



**ZYON**  
SHIPPING AGENCY

# PORT INFORMATION

## PORT OF ITAQUI

*Public port, whose the administration is of EMAP's responsibility – as Port Authority*

 **Adress:** Porto do Itaqui s/n – Itaqui – São Luis – MA – BRASIL – CEP 65085-370

 **UN/LOCODE:** BRIQUI



# 1. INTRODUCTION

The Port of Itaqui is located in the Bay of São Marcos, to the west of the city of São Luís, at the geographical coordinates between latitudes 02° 34' S and 02° 36' S and longitudes 44° 21' W and 44° 24' W, 11 km from the city center.

Itaqui is equipped to handle all demands, SHINC ATDN, while adhering to the maneuvering and anchorage guidelines set by the Harbor Master of the state of Maranhão.

| CHARACTERISTICS OF THE ACCESS CHANNEL | CURRENT SIZE/DEPTH |
|---------------------------------------|--------------------|
| Depth                                 | 23 meters          |
| Maximum Breadth                       | 500 meters         |
| Maximum allowable draft               | 22.50 meters       |
| Length                                | 101 KM             |

## 1.1 Nautical charts

400, 411, 412, 413, and 414 from the DHN; BA-535 and BA-543 from the British Admiralty.

## 1.2 Characteristics of berths

| BERTH | DWT     | LOA    | BEAM | MAX DRAFT   | CARGOES                                    | AIR DRAFT | BUNKER | FW  |
|-------|---------|--------|------|-------------|--|-----------|--------|-----|
| 99    | 76,500  | 225.00 | 40   | 14.50 + *TR | Dry bulk   General cargo                   | N/A       | No     | Yes |
| 100   | 100,000 | 240.00 |      | 14.50 + *TR | Grains   Other dry bulks                   | 17.50**   | No     | Yes |
| 101   | 80,000  | 200.00 |      | 11.50 + *TR | Coal   Fertilizers   Others                | N/A       | No     | Yes |
| 102   | 80,000  | 200.00 |      | 11.50 + *TR | LPG   Dry bulk   General cargo   Container | N/A       | Yes    | Yes |
| 103   | 100,000 | 229.00 |      | 14.50 + *TR | Grains   Other dry bulks                   | 17.50**   | Yes    | Yes |
| 104   | 80,000  | 184.00 |      | 12.50 + *TR | Liquid bulk                                | N/A       | Yes    | Yes |
| 105   | 150,000 | 229.00 | 45   | 17.50 + *TR | Grains   Copper   Manganese   Pig Iron     | See blw** | Yes    | Yes |
| 105   | 155,000 | 280.00 | 50   | 18.50 + *TR | Liquid bulk                                | N/A       | No     | Yes |
| 108   | 91,600  | 245.00 | 40   | 14.50 + *TR | Liquid bulk                                | N/A       | No     | Yes |

### \* Tidal Range

### \*\* Berths 100 and 103

- These berths are designated for grain shipments, and the maximum allowable air draft for Vessels is 17.50 meters.
- No air draft restrictions for others.

### \*\* Berth 105

| MAXIMUM ALLOWABLE AIRDRAFT |              |
|----------------------------|--------------|
| Grains                     | 16.60 meters |
| Manganese                  | 18.50 meters |
| Pig Iron                   | 18 meters    |

| COPPER                    |              |
|---------------------------|--------------|
| Vessels up to 40kt of DWT | 11.50 meters |
| Vessels up to 59kt of DWT | 12.40 meters |



## 1.3 Port equipment and shore facilities

### 1.3.1 Fertilizers

The port of Itaqui plays a significant role for fertilizer companies operating in the state of Maranhao and surrounding areas. As a result, it must provide a highly modern infrastructure for efficient discharge operations and warehousing.

- Conveyor Belt System + Warehouse

**Berth 101** – It is equipped with a conveyor belt system owned by the port operator, COPI. This system is connected to a designated shore hopper, where cargo is poured using a shore crane and shore grabs, before being conveyed to the warehouse.

| EQUIPMENT                                  | → | Shore crane + Conveyor Belt System (Available at berth 101, only) |
|--|---|---|
| NOMINAL DISCHARGING RATE                   |   |   |
| Fertilizers – Owned by COPI                |   | 9,048 tons per day  |
| Coal – Owned by ENEVA (Automatic unloader) |   | 10,992 tons per day   |

| EQUIPMENT                | → | Vessel's crane and shore crane (Shore crane available only at berths 101, 102 and 103) |
|--------------------------|---|--|
| NOMINAL DISCHARGING RATE |   |  |
| Fertilizers              |   | 7,200 tons per day (Two gangs)<br>4,800 tons per day (One gang)                        |
| Urea   Bentonite   Slag  |   | 6,000 tons per day (Two gangs)<br>3,600 tons per day (One gang)                        |
| Clinker   Limestone      |   | 7,008 tons per day (Two gangs)<br>4,896 tons per day (One gang)                        |
| Coal   Antracite         |   | 9,000 tons per day (Two gangs)<br>6,288 tons per day (One gang)                        |
| Wheat   Rice             |   | 6,720 tons per day (Two gangs)<br>4,800 tons per day (One gang)                        |

