



**PORTOS  
DO PARANÁ**  
PORT AUTHORITY

# **2021** Report **Sustainability**

# SUMARIO

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# Presentation

- 1.1 About the Report
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# 1.1 About the REPORT

Portos do Paraná publishes its Sustainability report for the first time to materialize its commitment to transparency and sustainable business growth. This report presents economic, social and environmental performance information and aims to generate an important communication channel with its stakeholders. This document will present the main highlights of the year and how the Company uses its means to generate value for society. The information presented in this report, prepared according to supplementary guidelines of the Global Reporting Initiative (GRI), is related to the year 2021.

The Sustainability Report was prepared collectively, with the involvement of employees from all areas of the organization. The information was submitted for analysis by the respective areas of the Company, reviewed and approved by the Executive Board. This document is a milestone for Portos do Paraná,

as it reinforces its commitment to clearly communicate all its efforts, projects and achievements to stakeholders.

Doubts and suggestions about the report's content can be sent to Strategic Planning Management by telephone at (41) 3420-1134 / (41) 3420-1102 or by e-mail [gplanes@appa.pr.gov.br](mailto:gplanes@appa.pr.gov.br).

This report presents economic, social and environmental performance information and aims to generate important communication with its stakeholders.





## 1.2 Message from **MANAGEMENT**

Portos do Paraná has been recognized as a solid company, a reference in good management. This recognition is evidenced by our operating and financial results, with record cargo handling and attraction of new businesses. We believe that the best way for a government-owned company to play its social role is to strengthen port activity in the region, being able to grow, invest, create jobs, pay taxes and effectively contribute to local development.

This report presents to the public the initiatives aimed at the sustainability of our business. Today, port activity is the main job generator in the cities of Paranaguá and Antonina. One out of four workers in these municipalities work in port-related activities. And that is not all. Port companies account for more than 60% of the Services Tax (ISS) collected by municipal governments.

We understand that an integrated promotion of economic, social, and environmental

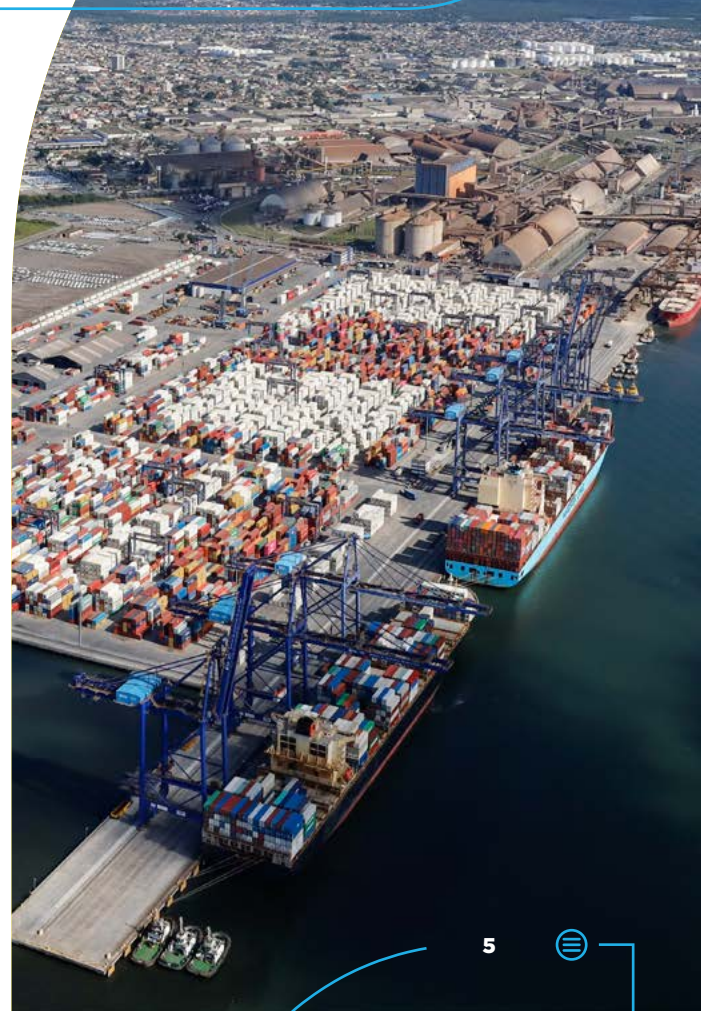
development is no simple task, but we believe it is possible. We are the best-rated large Brazilian public ports in the National Agency for Waterway Transportation - ANTAQ's Environmental Performance Index. There are more than 20 permanent environmental programs carried out by an exclusive executive board for these purposes and its own dedicated team.

This document reinforces our commitment to social economic development and to increasing the quality of life of society as a whole, respecting human rights and the environment, in accordance with the principles of the United Nations Global Compact and inspired by the Sustainable Development Goals.

**Enjoy your reading!**

**Luiz Fernando Garcia da Silva**  
Chief Executive Officer of Portos do Paraná

This report presents to the public the initiatives aimed at the sustainability of our business.





# 2

## PORTOS do Paraná

- 2.1** Portos do Paraná
- 2.2** Regulatory
- 2.3** 2021 Highlights
- 2.4** SDGs





## 2.1 Portos do Paraná

Portos do Paraná are a port complex composed of the ports of Paranaguá and Antonina. Management operates as a state government-owned company, subordinated to the State Office for Infrastructure and Logistics, with a delegation agreement with the Federal Government.

As a government-owned company, management is responsible for managing the port terminals in Paraná and is directed by a Board of Directors and an Executive Board.

The current management model follows the Landlord lines, in which the port authority, called the Administration of the Ports of Paranaguá and Antonina, is responsible for managing the port and providing the necessary structure for cargo handling activities. Thus, the government maintains the entire waterway access infrastructure, evolution basin, mooring berths, road, rail, and internal access. Private enterprise is responsible for the superstructure: equipment, warehouses, and labor.

Portos do Paraná are a port complex composed of the ports of Paranaguá and Antonina. The management operates as a state government-owned company.



### Location:

- » Principal Place of Business: Avenida Ayrton Senna da Silva, 161- D. Pedro II - 83203-800 - Paranaguá - PR; Avenida Conde Matarazzo, 2500 - 83370-000 - Antonina - PR
- » Operations: Concentrated in Paranaguá and Antonina Bays; Galheta Channel Access Channel 22.6 km; Paranaguá Antonina Access Channel 17.7 km



### Infrastructure:

- » Total area of the complex: 4,129,801.3m<sup>2</sup>
- » 5,347m of wharves and piers
- » 24 mooring berths (16 berths on the Paranaguá commercial wharf, 4 berths on 2 liquid cargo piers, 2 berths on 1 fertilizer cargo pier, 2 berths in Antonina)
- » Sorting yard area: 330 thousand m<sup>2</sup>
- » Sorting yard capacity: 1,400 trucks



### Accesses:

- » Road: BR277, PR401, PR410, and PR412 highways.
- » Railroad: Ferrovia Rumo Malha Sul S.A.
- » Waterway: Through the North and Southeast Channels, located to the north of Ilha do Mel and the Galheta Channel, located to the south of the same island, and the latter is the main access to the ports, with 28.5 km in length, width ranging from 150 m to 200 m and depth of more than 12 m, which may reach 14.6 m after the rock blasting.



### Static capacity:

- » Solid bulk: 1,775,000 tons
- » Fertilizers: 3 million tons (considering retro area)
- » Liquid bulk: 946,040 m<sup>3</sup>



### Annual container handling capacity:

- » 2.5 million TEUs



### Nominal shipping capacity (export corridor):

- » 9 thousand tons/hour



### Unloading capacity (average operating indicator for fertilizer unloading):

- » 6 thousand tons/day/ship



### MHC - mobile port crane - (solid bulk and general cargo unloading):

- » 6 units with capacity from 64 tons to 104 tons



### Shiploaders:

- » 10



### Mission:

- » Offer port infrastructure with excellence and innovation, providing efficient, safe and sustainable intermodal logistics to encourage the development of competitive and integrated businesses.



### Vision:

- » To be recognized as a reference port authority in terms of efficiency and competitiveness, to make Portos do Paraná a prominent Logistics Hub in the Americas.



### Values:

- » Governance: A management tool of paramount importance to the organization, with the main role of supporting the entire management structure, so as to encompass the institutional aspects in their most comprehensive forms, market determinations, as well as the external environment, responsible for imprinting significant influences of the segment, considering the reflection on the social environment.
- » Safety: Indispensable instrument, due to its relevance of continued nature, in an even more sensitive way regarding the port segment, as it demands increasingly integrated logistics and complex operations. The concern with the inherent safety of people, the entire structure used, as well as the means necessary to carry out port activities, reflects a substantial competitive advantage in terms of credibility.

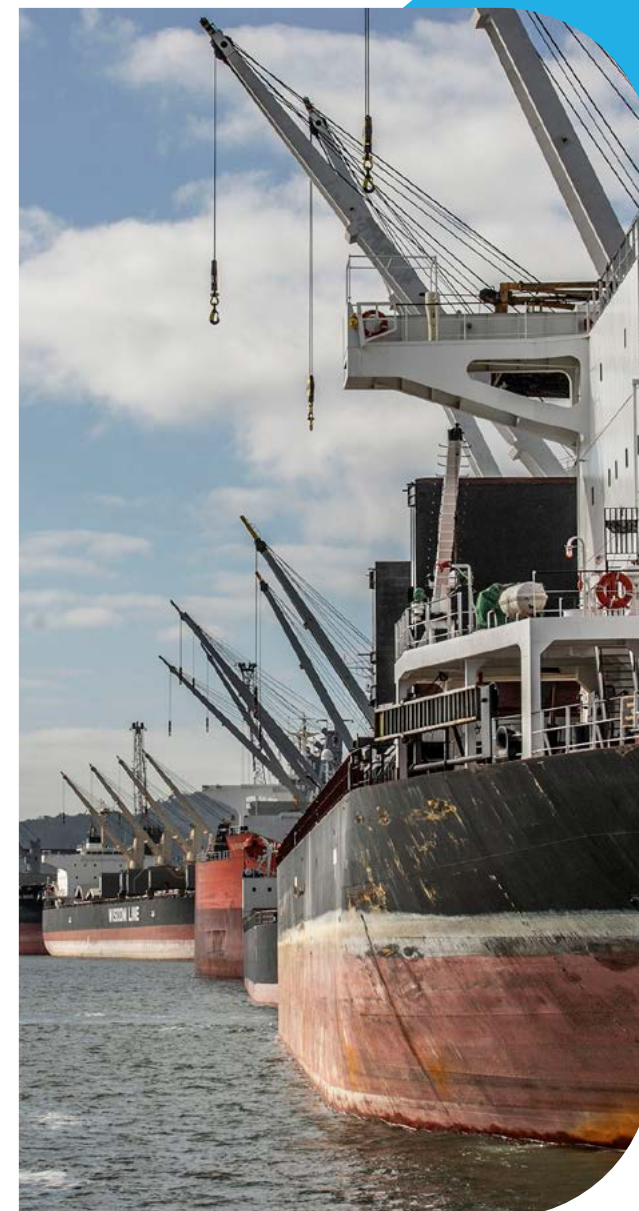


» Sustainability: Based on the central characteristic of meeting current needs, through economic, social, cultural and, essentially, environmental actions, without affecting future generations and still granting them sustainable autonomy. Longevity and competitiveness are highlights of this list of values, with a view to reducing social and environmental impacts, conceiving such a condition as of the essence for the maintenance and balanced development, aligning risk mitigation and increasing investments aimed at this practice, highlighting the global impact generated.

**Portos do Paraná believes that by valuing its employees' intellect, it also values a unique culture of thinking management. It induces reflection, cognitive skills and continued study as growth tools that go beyond mere execution.**

» Human Intellect: The raw material that nourishes the development of companies, promotes ambitious reflections and contributes to outlining new forms of intelligent deliberations. Portos do Paraná believes that by valuing its employees' intellect, it also values a unique culture of thinking management. It induces reflection, cognitive skills and continued study as growth tools that go beyond mere execution.

» Quality: The organization's care in providing and carrying out activities, taking into consideration the attributions given to its employees, the management of the entire logistics chain under its jurisdiction, as well as the quality that reflects on the port community. It is an important feature connecting the generation of satisfaction to active users, confirming that their needs are fully met. It also allows for the strengthening of credibility that generates loyalty and also projects favorable conditions for attracting potential partnerships and emerging customers.



## 2.2 Regulatory

The growth of the Brazilian economy depends on the efficient management of port facilities and clear rules on the use and competition of operators in this market segment. Therefore, regulating this valuable economic sector is a necessary task. However, it is about advocating for the regulation to bring together investment attraction, competition between port employees, economic growth and social development.

Currently, the area of Antonina and Paranaguá organized ports are delimited by the Decrees of February 11, 2016, respecting the legal framework established by the Federal Constitution, Laws No. 9277/1996 and 12815/2013 and Decree No. 8033/2013. To adjust its articles of organization to Law No. 12815/2013, Portos do Paraná underwent important institutional transformations. The main changes were the transformation of the Independent Government Agency into a Government-Owned Company and the adaptation of the staff to the new federal legislation.

In addition, as a company, Portos do Paraná reports through official documents to the following external bodies:

- I. Ministry of Infrastructure (MINFRA)** – An agency that prepares policies and guidelines for developing and promoting the port sector, including strategic planning by port authorities.
- II. National Agency for Waterway Transportation (ANTAQ)** - Which regulates, supervises and oversees waterway transportation services and exploitation of port and waterway infrastructure.
- III. Office of the Federal Comptroller General (CGU) and State Comptroller General of Paraná (CGE-PR)** – Agencies responsible for carrying out activities related to the defense of public assets and increasing management transparency.
- IV. Federal Accounting Court (TCU) and State Accounting Court of Paraná (TCE-PR)** – Judging bodies of the accounts rendered by government administrators and all those responsible for the federal and state government assets and valuables, respectively.
- V. Brazilian Revenue Office** – An agency subordinated to the Ministry of Economy that regulates the entry and exit of goods from abroad, both with regard to imports and exports.
- VI. State Tax Authority of Paraná (SEFA) and State-Owned Enterprises Control Council (CCEE)** - Agencies that register, monitor and control the state government's budgetary, financial and property execution.
- VII. National Health Surveillance Agency (ANVISA)** – An independent government agency linked to the Ministry of Health, responsible for the sanitary control of means of transportation, travelers, infrastructure, imported and exported products, services and produced goods, as well as epidemiological surveillance and vector control. It also issues the Certificate of Free Pratique, which allows the vessel to operate in the port.
- VIII. Brazilian Institute for the Environment and Renewable Natural Resources (IBAMA) and Water and Land Institute (IAT-PR)** – Environmental control agencies responsible for examining and issuing environmental licenses for enterprises and activities carried out and for environmental control and inspection.
- IX. Federal Prosecutor's Office (MPF) and State Prosecutor's Office (MPPR)** – Responsible both at the federal and state levels before the judicial branch for the defense of the legal order and the interests of society and the faithful observance of the Constitution.



