



PORTO DO  
ITAQUI

EMPRESA MARANHENSE DE ADMINISTRAÇÃO PORTUÁRIA - EMAP



# PORTO DO ITAQUI

Planejado para estar entre os dez

*Projected to be one of the 10 most important ports in the world.*





mais importantes do mundo





**O** Porto do Itaqui, juntamente com os terminais privados da Vale e da Alumar, integra o segundo maior complexo portuário em movimentação de carga do país, com 128,9 milhões de toneladas operadas em 2011, um acréscimo de 9,64% em relação ao ano anterior. O Itaqui é o principal indutor do desenvolvimento econômico e social do Maranhão, que tem investimentos de mais de R\$ 100 bilhões previstos para os próximos anos em áreas como refino de petróleo, agronegócio, celulose e pellets, cimento e geração de energia, entre outras.

Com uma gestão empreendedora e sustentável, a Empresa Maranhense de Administração Portuária (EMAP) está focada no potencial humano e na valorização das práticas de desenvolvimento econômico, ambiental e social.

Em relação aos demais portos brasileiros, o Porto do Itaqui é o que apresenta o melhor custo-benefício para os mercados nacional e internacional. Dispõe ainda de:

- Localização estratégica que permite viagens mais curtas para vários portos do mundo;
- Grande capacidade para movimentação de grãos líquidos;
- Linha regular de contêiner;
- Planejamento portuário que garanta o crescimento sustentável do Itaqui nos próximos 20 anos;
- Eficiente sistema multimodal, o que representa menor custo logístico;
- Estrutura logística operacional para receber, armazenar e despachar cargas com rapidez;
- Infraestrutura de armazenagem para carga geral e de projeto;
- Porto de águas profundas;
- Tem a 5ª gestão ambiental mais eficiente do país, de acordo com o Índice de Qualidade da Gestão Ambiental da Agência Nacional de Transportes Aquaviários (ANTAQ);
- É um dos cinco portos no país a obter a licença de operação ambiental, assim como as demais licenças necessárias à implantação de grandes projetos;
- Programa de Gerenciamento de Resíduos Sólidos;
- Terá, a partir de 2013, o Terminal de Grãos do Maranhão (TEGRAM) com capacidade para até 10 milhões de toneladas/ano quando em pleno funcionamento;
- Um novo píer petroleiro, o berço 108, aumentará em 40% a capacidade do Itaqui em operar derivados de petróleo já a partir de 2013; Terá, a partir de 2013, o Terminal de Grãos do Maranhão (TEGRAM) com capacidade para até 10 milhões de toneladas/ano quando em pleno funcionamento;
- Um novo píer petroleiro, o berço 108, aumentará em 40% a capacidade do Itaqui em operar derivados de petróleo já a partir de 2013.

*The Port of Itaqui, along with Alumar's and Vale's private terminals, is part of the second largest port complex in terms of cargo movement in the country, with 128,9 million tons handled in 2011, a growth of 9.64% in relation to the previous year. Itaqui is the main inductor of economic and social development in Maranhão, which has investments planned at R\$ 100 billion over upcoming years in areas such as oil refining, agribusiness, cellulose and pellets, cement and generation of energy, among others.*

*With enterprising and sustainable management, the Maranhão Port Company (EMAP) is focused on human potential and in valuing economic, environmental and social development practices.*

*In relation to other Brazilian ports, the Port of Itaqui is the one that which offers the best cost-benefit relation for national and international markets. It even has:*

- *Strategic location which allows for shorter trips to several ports in the world;*
- *Large capacity for moving bulk liquids;*
- *Regular container line;*
- *Port planning that guarantees Itaqui's sustainable growth over the next 20 years;*
- *Efficient multimodal system, which represents a lower logistical cost;*
- *Logistic operational structure to quickly receive, store and ship loads;*
- *Warehouse infrastructure for general and project cargo;*
- *Deep-water port;*
- *It has the 5th most efficient environmental management in the country, according to the National Agency of Waterway Transport (ANTAQ) Environmental Management Quality Index;*
- *It is one of five ports in the country to obtain an environmental operation license, as well as the other licenses necessary for the implantation of large projects;*
- *Solid Waste Management;*
- *From 2013, there will be a Maranhão Grains Terminal (TEGRAM) with a capacity of up to 10 million tons/year when in full operation;*
- *A new oil pier, dock 108, will expand Itaqui's capacity to work with petroleum products by 40% from 2013.*