**Berth 100 and 103** – They are designed for grain shipments, equipped with a TMSA branded ship loader with spout for trimming, on rails.

| EQUIPMENT            | → | Ship loader + Conveyor Belt System |
|----------------------|---|------------------------------------|
| NOMINAL LOADING RATE |   |                                    |
| Berth 100            |   | 3,000 tons per hour                |
| Berth 103            |   | 2,500 tons per hour                |

**Berth 105** – It is designed for grain/copper/pig iron/manganese shipments, equipped with a ship loader with spout for trimming, on rails.

| EQUIPMENT            | → | Ship loader + Conveyor Belt System |
|----------------------|---|------------------------------------|
| NOMINAL LOADING RATE |   |                                    |
| Grains               |   | 2,500 tons per hour                |
| Pig Iron             |   | 1,042 tons per hour                |
| Manganese            |   | 667 tons per hour                  |
| Copper               |   | 708 tons per hour                  |



## 2. ANCHORAGE AREAS

São Marcos Bay presents challenges for anchorage due to its unsuitable bottom conditions, which are exacerbated by the strong currents that can reach up to 6 knots during high and low tides. These factors have led to incidents of vessels losing their anchors and running aground on the numerous sandbanks and shallow areas of the bay. To mitigate these risks, the Port Authority advises captains to ensure that their crews are on duty and properly trained to carry out emergency maneuvers while anchoring their vessels.

**“ Anchorage is not allowed in the maneuver area, nor at the entire extension of the port’s access channel”**

| RECOMMENDED ANCHORAGE AREAS |          |           |            |   |
|-----------------------------|----------|-----------|------------|---|
| NAME                        | LOCATION |           |            | REMARKS   |
|                             | Points   | Lat (S)   | Long (W)   |   |
| ONE (01)                    | A        | 01°58'5   | 044° 07,0' | Vessels on dispute;<br>Vessels undergoing huge repairs;<br>Vessels over 80,000 DWT and draft of more than 11 meters.    |
|                             | B        | 01°55,5   | 044° 09,0' |   |
|                             | C        | 01°49,2'  | 043°58,4'  |   |
|                             | D        | 01°51,8'  | 043°56,5   |   |
| TWO (02)                    | A        | 02°02,9'  | 044°03,4'  | For ships with drafts of 20 m or more.<br>Pay close attention to the underwater cables in the west sector of this area. |
|                             | B        | 02°05,4'  | 044°03,4'  |   |
|                             | C        | 02°06,0'  | 044°07,2'  |   |
|                             | D        | 02°04,4'  | 044°06,1'  |   |
| THREE (03)                  | A        | 02°08,3'S | 044°08,7W  | For ships with drafts of 20 m or more.<br>Pay close attention to the underwater cables in the west sector of this area. |
|                             | B        | 02°10,9'S | 044°09,W   |   |
|                             | C        | 02°12,1'S | 044°10,0'W |   |
|                             | D        | 02°12,1'S | 044°11,0'W |   |
| FOUR (04)                   | A        | 02°19,2'S | 044°12,2'W | Vessels under 80,000 DWT and draft less than 11 meters.   |
|                             | B        | 02°21,4S  | 044°09,8W  |   |
|                             | C        | 02°24,4'S | 044°12,8'W |   |
|                             | D        | 02°27,4'S | 044°17,2'W |   |
|                             | E        | 02°26,6'S | 044°19,4'W |   |
| FIVE (05)                   | A        | 02°22,2'S | 044°20,3'W | Vessels under 80,000 DWT and draft less than 11 meters.   |
|                             | B        | 02°25,0'S | 044°21,3'W |   |
|                             | C        | 02°24,4'S | 044°22,2'W |   |
|                             | D        | 02°20,1'S | 044°20,4'W |   |

### Ancorage area #7

To anchor in this area, it is necessary to obtain express authorization from the Port Authority, and additional safety measures are required during the request process.



## 3. PILOTAGE

All ships maneuvering to berth or depart from any berths at the Port of Itaqui must have a pilot on board as it is mandatory.

### 3.1 Pilot boarding zone

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The designated zone for the pilot to embark and disembark from the ship is situated 1.2 miles West of the Medo Island lighthouse or any other location specified in the nautical chart DHN 412.

### 3.2 Pilotage communication

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VHF channels 14 and 16.

## 4. WEATHER CONDITIONS

Maranhão is subject to multiple tropical climatic patterns, each with varying amounts of rainfall and vegetation coverage. The state has a warm, semi-humid tropical climate, with average temperatures hovering around 26.7°C. The temperature range in the state's capital city, São Luis, and coastal regions fluctuates between 23.4°C (during winter) and 31°C (during summer), creating favorable weather conditions for the Port of Itaqui and surrounding areas.

The period between January and May, which is regionally recognized as winter, experiences the most substantial rainfall, including intense short-term rains.

## 5. WATER DENSITY



Average density is 1.018 ~ 1.022.






**ZYON**  
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