## 2.3 2021 Highlights

### Achievements



# 1<sup>st</sup> place

among organized government-owned ports in **Regulatory Compliance** according to ANTAQ



# 2<sup>nd</sup> place

among organized public ports in the **Environmental Performance Index**, according to ANTAQ



# 1<sup>st</sup> place

for the 2<sup>nd</sup> consecutive year (2020, 2021), **Best Port Management** award in the country



Only Port Authority in the world to speak at **COP26** (2021 United Nations Climate Change Conference)



Recognition as the 1<sup>st</sup> port in Brazil to define the system that integrates information from the entire logistics chain - **Port Community System (PCS)**

## Initiatives



Collection of  
**9 thousand staple food baskets**  
for donation



Feasibility study for the installation  
of a **biogas** plant in the Port  
of Paranaguá



### Leases

Forecasted investment in new spaces to  
be subject to bid

PAR09 - **24,016 thousand m<sup>2</sup>** - 910 million

PAR14 - **49,841 thousand m<sup>2</sup>** - 1.2 billion

PAR15 - **38,859 thousand m<sup>2</sup>** - 650 million

PAR50 - **85,392 thousand m<sup>2</sup>** - 338 million



Construction of  
**7 support**

buildings with toilets on the port  
strip of the Port of Paranaguá



Release of the  
animation series  
**"Porto Explica  
[Porto Explains]"**



Creation of the program  
**"CDESP Recomenda  
[CDESP Recommends]"**



Preparation and approval of the  
**Strategic Map for the 2022-  
2027 five-year period**



Approval of the **Risk  
Management** Policy



**Reduction** of reports  
and complaints to the  
ombudsman office



**1 ton**

of waste removed from the  
mangroves through cleaning action



More than

**280 hours**

of training for its staff



"DS - Dialogue on Port Security",  
raising awareness of **more than  
11,800 users** of the Ports in Paraná



## Results



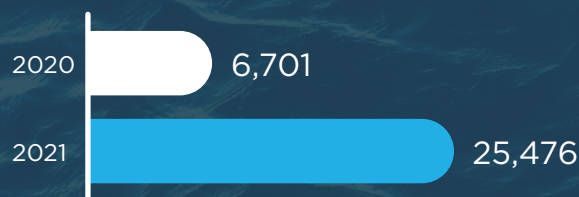
Cargo handling record (import and export)

**57,520,122 tons of cargo**

Net income of

**BRL 25.476 million**

in a post-pandemic period



Investment of more than **BRL 8 million** in actions and protective equipment for workers and truck drivers working in the ports of Paranaguá and Antonina



Investment of more than **BRL 222 million** in works, services and projects



Paranaguá receives a tanker with a capacity of

**70,000 tons, the largest in history**



Soybean meal shipping record: **108 thousand tons**



New record for trucks in the yard:

**59,611 in 31 days**



Around

**BRL 27 million**

invested in technology



Exports exceed imports in a positive balance of more than

**USD 3.5 billion**,

according to the MDIC






## 2.4 ODS





To expand the positive impact it has on society and protect the environment, Portos do Paraná carries out programs and initiatives to contribute to achieving the 17 Sustainable Development Goals (SDGs). The Company also has a booklet with its goals available to the community, to create a continuous relationship and information channels between the government-owned company and society and encourage good practices.



Portos do Paraná carries out programs and initiatives to contribute to achieving the 17 Sustainable Development Goals (SDGs).







#	Goal	Portos do Paraná Actions	Description of the Action
 <b>SDG 1</b> No poverty	End poverty in all its forms everywhere	Environmental Education Program - PEA	<p>Training programs offered to the community aimed at improving the environmental quality and life of the population.</p> <p>The PEA has five lines of action:</p> <ol style="list-style-type: none"> <li>1. Strengthening Artisanal Fishing;</li> <li>2. Strengthening Community Associations;</li> <li>3. Support for young people;</li> <li>4. Support for Basic Sanitation;</li> <li>5. Promotion of Tourism and Social and Environmental Culture.</li> </ol>
 <b>SDG 2</b> Zero Hunger and Sustainable Agriculture	End hunger, achieve food security and improved nutrition and promote sustainable agriculture	<p>Program for the Recovery of Degraded Areas in the Environmental Protection Area - APA of Guaraqueçaba</p> <p>Community training actions</p>	<p>Recovery of agricultural environments in the Rural Area Recovery Program areas surrounding the bay, using Degraded Systems of Guarçouba Agroforestry APA, which use native plant species of commercial interest to the population.</p> <p>Community training to compost organic waste and subsequent planting of agroecological community gardens.</p>
 <b>SDG 3</b> Good Health and Well-Being	Ensure healthy lives and promote well-being for all at all ages	Social Communication Program	<ul style="list-style-type: none"> <li>» Periodic campaigns to combat dengue involving the population, truck drivers and crew</li> <li>» Vaccination programs for employees and required yellow fever and covid-19 vaccination for all workers who are accredited to work in the Port</li> <li>» Vector Proliferation Control Program</li> <li>» Atmospheric Emissions Management Program</li> <li>» <i>Porto em Ação</i> and <i>Porto Cidade</i>: Joint efforts to bring various public services to vulnerable communities in the municipality, including haircuts, vaccinations, medical tests, dentistry, environmental education activities, among others</li> </ul>







#	Goal	Portos do Paraná Actions	Description of the Action
 <b>SDG 4</b> Quality Education	Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all	Environmental Education Program	Social and Environmental Education Project in community schools
		Dialogues with workers	Safety, Environment and Health Dialogues with direct and temporary workers at Portos do Paraná
		<i>Porto Escola</i> Project	Students from public schools visit the Port to learn about its operation and discuss issues related to the environment
 <b>SDG 5</b> Gender Equality	Achieve gender equality and empower all women and girls	Possibility of attending courses	Possibility of female employees attending a women-only international port management course
		Prevention campaigns	Campaign to prevent and combat sexual harassment
 <b>SDG 6</b> Clean Water and Sanitation	Ensure availability and sustainable management of water and sanitation for all	Service Order 213/2018	» Requirement to use absorbent blankets to seal the manholes of operations that may cause water pollution » Requirement to use tarpaulins on the sides of ships that are unloading products, to prevent the cargo from falling into the water body
		Environmental Education Program - PEA	Action to support basic sanitation in the communities surrounding the Port
 <b>SDG 7</b> Affordable and Clean Energy	Ensure access to affordable, reliable, sustainable and modern energy for all	Study for the implementation of a biodigester plant	Technical, economic and environmental feasibility study for the implementation of a biodigester plant for the sustainable production of electricity from waste arising from port activity

#	Goal	Portos do Paraná Actions	Description of the Action
 <b>SDG 8</b> Decent Work and Economic Growth	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	Internship Program	Internships for young people in secondary, technical and higher education schools
		Safety Program	<ul style="list-style-type: none"> <li>» Required the use of Personal Protective Equipment (PPE) by all direct and freelance employees of the port or companies contracted by the management</li> <li>» Courses on Regulatory Standards for Porto employees</li> <li>» Creation of a working group of Regulatory Standards - NRs, aimed at diagnosing problems, discussing them and presenting prognoses</li> </ul>
		Community Development Project for Tourism in Island Colonies	Training related to sustainable tourism with community residents
 <b>SDG 9</b> Industry, Innovation and Infrastructure	Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	Use of sustainable and renewable energy	Use of solar energy in the batteries of signaling buoy lights installed in the maritime channel accessing the port
		Study to monitor waste collection and disposal	Study for an integrated online system for monitoring solid waste collection and disposal, where satellite-tracked sensors are installed inside garbage bins, allowing to know whether the bins are empty or full, their internal temperatures, for purposes of acting immediately in case of fire and if they emit a bad odor
		Satellite-tracked monitoring of sweepers	Monitoring that allows taxpayers to know the exact position of the equipment and the service provider's contract number, seeking efficiency, effectiveness, control and transparency in management

#	Goal	Portos do Paraná Actions	Description of the Action
 <b>SDG 10</b> Reduced Inequalities	Reduce inequality within and among countries	<i>Porto em Ação</i> and <i>Porto Cidade</i> and courses for the most vulnerable social sectors	Actions and courses (including Environmental Agents, boat mechanics, tailoring and sewing, jam production) for the community to enable them to increase income
 <b>SDG 11</b> Sustainable Cities and Communities	Make cities and human settlements inclusive, safe, resilient and sustainable	Family Relocation	Relocation of families who encroached on land owned by the Port, which constantly floods and is close to flammable liquid storage and transportation structures
		Atmospheric Emissions Management Program	Monitoring of black smoke emission from diesel-powered vehicles
		Solid Waste Management Program	» Availability of five buckets and collectors on public roads within the Organized Port area and its premises to reduce improper disposal by passers-by » Inadequate waste disposal
 <b>SDG 12</b> Responsible Consumption and Production	Ensure sustainable consumption and production patterns	Social Communication and Environmental Education Program	Campaigns for direct and freelance workers of the Port, schools, and communities where it operates with the environmental education program
 <b>SDG 13</b> Climate Action	Take urgent action to combat climate change and its impacts*	Social Communication and Environmental Education Programs	Lectures on the environment, safety, environment and health dialogues addressing climate change for direct and freelance workers of the Port



#	Goal	Portos do Paraná Actions	Description of the Action
 <b>SDG 14</b> Life Below Water	Conserve and sustainably use the oceans, seas and marine resources for sustainable development	Service Order 173/2020 and Service Order 217/2022	» Requirement to use absorbent blankets to seal the manholes of operations that may cause water pollution » Requirement to use tarpaulins on the sides of ships that are unloading products, to prevent the cargo from falling into the water body
		Monitoring of water biota, mangroves and the physical environment	Constant monitoring
		Ballast Water Management Program	Monitoring the ballast water salinity of ships mooring at the public wharf to avoid the insertion of pathogens or exotic species into the native biome
		Mangrove monitoring	Periodic monitoring of the Rocio, Oceania, Amparo, and Ilha do Mel mangroves
 <b>SDG 15</b> Life on Land	Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss	Joint Cleaning Effort in the Mangroves	Periodic cleaning of the Rocio, Oceania, and Ponta da Pita mangroves
		Program for the Restoration of Degraded Areas of the Environmental Preservation Area PRAD - Guaraqueçaba Environmental Protection Area - APA	Restoration of 40 hectares of permanent preservation areas of five river basins will take place to protect the water ecosystems flowing into Antonina Bay

#	Goal	Portos do Paraná Actions	Description of the Action
 <b>SDG 16</b> Peace, Justice and Strong Institutions	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels	Transparency in operations	Availability of all information related to management at an electronic address
		Public meetings and hearings	Public meetings and hearings of all works and licensing to be carried out
 <b>SDG 17</b> Partnerships for the Goals	Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development	Search for partnerships	Search for knowledge exchange agreements/ partnerships with European ports that are world-renowned in terms of environmental actions in the areas of environmental emergencies and management and handling of the environment, accessibility, and tourism



# 3

## STRATEGY and Management

- 3.1 Strategic Management
- 3.2 Port Infrastructure
- 3.3 Port Operations
- 3.4 Risk Management














## 3.1 Strategic Management

Good strategic planning is needed to achieve targets and goals and keep the company competitive in an increasingly demanding market. At Portos do Paraná, strategic management is carried out by a specific area responsible for preparing and implementing the action plan to adopt results-oriented management. Regarding the follow-up and evaluation of institutional results, strategic management uses a Balanced Scorecard that is analyzed and discussed quarterly at the Strategy Analysis Meetings - RAE with the Executive Board.

At Portos do Paraná, strategic management is carried out by a specific area responsible for preparing and implementing the action plan to adopt results-oriented management.

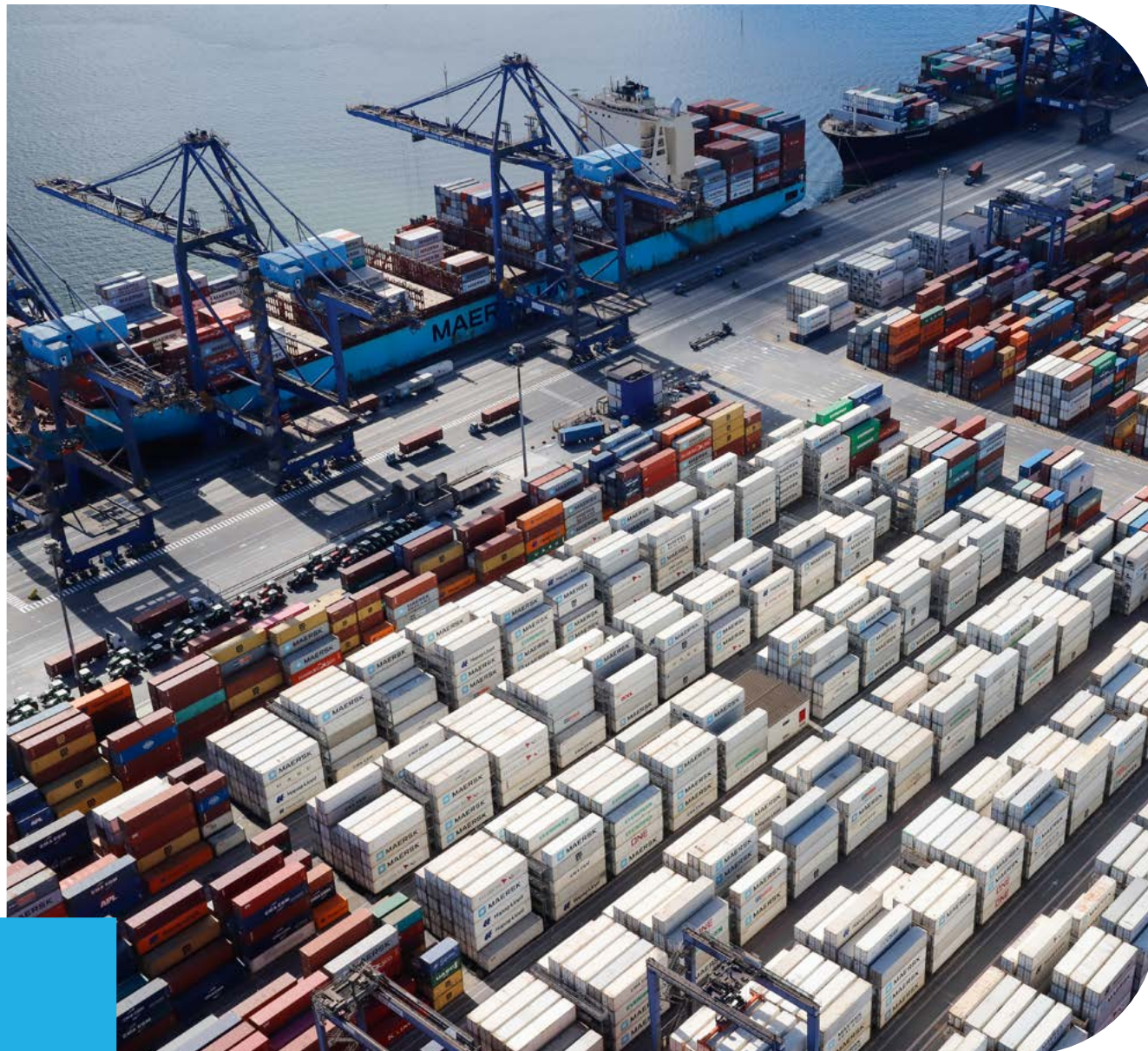
The responsibilities of the Strategic Management of Portos do Paraná include:

-  **Develop and implement** the strategic plan;
-  **Organize and coordinate** the strategic agenda;
-  **Prepare** manuals to standardize and implement the strategy;
-  **Oversee** the achievement of the strategy;
-  **Monitor** the implementation of strategic projects;
-  **Assess** and control the risk management area;
-  **Provide methodological support** to the executive boards and multidisciplinary base group;
-  **Articulate** with other ports, the National Secretariat of Ports (minfra) and other intervening agencies.



In 2021, the Strategic Map for the 2022-2027 five-year period was prepared and approved. The development of this product aims to make Portos do Paraná a stronger government-owned company prepared to operate in an efficient, sustainable, ethical and competitive manner in the long term, in addition to subsidizing top management in the implementation of projects and strategic actions.

In order to monitor results in real-time, the Company uses panels, which transversely manage the implementation of strategic projects, the achievement of institutional goals, risk assessment and management. It has a process mapping and optimization system, measuring results and implementing proposed actions in a life cycle of continuous improvement. The company also evaluates the management method monthly through meetings with the Board of Directors and the Executive Board. In addition, it also holds monthly meetings with the Port Authority Council - CAP, the Audit Committee - CONFISC, and the Audit Committee provided for in the Bylaws - CAE to assess management effectiveness.





# 2022 - 2027 STRATEGIC MAP



## MISSION

Offer port infrastructure with excellence and innovation, providing efficient, safe and sustainable intermodal logistics to encourage the development of competitive and integrated businesses.