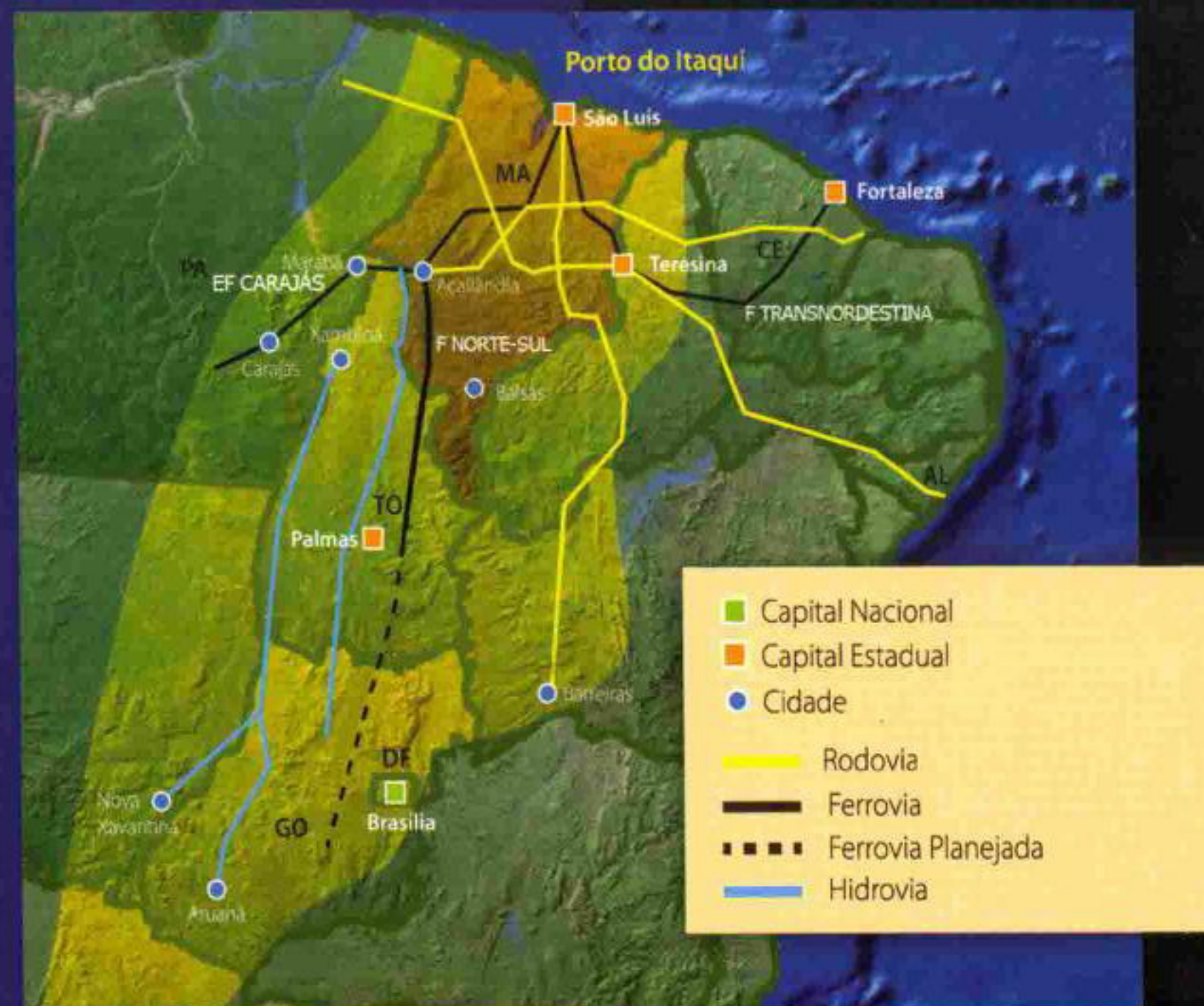
# MULTIMODAL EFFICIENCY

*Directly integrated directly with railroads and highways, the Port of Itaqui gives exclusive economic advantages to producers of the Central-North hub, who spend less and earn more, using Itaqui as a discharge corridor;*

*Compared to ports in southeastern Brazil, up to seven days to travel are saved for the largest terminals in the world. For example, the Itaqui-Rotterdam route travelled in 10 days;*

*The Panama Canal expansion reforms will also place the Port of Itaqui as an excellent point of departure and arrival for Asian markets;*

- Added to handling of oil by-products, bulk minerals, Brazilian agribusiness, general cargoes and containers, the Port of Itaqui has the amount of handling required for becoming the main maritime commercial distributing centers in Brazil. In 2011, 14 million tons were handled at the public port with an estimated 20 years to reach the mark of 150 million tons/year and appear on the list of the 10 most important ports in the world.
- Highway network with more than 55 thousand kilometers interconnected by municipal, state and federal highways;
- Access to areas with good navigability rivers such as the Araguaia and Tocantins;
- Rail system formed by the Transnordestina Railroad and Carajás Railroad with a project for interconnection of the latter with the North-South Railroad to cover the entire Central West region;
- Close to São Luís Industrial District and Marechal Cunha Machado International Airport.





