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## Vale obtains license to implement Pier IV

Last Friday Vale received an Installation License for Pier IV, at Ponta da Madeira Maritime Terminal in São Luís, in the state of Maranhão in northern Brazil. It is expected that construction work will begin in October of this year. Pier IV is part of a program to enhance Vale's logistics system in the country's North region, involving total investment of 2 billion reais. The license was officially handed to Sérgio Aranha, Vale's director for logistical expansion in northern Brazil, by Washington Rio Branco, the state government of Maranhão's environment and natural resources secretary.

The new pier will increase the capacity of Ponta da Madeira Maritime Terminal by 100 million tons per year, generating around 2,500 jobs during peak construction work and another 182 when it enters into production. "Pier IV is fundamental to guarantee the production and transportation of ore in the medium and long term," said Sergio Aranha.

During the 31 months of construction work, an average of 780 workers will be employed, with preference given to local people. Vale will provide free training courses to help meet demand for qualified labor. In all, 800 places will be offered on the courses. The local economy will also be boosted by the purchase of materials in the region.

With a minimum depth of 25 meters, Pier IV's two berths will be able to receive vessels of up to 400,000 deadweight tons. With a 1,620 meter access bridge, the facility will be able to load two ships simultaneously, handling a total of up to 53 ships per month. The project includes measures to mitigate environmental and social impacts, such as enclosed conveyor belts and a system to reuse rainwater.

The port, which is one of the largest in the world, with a present capacity of 130 million tons per year, is used to export mineral ores, pig iron and soybeans.

The project to build Pier IV is an endorsement for Maranhão, which is recognized nationally for its important geographical location and natural vocation for new port developments. It is estimated that the project will contribute R\$124 million to the state government's tax revenues. During construction work on Pier III, 85% of the companies subcontracted were from the state.

### Social and environmental responsibility

Environmental and social surveys carried out for the project demonstrate that it will be possible to monitor, mitigate and compensate for the impacts arising from construction and operation. Environmental features of the project include the use of closed conveyor belts, to prevent ore and dust escaping into the environment, and treatment of effluents created by the new pier.

Vale has been acting ethically and transparently, allowing the local community to learn about the project in advance through a series of meetings held with different stakeholders, including fishermen who work close to Pier IV at Boqueirão Beach, government entities, community leaders and business people.

### Ponta da Madeira Maritime Terminal

Ponta da Madeira Maritime Terminal is the second biggest port in the country, in terms of cargo handled. The terminal currently has three piers, with depths of 23 meters (Pier I - making it one of the deepest in the world), 18 meters (Pier II)

and 21 meters (Pier III), and six grain storage silos able to hold 165,000 tons. The port receives grain ships of up to 365,000 deadweight tons, such as Berge Stahl, currently the largest bulk carrier cargo ship in the world. This vessel only docks and loads at full capacity in São Luís, Maranhão and Rotterdam, the Netherlands.

#### **Pier IV - key facts:**

Building work due to begin in October 2009.

Operations scheduled to begin in 2012 for the first berth, with full capacity in use in 2015.

Increase in export capacity: 100 million tons per year.

Minimum depth: 25 meters.

Access bridge: 1,620 meters long.

Able to load two vessels simultaneously.

Ship loaders with capacity of 16,000 tons per hour.

Able to receive vessels of 150,000 to 400,000 deadweight tons.

Jobs created during construction work:

2,500 workers during peak construction work.

Priority given to local workers.

Workers trained through partnerships with the state government and educational institution SENAI.

#### **More information**

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