## VISION

To be recognized as a reference Port Authority in terms of efficiency and competitiveness, to make Portos do Paraná a prominent Logistics Hub in the Americas.



## VALUES

Governance, safety, sustainability, human intellect, quality.





## RESULTS

- » A more diverse Portos do Paraná, committed to transparency and credibility to society as a whole
- » Autonomy to evolve and seek high levels of productivity, enhancing synergy with all stakeholders of Portos do Paraná

## PEOPLE

- » Increase quality of life and welfare
- » Integrate relationships by optimizing the organizational climate
- » Generate value to the human intellect

## SOCIETY

- » Contribute to the economic development of the state of Paraná, effectively improving the Port-city relationship

## STAKEHOLDERS

- » Support the aggregation of forces as a competitive factor that prevails as an instrument capable of providing value to the business of the entire port community

## INFRASTRUCTURE

- » Capture and promote permanent intermodal solutions to maximize logistics in the port environment
- » Modernize and expand port infrastructure and superstructure

## SUSTAINABILITY

- » Incorporate ESG<sup>1</sup> and SDG<sup>2</sup> standards and principles into port management
- » Standardize occupational safety and environmental criteria of port operations
- » Improve the integrated HSE<sup>3</sup> management system

## OPERATION

- » Optimize the integrated management of the intermodal operational flow
- » Automate the operations line-up with Vessel Traffic Management Information System - VTMS<sup>4</sup>, integrating it with Port Collaborative Decision Making - PortCDM<sup>5</sup> and Port Community System - PCS<sup>6</sup>.

## MARKET AND INVESTMENTS

- » Encourage attraction of new investments, promoting the regular exploitation of public areas and infrastructures
- » Institutionalize the know-how of Portos do Paraná
- » Consolidate position in the financial market
- » Capture new business under the Public-Private Partnership model - PPP. Generate financial liquidity, favoring budget sustainability

## INTERNAL PROCESSES

- » Improve processes and controls management, ensuring legal compliance of corporate contracts
- » Establish and disseminate the IT, Communication and Data Protection Governance
- » Improve the operability and integration of the information systems and their logical infrastructure
- » Legal support to decision-making, increasing reliability and legal certainty
- » Disseminate risk management at all organizational levels

## LEARNING AND GROWTH

- » Foster the development of skills and competences
- » Systematize integrated performance across teams
- » Promote access to high qualification

1 ESG: Environmental, social and corporate governance.

2 SDGs: Sustainable Development Goals.

3 HSE: Health, Safety and Environment.

4 VTMS: (Ship Traffic Management and Information System)

5 PortCDM: (Collaborative Management of Ship Stopovers in the Port)

6 PCS: (Community Port System)





## 3.2 Port Infrastructure

The ports account for the flow of more than 90% of Brazil's foreign trade, according to Antaq data, being the fundamental infrastructure for the Brazilian economy. Portos do Paraná has formal and structured infrastructure management as part of this environment, seeking the best financial, economic, environmental and social results.

To reflect this mission, the Engineering area maintains an active and continuous activity in developing Portos do Paraná projects, focused on modernizing the infrastructure, expanding possibilities, monitoring lease works, promoting new improvement projects, and making road maintenance of company spaces.

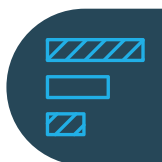
As they represent a fundamental activity in the performance of results, especially operating results, the engineering area's mission is to coordinate contracts and new demands, monitor deliveries and works, identify and solve problems in processes and monitor indicators. To this end, those in charge follow the rules and regulations such as Service Orders, Administrative Rules, Regulations, as well as current municipal, state and federal legislation.

Portos do Paraná has formal and structured infrastructure management, aiming for the best financial, economic, environmental and social results.

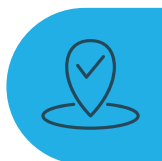
Throughout 2021, the **main actions** of the department were:



Preparation of an executive engineering project to **restore the capacity** of Av. Ayrton Senna da Silva, in the stretch between the junction with the BR-277 and the Port of Paranaguá, totaling 8.1 km in length.



Performance of **repairs and improvements to the warehouses** on Ilha do Mel, Encantadas, and Brasília.



Performance of **continued maintenance dredging**, services to remove silting from the access channels, evolution basins, public berths and anchorage 6 of the Ports of Paranaguá and Antonina.



Renovation of buildings at Portos do Paraná to **adapt port facilities** to the international security rules for access control and monitoring (ISPS-CODE).



Project for an updated, modern, **new Integrated System for Exporting Solid Bulk from the East Export Corridor (COREX)** of the Port of Paranaguá, replacing the existing one.



Preparation of the **Executive Project**, as well as performance of the Submarine Rock Removal Works.





## The main contracts, can also be highlighted:



Engagement of an engineering company to perform **restoration work on the containment curtain of berth 208**, between bollards 45 and 48 of the port of Paranaguá wharves.



Engagement of a specialized company to perform the **demolition works for the 10,000-ton Silo at the Port of Paranaguá**, including the dismantling and removal of scrapped electromechanical equipment, demolition of the silo, service tower and foundations, landfill and underground compaction, construction of the new boundary wall and final disposal of demolition waste.



Engagement of a company to **clean and clear storm drains and sewage**, including transportation and final disposal of waste and effluents.



Engagement of a specialized company to perform **recovery and protection works for the structural elements of the Public Flammables Pier** at the Port of Paranaguá.



Engagement of a company to perform **deepening dredging services next to the new berthing and mooring dolphins** located on the eastern end of the commercial wharf of the Port of Paranaguá, to provide the berthing of Roll-on Roll-off Class ships, normally used in transporting vehicles by sea, to establish the expected dimensions and depths.



Engagement of a company specialized in the **supply, implementation and continuous maintenance of nautical signaling**.



All these actions result from Portos do Paraná's interests in favor of its development, focused on the company's ultimate goal of maintaining excellence in service to organized ports, and to this end, the infrastructure modernization, expansion and maintenance are fundamental.



### 3.3 Port Operations

Port operations are complex logistical activities that depend on qualified management to perform with mastery and achieve goals, a competence found in Portos do Paraná. Through efficient intermodal logistics, constant operational advances and capable management, the Company is currently recognized nationally and internationally for its actions and results. Some of these results can be observed through the numbers reached, for example, by the cargo handling record in 2021, which far beyond financial results, had a direct impact on regional development.

**Through efficient intermodal logistics, constant operational advances and capable management, the Company is currently recognized nationally and internationally for its actions and results.**

Portos do Paraná acts as a port authority and, in the meantime, is responsible for managing the Port and providing satisfactory infrastructure conditions, meeting the needs of the private sector operating in the exploitation of the Port's operations with excellence.

The main activities of Portos do Paraná include:



**Supervise, control and standardize** all port activities in the port complex of Paranaguá and Antonina;



Ensure **safe navigation**, through systems and maintenance works;



**Monitor the environment** in which it operates, taking care of waste and providing resources for the defense of fauna and flora in case of accidents;



**Take care of road and rail access routes**, to port terminals;



**Regulate services** provided in the ports by cargo and terminal operating companies, agents, towing and mooring companies, among others;



**Manage port development**, through the Development and Zoning Plan of the Organized Port of Paranaguá and Antonina;



**Facilitate the installation** of new activities, industries, services or terminals, attracting new businesses with strategic actions;



**Manage conventional tariffs**, as well as tariffs for the use of maritime infrastructure, docking, operation and facilities of Portos do Paraná, in addition to other revenues;



**Manage** the 21 leased areas and regulate the activities of the 19 lessee companies;



**Provide and train** staff for these activities.

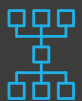
## >> Moorings Handling

Ship Type	Quantity
Dredging	9
Solid Bulk*	1.011
Full Container*	692
Liquid Bulk	524
General Cargo*	97
RO-RO	82
PCC	42
Port Support*	4
Marine 3*	1
Maritime Support*	2
<b>Total</b>	<b>2,464</b>

Month	Volume (in tons)	Moorings
January	3,598,674	182
February	3,648,538	173
March	5,622,551	221
April	5,391,766	210
May	6,081,354	232
June	4,738,722	211
July	5,785,426	224
August	4,386,067	188
September	5,207,929	209
October	4,043,048	199
November	4,524,797	206
December	4,491,009	209
<b>Total</b>	<b>57,519,879</b>	<b>2,464</b>



## Highlight of operations in 2021



New historical mark - Cargo Handling Record - **57.5 million Tons** (0.3% more than 2020);



Record for Handling Vehicles Sorting Yard - **59,611 vehicles in 31 days**;



May was the best month in Porto's history - **6 Million Tons handled**;



In May, the Port of Paranaguá received the **largest tanker in its history** - 70,000-ton capacity, 228 long, and a 12.5 draft;



**Record shipping of soybean meal on the Pacific Myra**, 292 meters long and 45 meters wide. The vessel took 105,000 tons of the product to Holland;



In August 2021, the Container Terminal reached a container handling record for a single month: **104,497 TEUs**;



In November, the Container Terminal reached the historical mark of **1 million TEUs**;



Port of Paranaguá is the main frozen chicken export corridor in the world - in 2021 - **1,957,000 tons** (Container Terminal);



**1st place** among organized public ports in Regulatory Compliance (ANTAQ);



With the highest score in the Port Authority Management Index (IGAP), the government-owned company Portos do Paraná was again the **winner of the "Portos + Brasil" Award**, given by the Ministry of Infrastructure;



Record in the unloading of fertilizers in the 1st semester, with **5,197,527 tons**.



### Logistics Hub of the Americas

The company bets on large projects and qualified management

The growth perceived was possible due to the grain harvest (as Paranaguá is one of the main outlets for this type of cargo in the country), as well as due to the public and private investments received to increase the Port's efficiency.

The company bets on large projects and qualified management to become the logistics hub of the Americas. The pillars on which we base our efforts are: land access and infrastructure, maritime infrastructure and technology.








## 3.4 Risk Management

The Risk Management area at Portos do Paraná establishes principles, guidelines and responsibilities to help senior management make decisions, providing greater effectiveness in achieving its institutional goals and objectives. In addition, it is responsible for identifying risk threats and treatment so that, by anticipating facts and events that may occur, it provides greater security and control.

Specific objectives include:

-  **Foster** proactive management;
-  **Focus** on legal and regulatory compliance by organizational processes;
-  **Improve** accountability to society;
-  **Improve** governance;
-  **Establish** a reliable basis for decision-making and planning;
-  **Improve** internal management control;

**The Risk Management area at Portos do Paraná establishes principles, guidelines and responsibilities to help senior management make decisions, providing greater effectiveness in achieving its institutional goals and objectives.**

-  Effectively **allocate and use** resources for risk treatment;
-  **Improve** operational effectiveness and efficiency;
-  **Improve** loss prevention and incident management;
-  **Improve** organizational learning; and
-  **Increase** the organization's ability to adapt to change.

To maximize opportunities, mitigate risks and overcome possible adversities, Portos do Paraná has a Risk Management Policy approved by the Board of Directors in June 2021. This policy aims to establish common guidelines and instructions for all users and employees, which are part of a set of governance and management instruments that support conception, implementation and continuous improvement throughout the Company.

Aligned with the best market practices, Portos do Paraná is concerned with the interactivity between the areas; hence risk management integrates the strategic, tactical and operational planning processes and supports decisions about the Company's management and organizational culture. In addition, the dissemination of the risk management culture and the stakeholders' commitment stand out as a fundamental part, as it is a key element to make the processes more robust and exercise better control of any risks inherent to the structuring processes and projects. In order to manage existing risks, the area remains under the guidance of the Strategic Planning area.

## Methodology, implementation, and monitoring

The risk management methodology used by Portos do Paraná is based on the Enterprise Risk Management - COSO, where the following steps need to be understood:

-  **1. Design** of the environment and objectives;
-  **2. Identification** of risk events;
-  **3. Assessment** of risk events and controls;
-  **4. Risk** response;
-  **5. Contingency** Plans;
-  **6. Information**, communication, and monitoring.

The implementation process of the risk management department at Portos do Paraná consists of:

-  **1. Identification** of potential risks and threats that impact the Company;
-  **2. Analysis** through the probability x impact matrix;
-  **3. Indication** of those responsible and treatment of risks to ensure effectiveness;
-  **4. Monitoring and control** by monitoring the registration logs, a step that is viewed in real-time through the Institutional Risk Management BI.

*The main source of the definitions of the methodology is the Joint Regulatory Instruction No. 1 of the Office of the Federal Comptroller General (CGU) and the Ministry of Planning (MP), of May 10, 2016, with adaptations made for Portos do Paraná.*



The governance system with updating and monitoring is carried out in a hybrid way, where the Executive Boards have the role of monitoring the risk events that are under their responsibility, and the strategic management monitors the progress of all through a central office, where a new analysis is carried out every six months to identify the mitigation level of each risk and its possible effects.

To ensure continuous improvement, the institutional risk management is monitored each quarter by the Board of Directors jointly with the Executive Board at the Strategy Analysis Meetings with the Port Authority Council and with the Audit Committee provided for in the Bylaws. On that occasion, the probability of occurrence of risks for a given period and the degree of impact are analyzed, seeking to support decision-making. The Board of Directors deliberates on the facts, and the Executive Board implements, when deemed necessary, the agreed actions.

Risks are constantly monitored. Portos do Paraná has a real-time follow-up and monitoring system where it can view risks by level of exposure and understand the preventive and

corrective actions due to each one. In addition, the incidence and occurrence of events can be analyzed in the registration panel, supporting managers' decisions based on facts in real-time.





As a tool, the heat map indicates institutional risks, categorizing them into five areas, namely:



The analysis of, and support to, this information for decision-making applies to all areas at Portos do Paraná. A group of managers with representatives from all executive boards maintains a 360° synergistic analysis of all institutional risks so that, when necessary, actions can be taken in a timely manner and integrate the global vision of the business.

The heat map and the most recent definitions regarding the contingency plans for stakeholders are also made available quarterly. In this case, the system that involves what is discussed and analyzed between the strategic management and managers of the multidisciplinary technical group is examined by the Port Authority Council - CAP, where the needs and opinions of members representing the entire port community are identified.

## Climate Risk

Coping with the consequences of climate change is one of the emerging risks and challenges in the port sector. This risk can impact and cause significant economic losses; therefore, Portos do Paraná is constantly analyzing and mapping climate risks to develop strategies and action plans to mitigate these impacts and consequently reduce financial and operational losses.

Examples of climate risks and their impacts are:



## Climate Risks



### Climate threats

- » Windstorms, cyclones, storms that affect the port operation, whether within the natural variability or resulting from climate change.



### Effects / Consequences

- » Stoppage of port operations;
- » Harm to the physical integrity of workers;
- » Material losses and financial losses;
- » Generation of queues for mooring ships or queues for trucks.



### Preventive Actions

- » Include scenarios of damage due to climate catastrophes in the policy;
- » Availability of a wind reference table for the port community;
- » Availability of weather station data in real-time for the port community;
- » Monitoring weather conditions through the meteorological station;
- » Mutual Aid Plan - a forum for discussion of preventive actions;
- » Procedures for port agents with guidelines for climate risk management;
- » Performance of simulated adverse weather conditions.



### Corrective Actions

- » Activation of the Emergency Control Plan contingency actions;
- » Activation of the PAM;
- » Acting together with the Legal Department to carry out procedural defense;
- » Incident management;
- » Investigation of occurrences and implementation of an action plan for correction;
- » Structural corrective maintenance - contract maintenance.



**Stoppage**  
of port  
operations



Material **losses**  
and financial  
losses



# 4

## GOVERNANCE and Compliance

- 4.1 Governance
- 4.2 Internal audit Internal controls
- 4.3 Compliance
- 4.4 Ombudsman Office
- 4.5 Legal





## 4.1 Governance

Portos do Paraná, aligned with good corporate governance practices, is guided by ethics and integrity in all actions and relationships developed by the Company. Governance, a focus of public administration, is built by a set of rules and procedures that promote accountability with transparency and equity, observing the principles of legality, legitimacy and administrative probity. Corporate Governance applied to the public sector comprises the leadership, strategy and control mechanisms put into practice to evaluate, direct and monitor the performance of management, aiming at providing services of interest to the company.