## VANTAGENS OPERACIONAIS

- Operação com derivados de petróleo, alumínio, ferro-gusa, soja, cargas gerais e contêineres;
- Canal de acesso bem sinalizado, protegido de ondas e de correntes. Largura de 1.800 m e profundidade média de 30 m;
- Capacidade operacional de 6 berços de atracação com retroáreas amplas e equipadas, sendo um dedicado a graneis líquidos e os demais multiuso. Cais equipado para operação com derivados de petróleo em sua extensão;
- Novo berço, 100, que entra em operação este ano;
- Profundidade dos berços entre 9 e 19m.

## OPERATIONAL ADVANTAGES

- *Operation with derivatives of petroleum, aluminum, pig iron, soy, general cargo and containers;*
- *Access canal marked well, protected from waves and currents. A width of 1.800 m and average depth of 30 m;*
- *Operational capacity of 6 berthing piers with amply equipped port retro areas, with one dedicated to bulk liquids and the others are multipurpose. Wharf equipped for operating petroleum derivatives in their totality;*
- *New berth, 100, which begins operations this year;*
- *Depth of berths is between 9 and 19m.*







## SUSTAINABLE MANAGEMENT

*With the mission to speed up strategic decisions and stimulate regional development, the Maranhão Port Company (EMAP) took over the port authority in 2001. The service quality has reached levels of excellence by achieving the ISPS Code and ISO 9001:2000 certifications.*

*Currently, the Port of Itaqui occupies the 5th position on the ANTAQ Environmental Management Quality Index, and has implanted the Mutual Assistance Plan (PAM). One way that EMAP has found to further disseminate culture, environmental preservation, corporate values and promote healthy expansion was the implantation of the Solid Waste Management Program and of the Conscience Consumer Program. They are envisaged containing environmental education actions, recycling and the encouragement of the conscience use of natural resources. The company also has to maintain relations, social responsibility and environmental education actions, through the project, EMAP in the Community, in neighborhoods surrounding the Port of Itaqui.*

*Our next challenge in this area is obtaining the ISO 14.001 environmental certificate. We remain the committed to transforming this great activity into socioeconomic benefits not just for Maranhão, but also for the North, Northeast and Central-West regions.*





## EXPANSION PROJECTS

*The increasing volume of cargo handling at the Port of Itaqui requires reforms and expansion of the current structure through its own resources, public and private initiative. Among the expansion projects are expansion of the operational capacity, studying the docking berths 97, 98 and 99 on the South wharf;*

- *Structural recovery of berths 101 and 102; the latter already finished;*
- *Finish construction of berth 100 in 2012 and widening the South wharf;*
- *Oil Pier expansion with the construction of berth 108;*
- *Construction of the Maranhão Grain Terminal (TEGRAM), which will change the discharge logistics of national agribusiness.*



# PORT OF ITAQUI EQUIPMENT LIST

Movement in 2011: 14 million tons

Docked ships: 786

## **Port dimensions**

Total area: 174.000m<sup>2</sup>

Dock depth: 9m-19m

Dock length: 1.197m

## **Operational infrastructure**

1,616m of docking pier, with depth varying between 9m and 19m;  
6 berthing piers, 1 exclusively for liquids and 5 multipurpose.

## **Main shipped loads**

Aluminum, copper, ethanol, pig iron, soy bran, iron ore, soybean.

## **Main imported cargoes**

Anthracite, rice, general cargo, limestone, fertilizer, fluoride, GLP, vegetable oil, wheat, tracks and petroleum products.

## **Access channel**

São Marcos Bay

Width: 1,800m

Depth: 30m

## **Equipment**

4 forklifts (reach stackers) for moving containers;

4 mobile cranes

2 ship loaders;

40 receptacles for supplying electric power to reefer containers;

20 Forklifts.

## **Storage**

4 vertical silos with a 12000-ton capacity;

1 grain storehouse with an 8,000-ton capacity;

310 thousand cubic meters of tanks and spheres for liquid storage.







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