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CVRD in Maranhão

The history of Companhia Vale do Rio Doce in the State of Maranhão began on July 1978, with the construction of Estrada de Ferro Carajás (Carajas Railway), which was concluded four years later. The first ore transport took place in 1985 and the Passenger Train made its first trip in 1986, year of the first iron ore shipping from the Terminal Marítimo de Ponta da Madeira (Ponta da Madeira Maritime Terminal).

Estrada de Ferro Carajás

History: Estrada de Ferro Carajás was built in 1982 to transport iron and manganese ore from the Carajás mines, in Pará state, to the Terminal Marítimo de Ponta da Madeira (Maritime Terminal of Ponta da Madeira), in São Luís, Maranhão. On February 28, 2005 the railway celebrated 20 years.

Characteristics: the railway is 892 km long with single line, crossing the states of Maranhão and Pará, located in the Northeast and North regions of Brazil. The ore transport is done with two locomotives and 208 railcars.

Transported cargo: In addition to iron ore, loads such as soybeans, pig iron, manganese, copper, fuel, vehicles and fertilizers are transported.

Technology of the CCO (Operational Control Center): it consists of a Operational Control Center of the EFC (Carajás Railway), equipped with liquid crystal synoptic panel, servers and computers on board and a land-train data communication subsystem. The main function of the CCO is to control train circulation, maintaining production safety and efficiency;

Integration: EFC is part of the North System (Maranhão and Pará), including the Complexo Mineral de Carajás (Carajas Mineral Complex) and Terminal Marítimo de Ponta da Madeira.

Passenger Train

Composition of Passenger Train: four (04) Executive class passenger cars with air conditioning, sixteen (16) Economy class passenger cars without air conditioning, one (01) Cafeteria car, two (02) Luggage cars and one (01) Ticket car for passenger boarding and leaving;

Average number of passengers/day: 1,500 passengers (336 in the Executive class and 1164 in the Economy class);

Number of served municipalities and locations: 22, with 19 in Maranhão and 3 in Pará;

Number of stations and stops: 15;

Terminal Marítimo de Ponta da Madeira

Maranhão is served by efficient multimodal logistics and is strategically closer to the North American and European markets. Terminal Marítimo de Ponta da Madeira is the second in cargoes movement in Brazil, and is responsible for 86% of all the cargo movement in Maranhão. The terminal supports bulk carrier ships up to 420 mil TPB. The terminal has three piers with depths of 23m, 18m and 22m, respectively, and four grain storage silos with static capacity of 194 thousand tons. Pier III, the last one to be constructed on 2003, was expected to increase the current export capacity from 58 to 76 million tons in 2004.

History: Terminal Marítimo de Ponta da Madeira, inaugurated in January 1986, was initially designed to operate with iron and manganese ore earmarked mainly for exports, but it soon demonstrated its trend for being large.

The pig iron exports started in 1988, boosting a large market for semi-finished products along Carajás Railway. In 1992, the first shipping of soybean promoted the opening of a large exporter market in the South of Maranhão.

Port Movement: Total exported cargo in 2004 was 58.4 million tons, a new record. Of this total, 12.2 million tons were iron ore, 1.4 million tons were pellets, 404 thousand tons were manganese, pig iron and soybean were 612 thousand tons. During these twelve months of the year, 553 ships were moored in the three piers of CVRD in Maranhão.

Particularities: Terminal Marítimo de Ponta da Madeira is the only port in Brazil capable of totally loading the larger bulk carrier in the world, Berge Stahl, with capacity to transport 355,767 tons and specially built for the São Luís - Rotterdam (Netherlands) route;

Pellet Plant of São Luís

History: Companhia Vale do Rio Doce inaugurated on March 26, 2002 the Pellet Plant of São Luís, the most modern and with the largest production capacity in Brazil, with 6 million tons of pellets/year. The project cost US\$ 408 million.

Production: with the Pellet Plant of São Luís, CVRD increased the yearly production capacity to 31 million tons of pellets per year. The production is exported mainly to Central America and Middle East.

Job Generation

At the end of the first quarter of 2005, CVRD operations in Maranhão generated 9,440 direct and indirect jobs. CVRD has also over 200 active contracts with companies of Maranhão and about 1,500 registered local suppliers.

Main Social and Cultural Projects

CVRD develops several social projects in Maranhão, benefiting thousands of children, teenagers and adults. The main social projects under development in the State are: Education nos Trilhos (Education on the Rails), Escola que Vale (Vale School), Trem da Cidadania (Citizen Train), Vale Alfabetizar (Adult Learning Vale), Vale Informática/CDI (Computer/CDI Vale) and Education para Limpeza Urbana (Education for Urban Cleaning).

In order to strengthen ties between the community and the company as well as value regional culture, CVRD sponsors several projects in Maranhão in this segment, among them the Music Congress of Maranhão, Rádio Universidade FM Award, Maranhão Choir Festival, Humor Show of Maranhão, Guarnicê Cinevideo Festival, Lyrical Song Show, Christmas Cantata, Tile Inventory of São Luís, June Festivities in Itaqui-Bacanga region, Documentation and Phonographic Record of the Musical Works of Antonio Vieira, Maranhão Vale Festivity, Cultural Artistic Profiles of Maranhão, Photography Exhibitions in Centro History, Patrimonial Education Program "Viver o Desterro", "Caixeiros de Divino Espírito Santo de São Luís do Maranhão", "Uma Luz para o Futuro da Vila Embratel" (One Light for the Future at Vila Embratel), among others.

More information



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