Governance, a focus of public administration, is built by a set of rules and procedures that promote accountability with transparency and equity, observing the principles of legality, legitimacy and administrative probity.

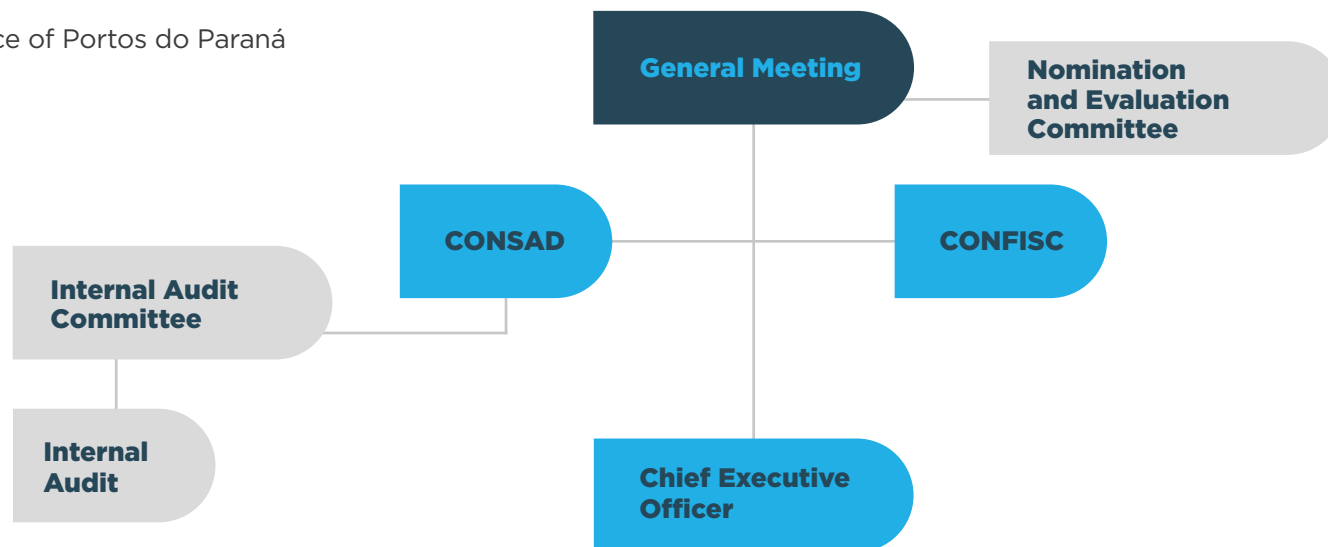


**Institutional commitments** are communicated through the Annual Governance Letter, agreed upon with the State Government and Strategic Planning

Portos do Paraná's internal and external policies are managed through the Governance Area, which has the areas of Internal Controls, Compliance, Processes, Audit and Ombudsman Office as its operating arms. Institutional commitments are communicated through the Annual Governance Letter, agreed upon with the State Government and Strategic Planning. The company remains in line with commitments made with the National Secretariat of Ports (MINFRA) and the National Agency for Waterway Transportation (ANTAQ).



The Corporate Governance of Portos do Paraná is structured as follows:



### General Meeting

Promote greater clarity and transparency in the decision-making process and accuracy in the controls of bodies included in the bylaws.



### Nomination and Evaluation Committee

Verify compliance with the nomination and evaluation process for members of bodies provided for in the bylaws (Board of Directors, Audit Committee, Executive Board and Committees included in the Articles of Organization) in accordance with policies, internal regulations and applicable legislation.



### Audit Committee

Supervise the managers' acts regarding compliance with legal obligations and those set in the bylaws, ensuring that business management meets the objectives defined in the Bylaws of the Government-Owned Company, relevant legislation and also based on good governance practices.



### Board of Directors

Decide on the strategic directions of the business, according to the organization's best interests, and monitor the executive board, acting as a liaison between the Government-Owned Company and the State Government, in addition to identifying, discussing and ensuring the dissemination of the organization's values and principles. Ensure compliance with the public interest, ensure its financial sustainability and management guided by integrity, efficiency and economic rationality.



### Audit Committee provided for in the Bylaws

Ensure good governance through corporate ethics by providing control over the quality of financial statements and internal controls, with the aim of adding to the reliability and integrity of information to protect the organization.

The conditions for the existence and operation of corporate governance are determined, above all, by the actions of the Board of Directors, which is responsible for the Company's macro-strategic decisions. The Board of Directors is made up of nine full members, who are elected and may be dismissed by the General Meeting. The structure of the Board of Directors of Portos do Paraná provides for the existence of independent members. This composition establishes a dialogue with the other stakeholders, promoting a diversity of views with regard to the Port Authority's strategic decisions. The composition of the Board of Directors in December 2021 is presented below.



**The Board of Directors meets** ordinarily once a month and extraordinarily whenever necessary

#### Representative of the Board of Directors

Diogo Piloni e Silva	Chairman	Ministry of Infrastructure
Carlos Eidam de Assis	Full Member	Workers group
Nilson Hanke Camargo	Full Member	Entrepreneurial group
Luiz Fernando Garcia da Silva	Full Member	State Government of Paraná
Fernando Bueno de Castro	Full Member	State Government of Paraná
Giovani da Silva Ferreira	Full Member	State Government of Paraná
Leandro Pazzetto Arruda	Full Member	State Government of Paraná
Welby Pereira Sales	Full Member	State Government of Paraná
Rafael Moura de Oliveira	Full Member	State Government of Paraná

The Board of Directors meets ordinarily once a month and extraordinarily whenever necessary. Pursuant to the Internal Regulations of the Board of Directors and Bylaws of Portos do Paraná, it is incumbent upon the Board of Directors to implement and monitor the risk management and internal control systems established to prevent and mitigate the main risks to which the Company is exposed. This allows the identification and management of economic, environmental, and social impacts, including risks related to the integrity of accounting and financial information and those related to the occurrence of corruption and fraud.

The Board of Directors, as the company's highest governance body, meets ordinarily once a month and extraordinarily whenever necessary. In general, Portos do Paraná develops its activities by exercising good corporate governance practices and transparency in the achievement of public policies, using effective internal control systems which monitor strategic, systemic, operational and financial processes, acting to prevent conflicts of interest and acts of corruption and exercising efficient management, guided by defined objectives and measurable results.

## Good Practices

Good corporate governance practices are responsible for converting basic principles into objective recommendations, aligning interests to preserve and optimize the organization's long-term economic value, facilitating its access to resources and contributing to the quality of the organization's management. Porto do Paraná's good practices can be highlighted as follows:



**Training** for Senior Management offered annually, addressing improvements in Governance and Capital Markets, Compliance practices, corporate legislation, and other related matters;



**Monthly evaluation** of the way of management through meetings with the Board of Directors and the Executive Board;



**Evaluation** of directors carried out annually and independently;



**Segregation** in the positions of Chairman of the Board of Directors and Executive Board.

In addition to the Board of Directors, there is also an advisory board called Port Authority Council (CAP), which discusses the main topics that affect the operational issues of the port activity and suggests changes and measures to the Port Management and is composed of a diversity of players from workers, entrepreneurs, maritime agency associations, port operators as well as other intervening players, regarding the supervision and regulation of the port environment, such as: ANTAQ, VIGIAGRO, RFB and Port Authority.

Linked to the State Office for Infrastructure and Logistics, Portos do Paraná is managed by a CEO and six officers. The decision-making and control structure also includes the State-Owned Enterprises Control Council - CCEE, the Nomination and Evaluation Committee - CIA, the Board of Directors, and the Audit Committee - CONFISC.

### Portos do Paraná: Representatives in Dec/2021

CEO	Luiz Fernando Garcia da Silva
Business Development Executive Board	André Luiz Pioli Bernaski
Administrative and Financial Executive Board	Marcos Alfredo Bonoski
Legal Department	Marcus Vinicius Freitas dos Santos
Engineering and Maintenance Executive Board	André Cassanti Neto
Environment Executive Board	João Paulo Ribeiro Santana
Port Operations Executive Board	Luiz Teixeira da Silva Júnior

Good corporate governance practices are responsible for converting basic principles into objective recommendations.



## Lines of Defense in the Corporate Governance Program

In order to ensure robust governance and control efficiency, Portos do Paraná adopts the Three Lines of Defense model. This model consists of a set of guidelines that aim to clarify, improve risk management communication and organize the responsibilities and roles of the organization's professionals.

### First

#### Line of Defense:

**Responsible Area:** Operational Management;

#### Objectives:

- » **Monitor and control** work processes;
- » **Identify and report** new risks;
- » **Implement** corrective actions to solve deficiencies in processes and controls;
- » **Maintain** effective internal controls.

### Second

#### Line of Defense:

**Responsible areas:** Risk Management, Internal Control, Compliance

#### Objectives:

- » **Assist** risk owners in defining the risk exposure goal and appropriately report risk-related information throughout the organization;
- » **Implement and update** the risk methodology;
- » **Monitor/Test** the implementation of effective risk management practices by the operational area;
- » **Monitor** possible non-compliance with applicable laws, regulations and Internal Policies;
- » **Support** management policies, define roles and responsibilities and establish goals for implementation;
- » **Provide** risk management structures;
- » **Identify** emerging tax issues;
- » **Identify** current issues in the organization's implicit risk appetite;
- » **Assist** the area to develop processes and controls to manage risks and issues.

### Third

#### Line of Defense:

**Responsible Area:** Internal Audit

#### Objectives:

- » **Assess** the effectiveness of corporate risk management, governance and internal controls;
- » **Recommend** improvements;
- » **Provide** the Board of Directors with comprehensive assessments based on the highest level of independence and objectivity;
- » **Remedy** inadequate processes.

#### External recognition of good governance practices:

- **1<sup>st</sup> place** Port Authority Management Index Ranking - "Portos + Brasil" Award;
- **2<sup>nd</sup> place** Operating Income Change (EBITDA) - 2022 "Portos + Brasil" Award;
- **3<sup>rd</sup> place** Execution of Planned Investments - 2022 "Portos + Brasil" Award.




The competences of the Governance Area include the action front of Process Management, which uses the Business Process Management - BPM methodology - for the management of processes, and its processes are mapped up to the 2nd level of detail.



## 4.2 Internal Audit

The Internal Audit area (CAUDI) aims to strengthen management, rationalize control actions, and support the External Control System agencies of the State Executive Branch and the State Accounting Court. It acts as a guiding and assessment structure for internal control, risk management and corporate governance processes, supporting improving operations at Portos do Paraná to protect and increase its value. The Internal Audit area has, in its competence and institutional mission, objective criteria with a focus on inspecting, supervising and monitoring the execution of the budgetary, financial and asset management of the Government-Owned Company under the perspective of legitimacy, morality, economy and legality.

The scope of the performance of the Internal Audit at Portos do Paraná is to:

-  **Demonstrate** integrity;
-  **Check** adherence to internal rules;
-  **Demonstrate** proficiency and due professional care;

### CAUDI

aims to strengthen management and rationalize control actions



**Be objective** and free from undue influence (independent);



**Be aligned** with the organization's strategies, objectives and risks;



**Be properly positioned**, with adequate resources;



**Demonstrate** quality and continuous improvement;



**Communicate** effectively;



**Provide** risk-based assessments;



**Disseminate** good practices;



**Be** insightful, proactive and future-focused;



**Promote** organizational improvement.












## Performance indicator

With the aim of periodically monitoring the performance of Internal Audit actions, the Index of Audit Reports Issued within the period established in the Annual Internal Audit Activity Plan approved by the Board of Directors was implemented.



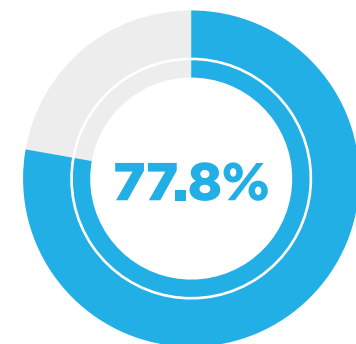
## 2021 work cycle

For the 2021 fiscal year, the performance of nine (9) audit works and a period for preparing the 2022 fiscal year planning were planned. The works that made up the Annual Internal Audit Report 2021 were as follows:

-  Human **Resources;**
-  Contract **Inspection;**
-  Bidding **process;**
-  Materials **management;**
-  Berthing **Schedule;**
-  **Closure** of Ships;
-  Escrow **Control;**
-  Solid Waste **Management;**
-  Weekly Payment **Schedule;**
-  Internal Control **Tests;**
-  **Follow-up** on completed work.

For the 2021 fiscal year, nine audit works were planned to be carried out.

### >> Indexes of Reports Issued within the Period Established in PAINT





## Internal Controls

In turn, Portos do Paraná's internal controls area aims to promote a structured and integrated process between management and employees to provide reasonable certainty that this is being carried out in order to meet the entity's mission. The set of internal controls adopted aims to meet these general objectives:

-  **Generate support** for the mission, continuity and institutional sustainability by reasonably ensuring the achievement of strategic objectives of the agency or entity;
-  **Generate efficiency**, efficacy and operational effectiveness through an orderly, ethical and economic performance of operations;
-  **Ensure** that the information produced is complete and reliable for decision-making, compliance with transparency obligations and accountability;
-  **Generate assurance** of compliance with applicable laws and regulations, including the government's and the organization's rules, policies, programs, plans and procedures;



**Generate the safeguard and protection** of property, assets and public resources against waste, loss, misuse, damage, unauthorized use or misappropriation.

The area's responsibilities are to:



**Monitor** the performance of acts and point out, in a suggestive, preventive or corrective way, the actions to be performed;



**Ensure** that the existence of errors and potential risks must be properly controlled and monitored;

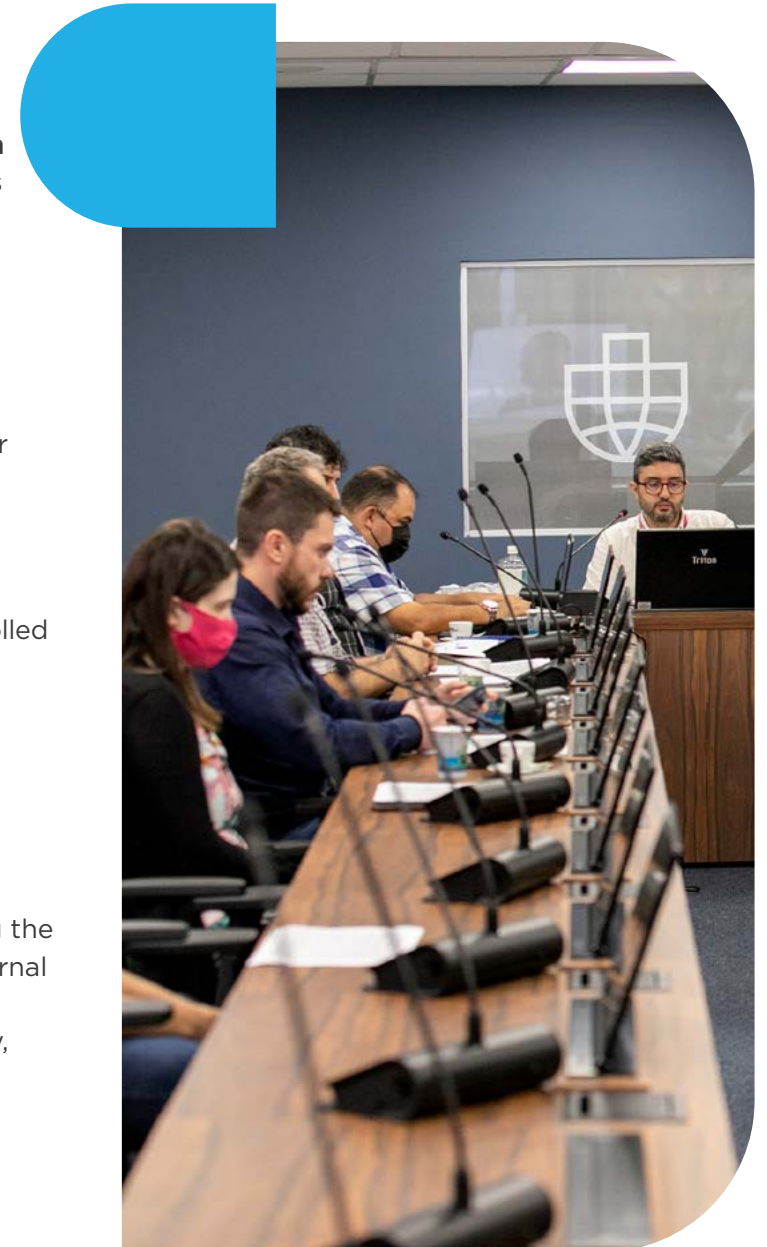


**Ensure** compliance with the validity, legality and regularity of transactions;



**Be** auxiliary management instruments.

Portos do Paraná is committed to following the constitutional principles that guide the internal control system, always seeking to comply with the principles of legality, impersonality, morality, publicity and efficiency, to avoid errors, fraud, and waste.





