessel must carry out regular emergency and rescue training (SOPEP/SMPEP/OPA-90, as applicable), at intervals of no more than 3 (three) months.

**INSURANCE**

The vessel must be insured by a member of the International P & I Clubs Group.

The coverage must be at least US\$ 1 (one) billion for oil spills, except for vessels used exclusively in inland navigation, for which the minimum limit is US\$ 8 (eight) million.

**CLASSIFICATION SOCIETY**

The vessels must be classified by a company affiliated with IACS.

**TERMINAL RESTRICTIONS**

	Max. Draft	Max. LOA	Max Displacement	Deadweight	Specific Restriction
Maceio	8,4m	176,8m	45.600,00MT	37.700,00MT	Vessel must have a fully operational crane.
Tramadaí	16,0m			200.000,00MT	SPM and 16" inches connections.
Rio Grande	9,75m	205,0m	60.000,00MT	47.430,00MT	Freeboard must be less than 12 m.
Aratu Norte	12,0m	220,0m	80.000,00MT	50.000,00MT	
Aratu Sul	11,0m	170,0m	40.000,00MT	30.000,00MT	
Aratu TMP	14,8m	267,0m	90.000,00MT	70.000,00MT	1.700 m <sup>3</sup> /h as minimum discharging rate through common line and 16" inches connections and a minimum pressure at the manifold of 7 kgf/cm <sup>2</sup> .

To operate at Aratu Terminal and according NPCP BA the nominal DEADWEIGHT and DISPLACEMENT must not be higher than terminal restrictions above. Owner must guarantee that when arrive this restrictions will be attended and check with Harbor Master if this Lady can operate at arrival conditions (Draft, deadweight, cargo amount and displacement)