## 4.3 Compliance

The Compliance area is a supporting pillar of business, capable of guiding the company's behavior in different situations. The Compliance area assists the company in its relationships through ethical and moral principles and understands that working in compliance with laws and regulations is a premise of action by Portos do Paraná. The Compliance area develops internal mechanisms and procedures that include creating rules, supervision, incentives to report irregularities, application of the code of conduct and promotion of internal communication campaigns. It performs constant work, which is to be carried out even where there is no history of inappropriate behavior by the organization's employees.

**The Compliance area assists the company in its relationships through ethical and moral principles and understands that working in compliance with laws and regulations is a premise of action by Portos do Paraná.**

The Compliance area of Portos do Paraná aims to ensure compliance with regard to:



**Laws**, adherence and compliance;



**Ethical principles and rules of conduct** – existence and observance;



**Regulations and rules** – implementation, adherence and updating;



**Internal procedures and controls** – existence and observance;



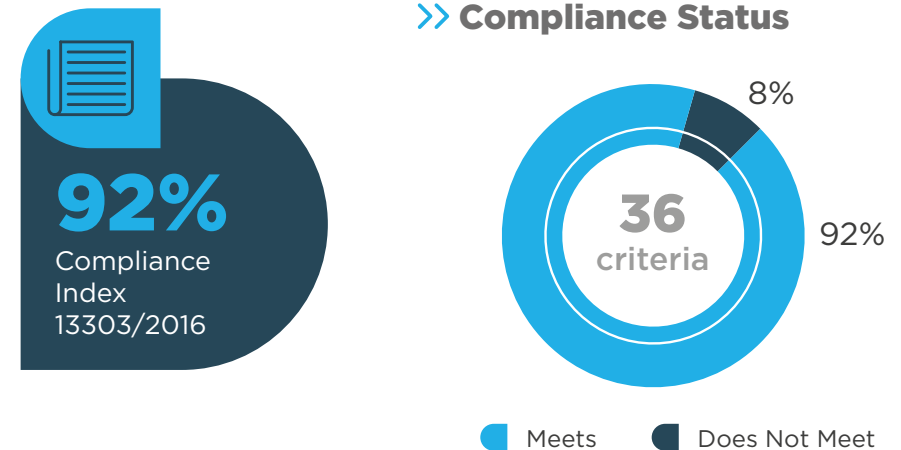
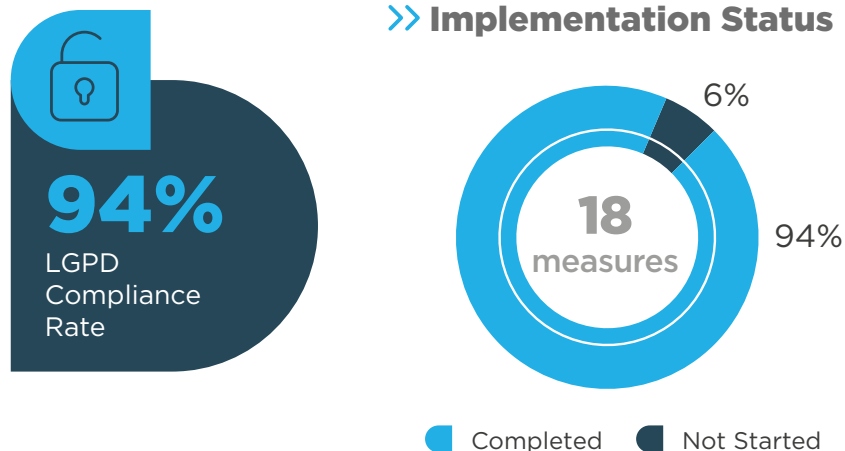
**Internal policies** that prevent issues of non-compliance with laws and regulations.

## General Data Protection Law (LGPD) - 2021

Law No. 13709/2018, the Brazilian General Data Protection Law (LGPD), has the core objective of protecting fundamental rights of freedom and privacy and the free development of the personality of the natural person.

The adaptation and implementation process to the LGPD started in July 2021. As a result, Portos do Paraná reached a Compliance Rate of 94% at the end of 2021, according to the index set by an external consultancy firm.

Portos do Paraná has an LGPD Compliance Rate indicator to monitor compliance, which can be found in the Compliance Dashboard



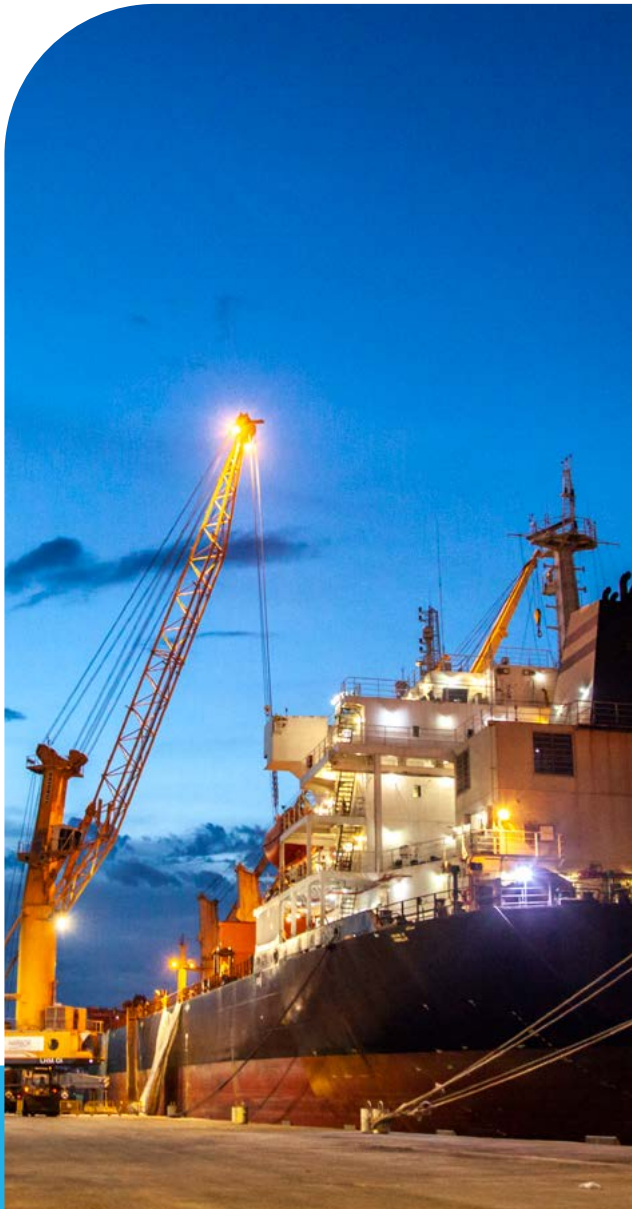
## Government-owned enterprises Law - Law No. 13303/16 - 2021

Law No. 13303/2016, the Government-owned Enterprises Law, establishes the legal status of government-owned companies and government-controlled companies operating in service provision in the space corresponding to the Federal Government, the states, the Federal District, and municipalities.

Based on this law, the Compliance area prepared a Checklist with 47 items to certify Portos do Paraná's compliance with this legal requirement. To comply with these requirements, one of the main actions taken was the preparation of policies, such as the Policy for Transactions with Related Parties and the Spokespersons Policy. In this way, we managed to reach the 92% Compliance index.

It is worth mentioning that the Checklist prepared by this area is in line with the adequacy requirements imposed by the IGAP, which contains 36 requirements.





## 4.4 Ombudsman Office

Portos do Paraná conducts its business guided by transparency, honoring ethical and integrity commitments. As an example of this commitment, the means found to keep communication with users and active attention in the activities that take place on its behalf, Portos do Paraná made available an ombudsman office's channel that operates internally and externally and serves as a liaison between stakeholders and the Company.

The purpose of the ombudsman office is to serve all people who have a relationship with Portos do Paraná. Through it, employees, service providers, suppliers and communities have the opportunity to express opinions, make complaints, reports, and compliments and suggest improvements related to all the Company's activities. The communication can be found on APPANet (Intranet for employees), the internet, through telephone 0800 041 1133 or by e-mail → [ouvidoria.appa@appa.pr.gov.br](mailto:ouvidoria.appa@appa.pr.gov.br) (for use by any member of society).



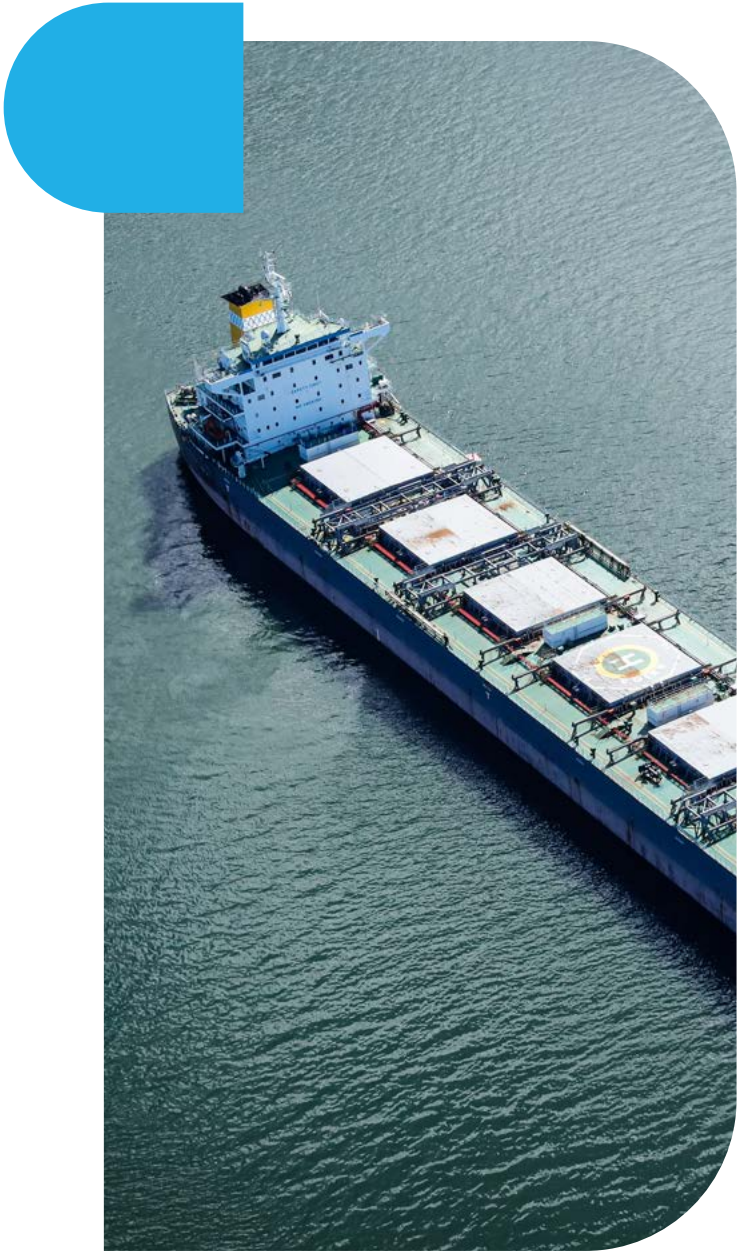
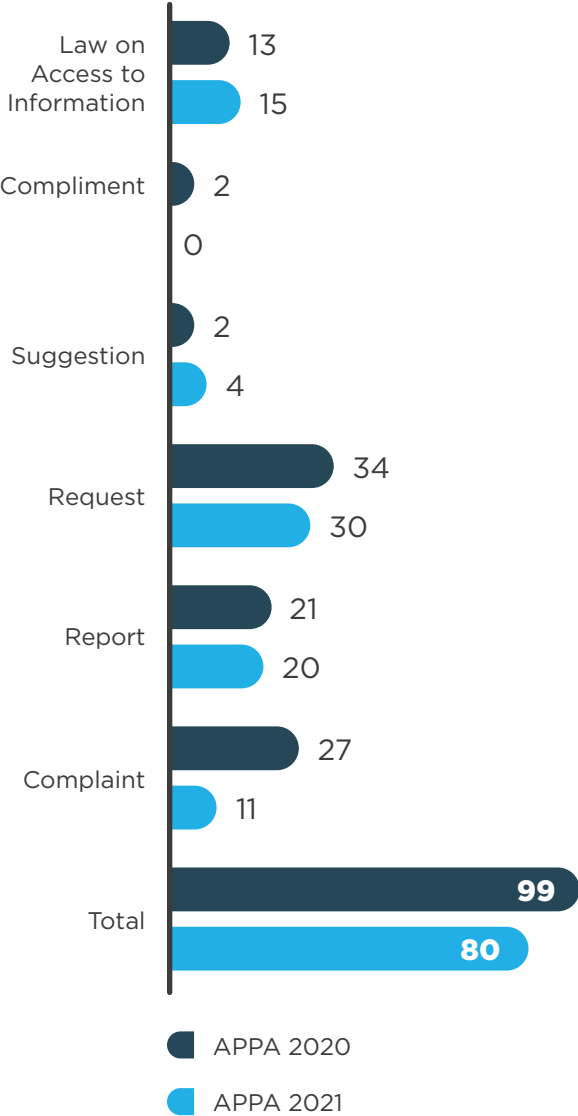
Portos do Paraná carries out its business guided by **transparency**, honoring commitments to **ethics and integrity**

Citizens select the type of statement they would like to make when they contact the ombudsman office, which can be defined according to the subject of their interest and include the options to make a complaint, report, request, compliment, suggestion, and even a request for access to information. In 2021, 80 statements were received in the ombudsman office's channel. Notably, the number of complaints and reports dropped in relation to the same period of the previous year. The Company expects to reduce this number even further in 2022.

All statements received are forwarded to the corresponding department that generated the contact with the ombudsman office. In case of a complaint and/or report, customized plans are drawn up to enable corrective measures so they do not happen again.

The statements made can be seen in the Table below.

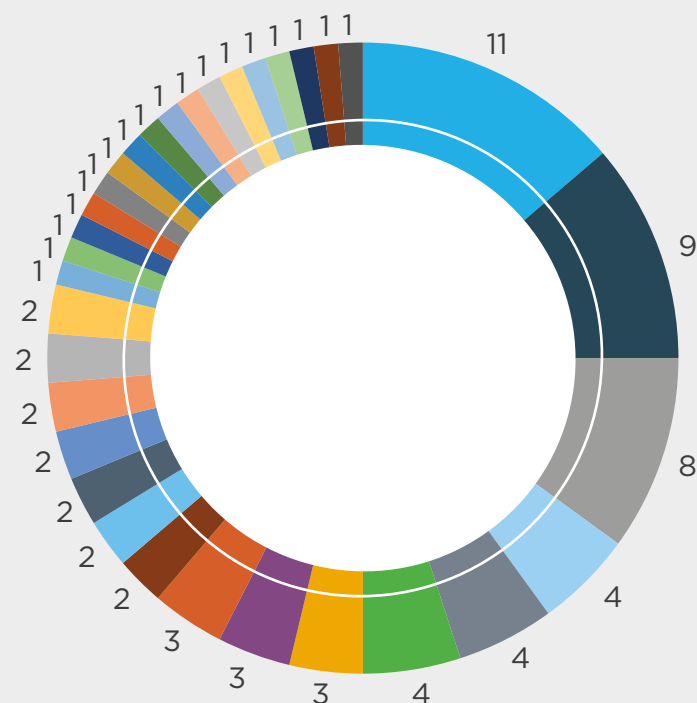
	BODY	
	APPA 2020	APPA 2021
Law on Access to Information	13	15
Compliment	2	0
Suggestion	2	4
Request	34	30
Report	21	20
Complaint	27	11
Total	99	80



A breakdown of the items listed according to these contacts is observed in the figure below.

## >> APPA

(7/28/2022 4:53 pm)



- Information about documents and protocols - General management
- Information on procedures - General management
- Information/general - General management
- Misconduct - Government Agents
- Poor service - General management
- Claims - General Management
- Port Services - Transportation
- Jobs and salaries - other categories - Government Agents
- Environmental information - Environment and Tourism
- Suggestions to the government - General management
- Agreements, Contracts and Treaties - General Management
- Civil service examination/others - General management
- Infrastructure - General management
- Real estate facilities/equipment and materials of the bodies - General management
- Civil service examination - General management
- Environmental inspection - Environment and Tourism
- Poor service provided by civil servants - Government Agents
- Traffic Signaling - Traffic
- Salary - General management
- Roads - Transportation
- Electric power supply services - Electric power
- Critical to the government - General management
- Environmental Legislation - Environment and Tourism
- Environmental Projects - Environment and Tourism
- Cargo Transportation/AETs - Transportation
- Road Works - Transportation Technology
- Systems - Information and Communication Technology
- Servant's conduct (a) - Justice, Family and Work
- Services in general - Traffic
- Miscellaneous Complaints - Traffic
- Request for Copies - Traffic
- GENERAL - Information on people suspected of committing crimes - Public safety
- OTHER INSTANCES - Miscellaneous - Public safety



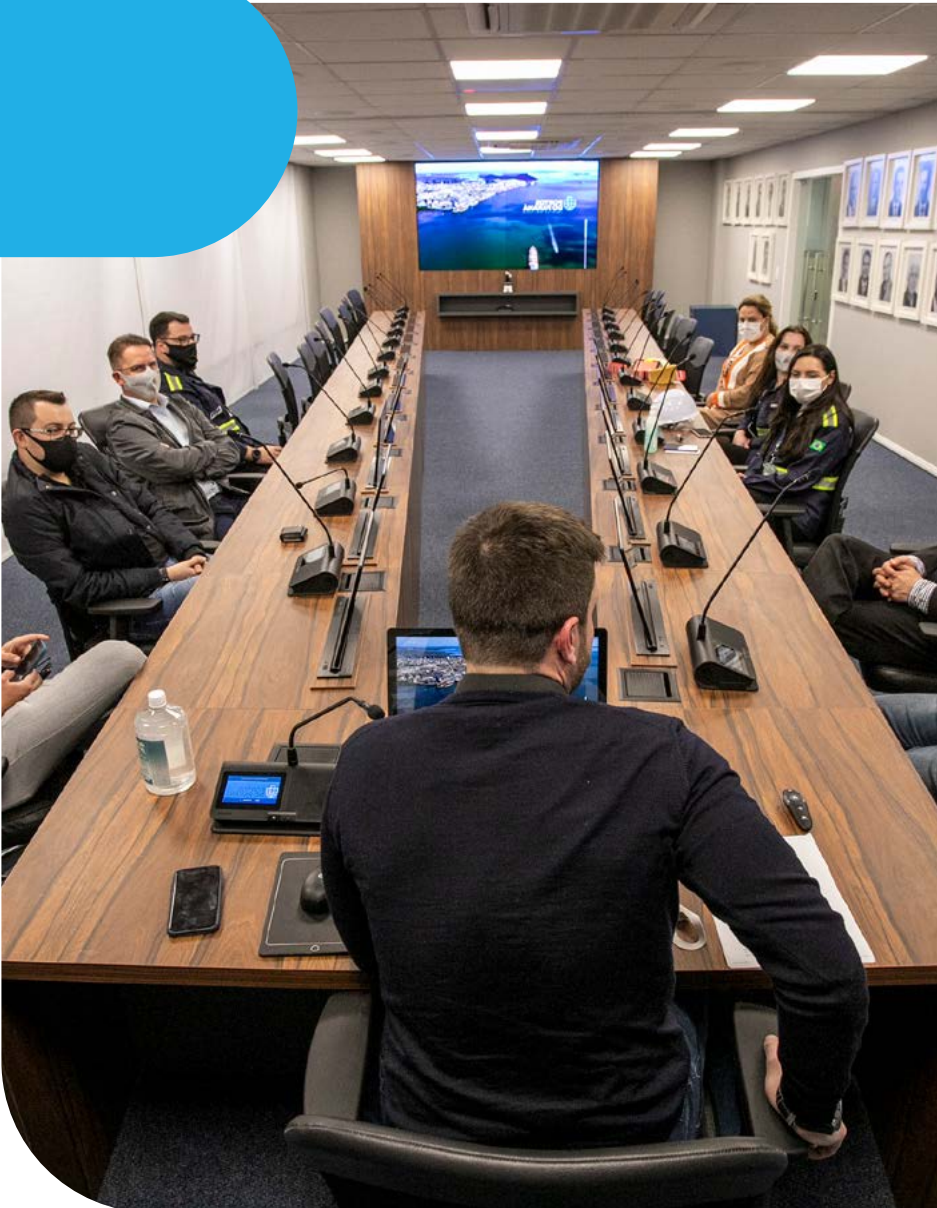
## 4.5 Legal

Portos do Paraná is a privately-held government-owned company, an integral part of the indirect administration of the State of Paraná, established by State Law No. 16895, dated December 27, 2013, provided with a privately-held legal entity status, with its own equity, and administrative and financial autonomy, linked to the State Office for Infrastructure and Logistics, governed by its Bylaws, Law No. 6404, dated December 15, 1976, and amendments thereto, Law No. 12815, dated June 2013, Law No. 13303, dated June 30, 2016, and other applicable laws.

The capital stock of Portos do Paraná is one billion, eighty-six million, four hundred and forty-three thousand, eight hundred and sixty-one reais and thirty-eight cents (BRL 1,086,861.38), fully held by the State of Paraná. On the global stage, the company has a department to deal with the company's legal affairs in all spheres: economic, tax, labor, civil, administrative, environmental and regulatory.

### Capital stock

The capital stock of Portos do Paraná is BRL 1,086,443,861.38, fully held by the State of Paraná.



The Legal Department (DJU) is made up of two departments, sectorized into coordination departments, and a specialized consultancy intrinsic to the Executive Board. Litigation Management's typical role is to act directly in court cases and, atypically, to create administrative measures necessary for representation in court, such as, for example, requesting payment of amounts through specific forms and compliance with judicial measures, among others.

The objective of the area was to reduce and/or extinguish adverse judgments and seek the recognition of rights related to the company



Translated into numbers, in 2021 alone, **531** legal opinions and **438** internal communications were drawn up

in court, working on the development of a customized brief for each situation, acting in the follow on, and intervening in, lawsuits and administrative proceedings to which Portos do Paraná is a party.

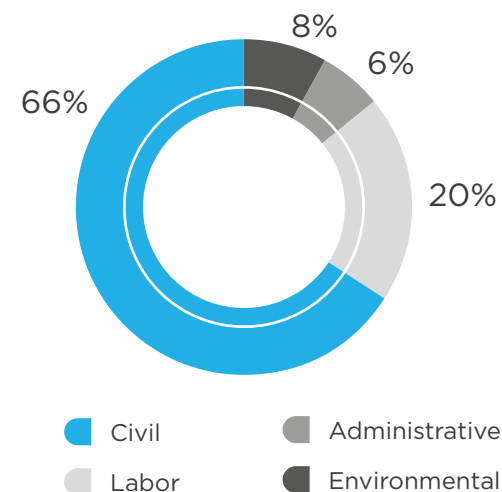
The Advisory/Preventive Management, with the same synergy, is responsible for issuing reports and opinions aimed at preventing or resolving conflicts in advance, answering queries made by other areas of the company, and mandatorily issuing opinions in all activities related to contracts and procurements.

Translated into numbers, in 2021 alone, five hundred and thirty-one (531) legal opinions and four hundred and thirty-eight (438) internal communications and guidance documents were drawn up or issued in reply to queries, whose content addresses all topics (legislation, case law, jurists' opinions) necessary for issuing an opinion, with the objective of assisting managers in making decisions.

The Legal Executive Board is **exclusively responsible** for filing the aggregate of nearly two thousand (2,000) pending lawsuits up to 2021, most of which date back to the 1990s.

The balances for the year 2021 alone can be seen in the graph:

## >> List of lawsuits by area



Twenty-two new labor lawsuits were recorded, but Portos do Paraná does not appear as the main defendant in 14 of them. This balance also indicates a reduction in lawsuits compared to 2020, which recorded 34 labor claims filed against this Management, in 17 of which the company is not the main defendant.

In 2021, the DJU was responsible for meeting the deadlines and measures in more than eight hundred (800) labor lawsuits.

The civil proceedings filed against Portos do Paraná in 2021 are pending at the Federal Court of the Judiciary Subsection of Paranaguá, the Judiciary Subsection of Curitiba, and the State Court of Appeals, specifically in the Judicial Districts of Paranaguá/PR and Antonina/PR, likewise in actions in which APPA is plaintiff. The sum of civil actions makes up the approximate total of one thousand (1,000) claims, which require the constant work of the professionals of this Executive Board.

As for administrative proceedings in progress, most of them were filed in previous years and address, for example, events under the responsibility of the National Agency for Waterway Transportation (ANTAQ), the Labor Prosecution Office (MPT), the State Accounting Court (TCE), the Brazilian Institute for the Environment and Natural Resources (IBAMA), among others.

The DJU is also active in the environmental area, triggered by facts identified by environmental agencies, especially IBAMA,



resulting in proceedings reported to Portos do Paraná, arguing the reasons of fact and law regarding the records taken with technical support from the related area.

Portos do Paraná's Legal Department is a fundamental part of the organization, responsible for adapting the company's activities to pre-established legal rules and ensuring that all activities developed internally and externally are

in accordance with the requirements under the applicable laws, in addition to being the only legitimate party to represent APPA, whether in court or out of court. It is a strategically important sector to Portos do Paraná, as it bases its actions, statements and opinions on the organization's interests: legality, compliance and efficiency. The commitment to these factors is transparent to stakeholders during the managers' decision-making, grounded on solid premises.



# 5

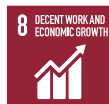
## Performance

**5.1** Accounting

**5.2** Finance

**5.3** Tax

**5.4** FP&A





## 5.1 Accounting

The financial statements derive from the financial results of the Administration of the Ports of Paranaguá and Antonina, integrating both entities. Although linked to the Government of the State of Paraná, the Company does not receive funds and subsidies from the State and Federal Governments. Thus, all the company's revenues come from the exploitation and operating lease contracts managed internally as a result of the management of the port infrastructure that belongs to the Federal Government.

In 2021, Portos do Paraná's management reached a net revenue of more than BRL 468 million, which represented a positive variation in relation to the result of 2020. According to the audited statements, this variation indicated an average revenue increase of 5%. These are significant results, according to the officer of the National Agency for Waterway Transportation (Antaq), who stated that at the beginning of the pandemic, the infrastructure of Brazilian maritime transport "did not feel a direct impact," as it happened only over time with "the increase in the value of freight and the lack of empty containers for stuffing and rolling cargo in Brazilian ports".



**BRL 468 million**  
of net revenue in 2021



**18%**  
reduction in  
operating costs

Even during the pandemic, work at Portos do Paraná was carried out normally, complying with the safety rules determined by the health and sanitary surveillance authorities. Thus, the financial results for the period resulted from the joint efforts of the company's strategy and the management developed in the period, which prioritized the maintenance of activities in a way that minimized possible losses. Regarding the optimization of operating costs and administrative expenses, the company opted to contain them, prioritizing essential expenses that had positive social impacts, generating a total operating cost of BRL 205 million, an 18% reduction compared to the previous year. As to administrative expenses, an increase of 26% can be identified, resulting from general expenses that make up the balances of BRL 24 million used in marketing services for the market, environmental offsets

Even during the pandemic, work at Portos do Paraná was carried out normally, complying with the safety rules determined by the health and sanitary surveillance authorities.



(construction of warehouses in communities around the Paranaguá bay), preparation of basic projects for future projects, demolition of obsolete buildings, among others.

ANTAQ has maintained full attention to port operations since the beginning of the pandemic and released a balance on the sector's performance that identified some effects on port operations, highlighting commercial, logistical, and direct and indirect financial impacts. When observing the results, it is noteworthy that in this regard, Portos do Paraná stood out, as the company ended 2021 with a cash position of more than BRL 249 million, about 240% higher than the previous year, even with the adverse conditions in the period. The fundamental conditions for this result comprise the effective risk management carried out by Portos do Paraná, which has an interconnected structure aligned with market movements.

The financial statements have been audited by Russell Bedford Auditores Independentes since 2021, published quarterly on the company's official website and annually in major newspapers in Paraná.

#### Economic Value Generated

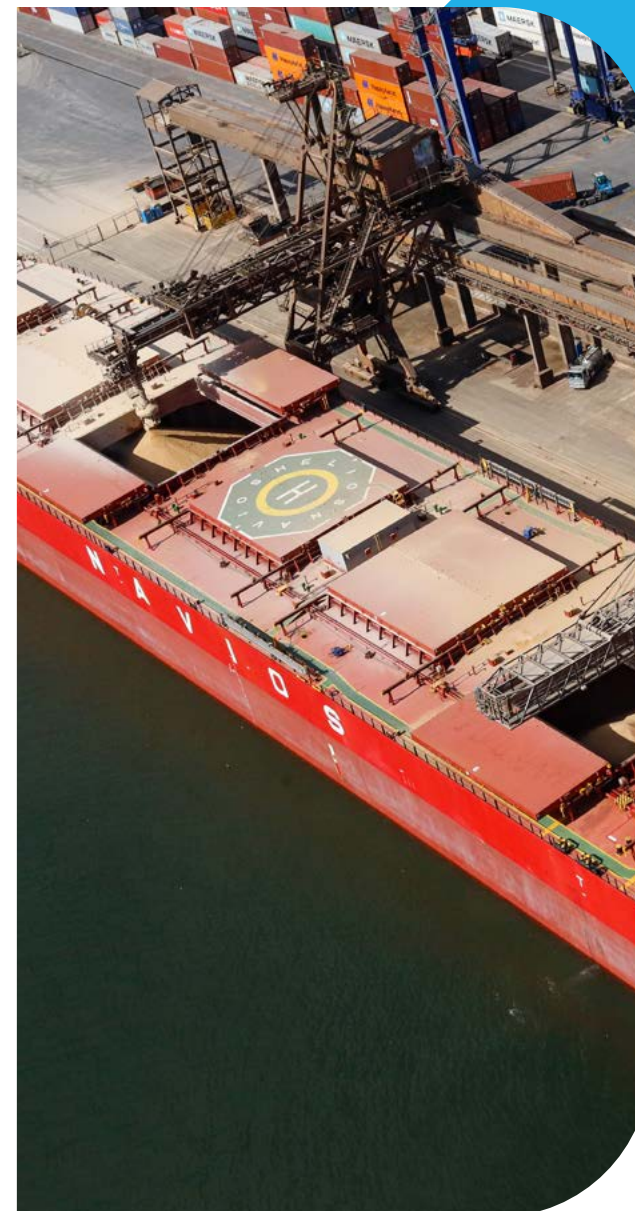
Gross Operating Revenue	453,117,736.93
Financial revenues	14,758,572.91
Other Revenues	948,597.45
<b>Total</b>	<b>468,824,907.29</b>

#### Distributed Economic Value

Operating costs	104,334,098.80
Salaries and benefits	112,614,802.83
Payments to Capital Providers	-
Payments to the government	2,580,392.30
<b>Total</b>	<b>219,529,293.93</b>

#### Withheld Economic Value

<b>Value generated minus value distributed</b>	<b>249,295,613.36</b>
--	-----------------------





## 5.2 Finance

Ports in general can be the main links in the international logistics chain and, consequently, important elements in the economic development of the regions where they are located. Individually, the ports represent organizations that are also part of the economy and need to generate and manage financial resources in order to maintain their activity.

Despite being a government-owned company, Portos do Paraná did not receive financial support from the government in 2021, and all its funding comes from the port exploitation. All expenses were incurred exclusively with its own funds, which consist of operating and financial income. Below are the most important figures for the year, detailed in the financial statements.

Despite being a government-owned company, Portos do Paraná did not receive financial support from the government in 2021.



### Net Operating Revenue

Net operating revenue totaled BRL 409,286 million in 2021, 9% higher than the previous year, which was BRL 376,511 million.



### EBITDA

EBITDA reached BRL 55,655 million in 2021, a volume 146% higher than that recorded in the previous year, 2020, which recorded an EBITDA of BRL 22,569 million.

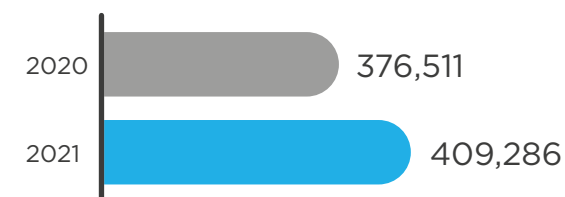


### Net Income

Net income in 2021, influenced by the same variables that affected EBITDA, reached BRL 25,476 million, an amount 280% higher than that recorded in 2020, which recorded only BRL 6,701 million.

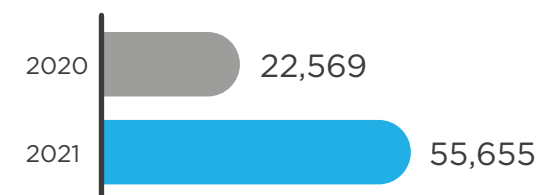
### >> Net Operating Revenue

(Amounts in thousands of BRL)



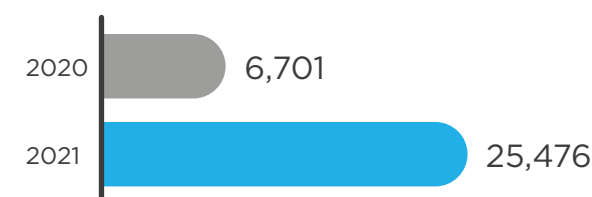
### >> EBITDA

(Amounts in thousands of BRL)



### >> Net Income

(Amounts in thousands of BRL)

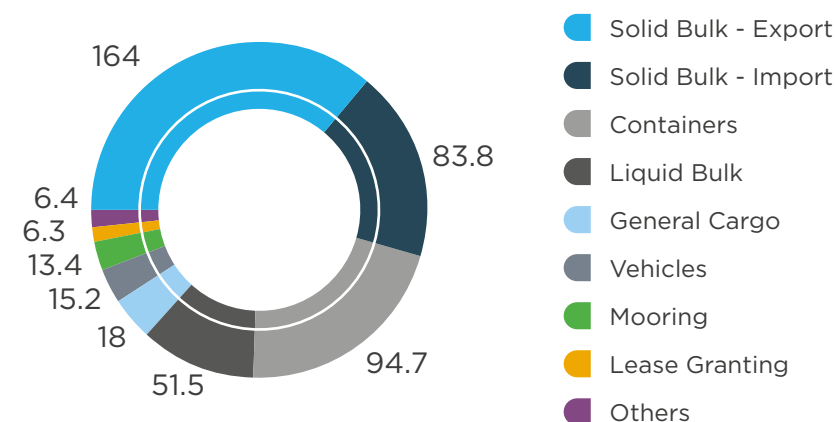


In general, these results come from the increase in operating revenues observed in 2021.

Revenues	2021	2020	Variation(%)
Waterway Access Infrastructure	174,747	170,015	3%
Docking Infrastructure	13,443	11,954	12%
Land Operational Infrastructure	85,445	72,247	18%
Warehousing Systems	8,170	2,117	286%
Revenue from Use of Equipment	24,631	30,250	-19%
Miscellaneous Standardized	9,318	12,385	-25%
Lease Agreements	136,379	118,366	15%

The following graph shows revenues split by cargo segment handled in the port. Export and import solid bulk accounted for more than 50% of revenues in 2021.

## >> Revenue by Segment (Millions of BRL)



The operating results are calculated on an accrual basis. In 2021, the company did not make any donations or financial contributions to political representatives, whether legal or natural persons, inside or outside Brazil.

In 2021, the only financial debt owed by the company was paid off through payment of the last installment of a social security debt with the State Tax Authority of Paraná, paid in 240 installments between 2001 and 2021. At the end of the year, the Company did not have any outstanding loan or installment payments. With a net cash position exceeding BRL 200 million, already excluding freezes by the court and advances from customers, the Company has the strength to fulfill its investments in improvements and expansion of Portos do Paraná's port infrastructure.

## 5.3 Tax

To enable regional development through port exploitation, policies on the port sector need to play a strategic role, seeking to obtain the best results. Likewise other ports, Portos do Paraná complies with Law No. 12815, of June 5, 2013, which provides for the Federal Government's direct and indirect exploitation of ports and port facilities and the activities performed by port operators.

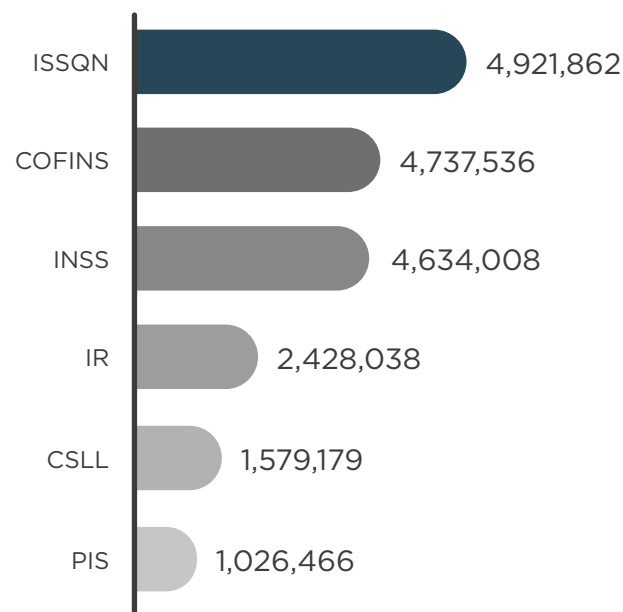
In terms of taxation, Portos do Paraná's fiscal strategy is defined by the Executive Board, with the effective participation of the Board of Directors and Audit Committee, with the support of the Audit Committee provided for in the Bylaws and carried out by the Accounting Management through the Fiscal and Tax Coordination. The tax approach, when necessary, is submitted to deliberation by the audit committee and board of directors.

The Accounting area monitors tax risks, with the assistance of the Company engaged to provide tax consulting services, and validated and audited by independent auditors.

However, the company paid the taxes withheld in payment of services provided and subject

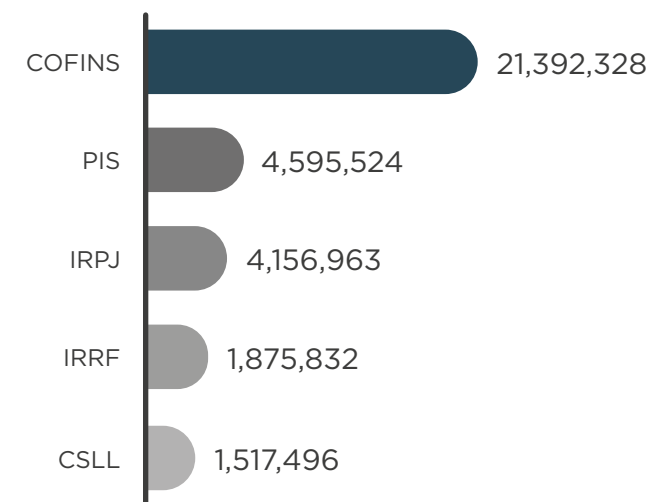
to withholding tax, such as Income Tax - IR, Social Contribution on Net income - CSLL, Contribution to the Social Integration Plan - PIS, Contribution to Social Security Financing - COFINS and Social Security Contributions. See the chart below:

### >> Withholding Taxes



**The tax approach, when necessary, is submitted to deliberation by the audit committee and board of directors.**

### >> Calculated Taxes





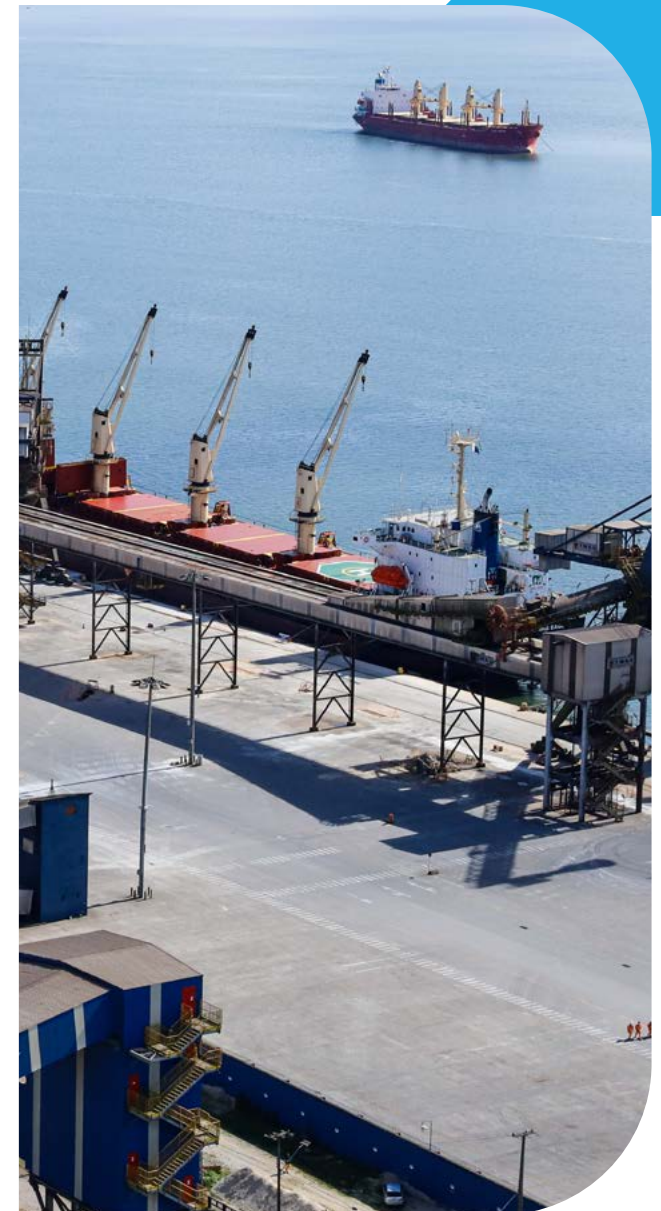
## Efforts

Since its conversion from an Independent Government Agency (entity governed by public law) into a Government-Owned Company (company governed by private law with 100% of its capital held by a government entity), Portos do Paraná filed an action for declaratory judgment with the Federal Court, seeking recognition of tax immunity, as described in article 150 of the Federal Constitution, as a means to protect and encourage full implementation of some fundamental rights, such as religion, culture, and intellectual property.

**By prioritizing ethics, transparency and legality to its actions, Portos do Paraná maintains an equidistant and impersonal relationship with the agencies and stakeholders of all spheres of the public treasury.**

While the case takes place in the Judiciary, the taxes in dispute are deposited in a judicial account. This strategy is monitored by the Legal, Administrative and Financial Executive Boards and is reported monthly to the Audit Committee and Board of Directors.

By prioritizing ethics, transparency and legality to its actions, Portos do Paraná maintains an equidistant and impersonal relationship with the agencies and stakeholders of all spheres of the public treasury, including tax authorities. In its bidding notices, it already indicates the tax treatment to be submitted by bidders in case of signature of procurement contracts. Through formal and official communication, it collects and sends relevant data to Stakeholders.





## 5.4 FP&A

Research, review and assessment of the company's financial evolution and the market as a whole are of the essence to create a good strategy and simulate the company's financial future. With these conditions in mind, Portos do Paraná has a Financial Planning and Analysis (FP&A) department in charge of developing

an action plan that encompasses significant volumes of new investments planned for the Ports of Paraná for the coming years, funded by the lease contracts that are in the bidding phase (PAR09, PAR14, PAR15, PAR50, PAR03), and with its own resources, as in the case of the East Wharf - Moegão Railway projec.





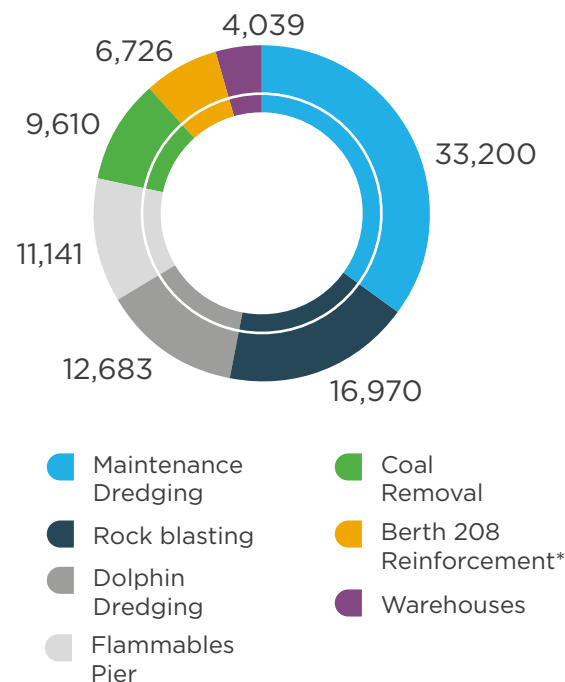
For the works at Moegão, whose values should exceed BRL 500 million, the Company has been adapting its budget planning for the coming years and analyzing several financing possibilities, seeking the best conditions that allow healthy management of the company's financial resources, with the strength to comply with these investments that will boost the company with a more modern and efficient structure, both in relation to logistics costs and also in terms of environmental impacts.

The main investments made in 2021 include the renovation and refurbishment of several warehouses in the Paranaguá Bay, the result of environmental offset against the dredging works in the maritime access channel of Portos do Paraná, in which Portos do Paraná has committed to deliver the renovated and/or refurbished warehouses. The Paranaguá Bay is the largest bay in Paraná and the third most important in Brazil. In addition to sheltering the ports of Paraná, the Paranaguá bay is the home of a great wealth of wild species. The variety is in the fauna, flora and other organisms. Therefore, it is a UNESCO-listed reserve.

In 2021 alone, more than BRL 95 million were invested in works, including the renovation and construction of warehouses in Paranaguá Bay, the rock blasting of the Palanganas rocky massif, the dredging of the new Roll-On Roll-

Off ship mooring dolphins, the reinforcement of the Public Flammables Pier at the Port of Paranaguá and, mainly, the continuity of the multi-annual dredging campaign to maintain the maritime access channel, with safety and environmental responsibility.

### >> Investments Made (Thousands of BRL)



\* The recovery works of the containment curtain of berth 208 aimed at reestablishing operational and safety conditions for berthing ships in the respective berth.

The main investments made in 2021 include the renovation and refurbishment of several warehouses in Paranaguá Bay.

Despite all these investments, 2021 was a challenging year for the economic scenario in which the Portos do Paraná is inserted. The pandemic and its consequent imbalances in production and international logistics brought challenges throughout the year, also with effects on the rise in prices and difficulties in obtaining services or materials in specific segments. Even so, caring for the safety of the entire port community, Portos do Paraná continued to grow, whether in movement or operating results for 2021. With significant investments made and the forecast of new substantial investments for the coming years, the Company is preparing to emerge from this uncertain period with greater economic and financial robustness, prepared for expansion and modernization, offering a more efficient and sustainable port infrastructure.





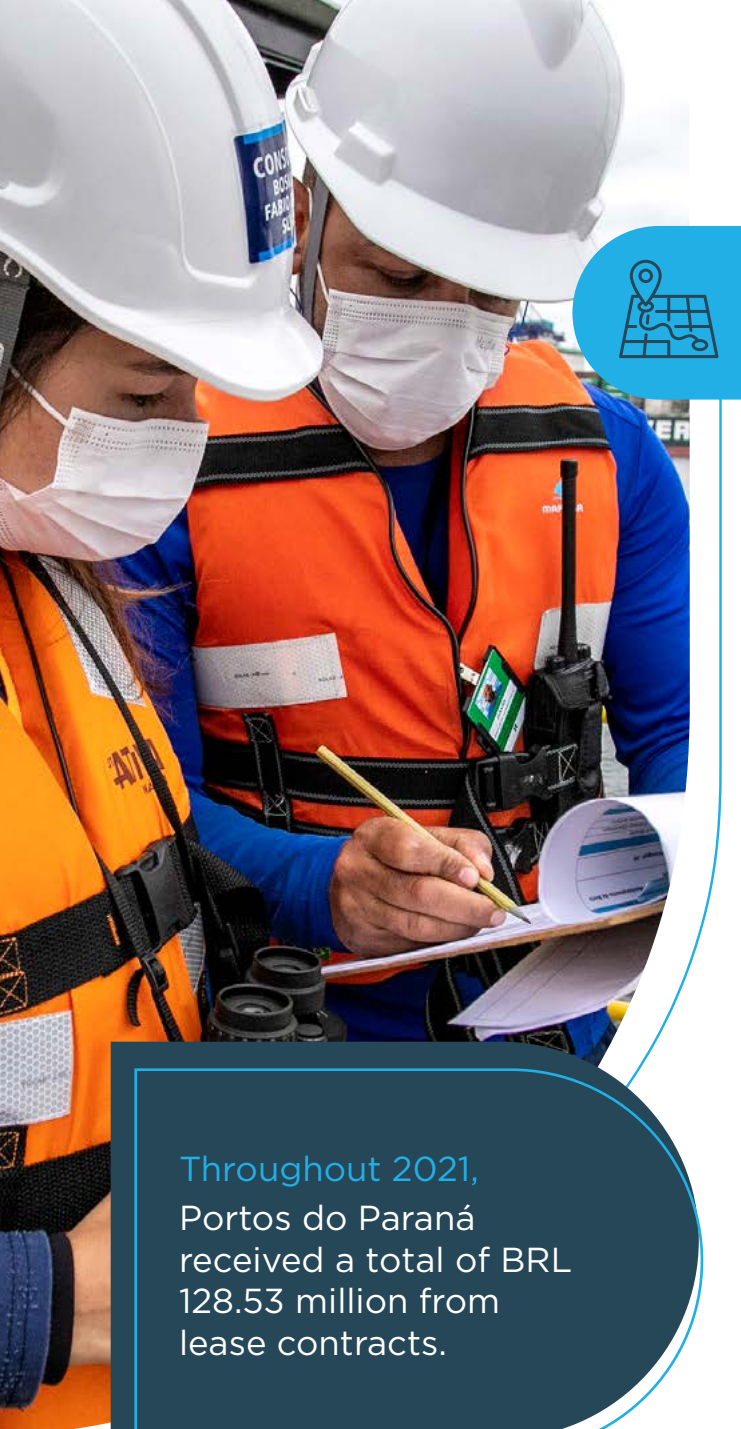
# 6

## Business

- 6.1 Leases
- 6.2 Commercial
- 6.3 Procurement







## 6.1 Leases

Portos do Paraná's business model includes the management of contracts to exploit the port areas. Lease contracts play an important role in operations, generating essential resources for the business.

Throughout 2021, Portos do Paraná received a total of BRL 128.53 million from lease contracts. In addition to these, in compliance with the provisions of Article 37, head provision of the 1988 Federal Constitution, and under the Agreement for the Delegation of Competences No. 01/2019, Portos do Paraná maintains public information related to the areas available for lease. Therefore, in addition to current contracts, Portos do Paraná has spaces available for future business, namely PAR 09, PAR 14, PAR 15, and PAR 50. They are all displayed on the map that shows the availability of spaces and their respective storage capacities.

Throughout 2021, Portos do Paraná received a total of BRL 128.53 million from lease contracts.







## PAR50

Liquid Bulk

Area of  
**85,392m<sup>2</sup>**

## PAR09

Vegetable Solid  
Bulks

Area of  
**24,016m<sup>2</sup>**

## PAR15

Vegetable Solid  
Bulks

Area of  
**38,859m<sup>2</sup>**

## PAR14

Vegetable Solid  
Bulks

Area of  
**49,841m<sup>2</sup>**





The PAR 09, PAR 14, PAR 15, and PAR 50 concessions are deemed national priorities by the federal government. These concessions represent a third of the 12 new infrastructure projects listed in the *Parcerias de Investimentos* [Investment Partnerships] program, a national concessions program. In addition to leasing three areas for handling solid bulk, which can be vegetable or mineral (PAR9, PAR14 and PAR15), there are also areas dedicated to liquid bulk (PAR50).

*Parcerias de Investimentos* classified the study for the concession of the access channel to the port of Paranaguá as a national priority. This is the first attempted concession of this type of private management of waterways connecting the port and the open sea. The forecast investment is BRL 5 billion in 35 years.

*Parcerias de Investimentos* also announced the qualification of the four priority areas in the Port of Paranaguá, aimed at handling solid and liquid bulk. The auctions were expected to occur in the second quarter of 2022 on the Stock Exchange (B3). PAR 09, PAR 14, PAR 15, and PAR 50 are expected to last between 25 and 35 years and may be extended for up to 70 years.

The main investments planned for these spaces are:

- » **PAR09** - 24,016 thousand m<sup>2</sup> - 910 million
- » **PAR14** - 49,841 thousand m<sup>2</sup> - 1.2 billion
- » **PAR15** - 38,859 thousand m<sup>2</sup> - 650 million
- » **PAR50** - 85,392 thousand m<sup>2</sup> - 338 million

All information management involving leasing is structured by the leasing area, subdivided into two coordination departments: modeling and inspection.

The main responsibilities of each department can be seen in the table below.

## Port Leases



Provide support in the management and inspection of Lease contracts and other instruments of authorization/permission to grant the right to exploit port activities and support the Strategic Planning area in preparing the Program and Plan for Development and Zoning of the Organized Port.



Manage leasing contracts, right of way, transition, and other instruments of authorization/permission for the right to exploit port activities.



Manage, organize and control Lease Contracts and other instruments of assignment established with Portos do Paraná.

## Modeling



Support the Leasing area in studies and bidding projects for port areas.



Propose leasing strategies and models that favor the achievement of contracted efficiency results.



Monitor the processes to prepare Technical, Economic and Environmental Feasibility Studies - EVTEA, as well as Investment Plans, ordinary and early extension, in addition to the rebalancing of contracts.

## Inspection



Support the Leasing area in overseeing Lessees' contracts and activities



Ensure that all contractual information is present and updated in Portos do Paraná's Computerized Systems.



Implement the inspection process for leasing contracts, transition contracts, right-of-way contracts, assignment of use for cost and assignment of use at no cost.

# 6.2 Commercial

Public and private investments and the constant search for innovation make the Ports of Paranaguá and Antonina a complete and modern port complex. In addition, the quality of the workmanship and services provided generates recognition in the world market. Portos do Paraná covers the public and private sectors, and its customers include: lessees, operators, right-of-way contracts and the community. In 2021, Portos do Paraná had cargo exports as its main operation (representing 57.6%). According to the Ministry of Industry, Foreign Trade and Services, exports exceed imports in a surplus of more than USD 3.5 billion.

In 2021, Portos do Paraná had cargo exports as its main operation (representing 57.6%).

The main movements in the port include:



**Containers**



**Vehicles**



**Special Projects/Cargoes**



**Pulp**



**Sugar and other packaged foods**

CONTAINERS		
	Exports	Imports
1 <sup>st</sup> Place	Indonesia	China
2 <sup>nd</sup> Place	United States	Finland
3 <sup>rd</sup> place	Ivory Coast	United States
4 <sup>th</sup> place	China	France
5 <sup>th</sup> place	South Korea	Germany

VEHICLES		
	Exports	Imports
1 <sup>st</sup> Place	Argentina	Argentina
2 <sup>nd</sup> Place	Colombia	Mexico
3 <sup>rd</sup> place	Mexico	Germany
4 <sup>th</sup> place	Chile	China
5 <sup>th</sup> place	Uruguay	United States



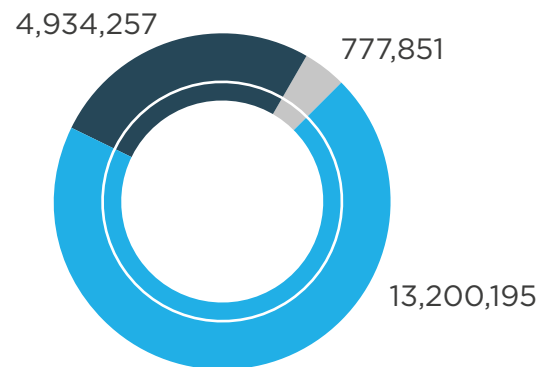
### SOLID BULK - EXPORT

	Soybean (grain)	Soybean meal	Corn	Bulk Sugar
<b>1<sup>st</sup> Place</b>	China	Netherlands (Holland)	Iran	Algeria
<b>2<sup>nd</sup> Place</b>	South Korea	South Korea	Egypt	Iraq
<b>3<sup>rd</sup> place</b>	Bangladesh	France	Japan	Switzerland
<b>4<sup>th</sup> place</b>	Thailand	Poland	Bangladesh	Canada
<b>5<sup>th</sup> place</b>	Vietnam	Spain	Malaysia	Iran

### GRANÉIS SÓLIDOS - IMPORTAÇÃO

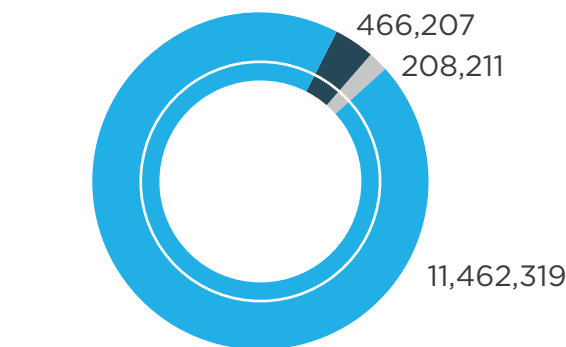
	Fertilizers	Malt/Barley
<b>1<sup>st</sup> Place</b>	China	Argentina
<b>2<sup>nd</sup> Place</b>	Russia	Uruguay
<b>3<sup>rd</sup> place</b>	Canada	Russia
<b>4<sup>th</sup> place</b>	Morocco	Australia
<b>5<sup>th</sup> place</b>	United States	Belgium

### >> Exports (million tons)



■ Soybean ■ Soybean meal ■ Corn

### >> Imports (tons)



■ Fertilizers ■ Malt/Barley ■ Wheat

### LIQUID BULK - EXPORT

	Álcool/Etanol	Óleos Vegetais
<b>1<sup>st</sup> Place</b>	South Korea	India
<b>2<sup>nd</sup> Place</b>	United States	China
<b>3<sup>rd</sup> place</b>	India	Bangladesh
<b>4<sup>th</sup> place</b>	China	Iran
<b>5<sup>th</sup> place</b>	Nigeria	Egypt

The Company's priority is to build partnerships with its stakeholders, and to this effect, it seeks to create and improve communication flows, promoting Portos do Paraná's transparency and credibility. In order to maintain a dialogue and relationship with its stakeholders, the Company uses simple language and closer communication, in addition to communication tools that allow this exchange of information.



**Website:**

→ [www.portosdoparana.pr.gov.br](http://www.portosdoparana.pr.gov.br)



**Newsletter**



**Press Releases**



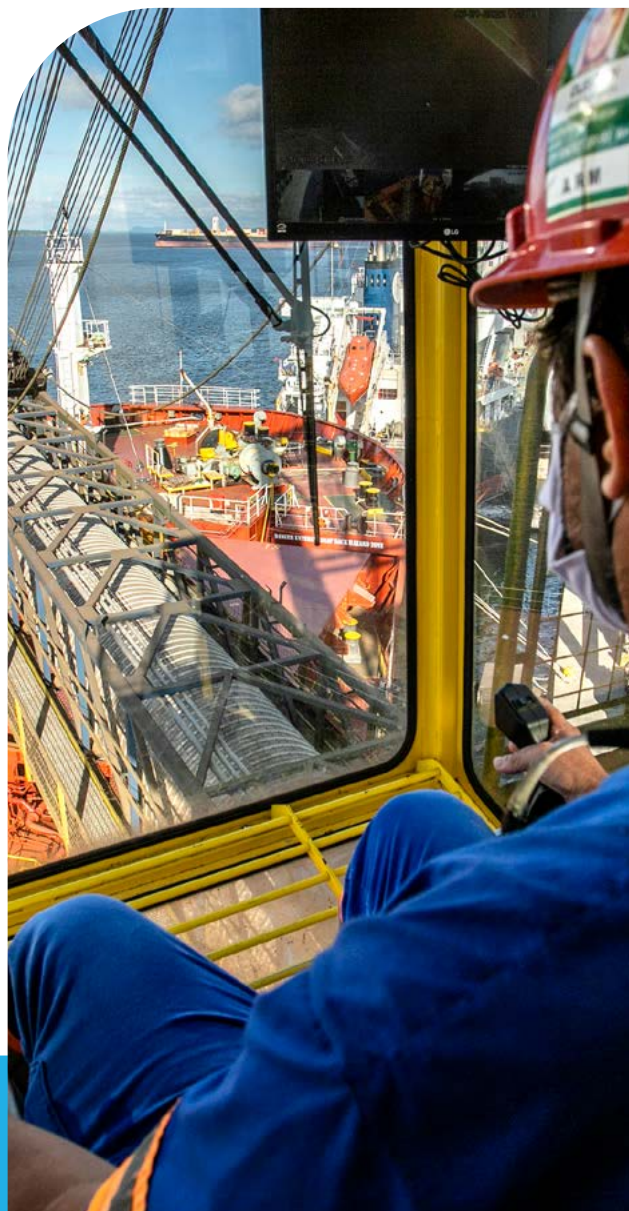
**Ombudsman Office**



**Social media**



**Management Report**



In 2021, Portos do Paraná launched the animation series *"Porto Explica"*. The project intends to reach all audiences, showing everyday life in a light and simple way, as the port activity has very specific terms and is quite complex. The six episodes playfully explain topics related to the port sector. The episodes addressed the following themes: dredging, rock blasting, the export corridor, the new Moegão, environmental actions and the economic importance of port activities.

In addition, the government-owned company also expanded communication with society and was featured in national and international news.

The Company's priority is to build partnerships with its stakeholders, and to this effect, it seeks to create and improve communication flows.

## 6.3 Procurement

As part of one of its stakeholders, Portos do Paraná has as fundamental partners companies that produce goods and provide services, acting as suppliers to the ports. The suppliers are located in different regions of the country and, in some cases, abroad.

Building a close and transparent relationship with suppliers contributes to the growth of Portos do Paraná and its stakeholders. Throughout 2021, BRL 246,075,473.54 were spent with suppliers through 227 active partners. The main products and services provided are engineering works and services, materials to be used in the maintenance of the Export Corridor and to meet the basic needs of the Management.

### Bids

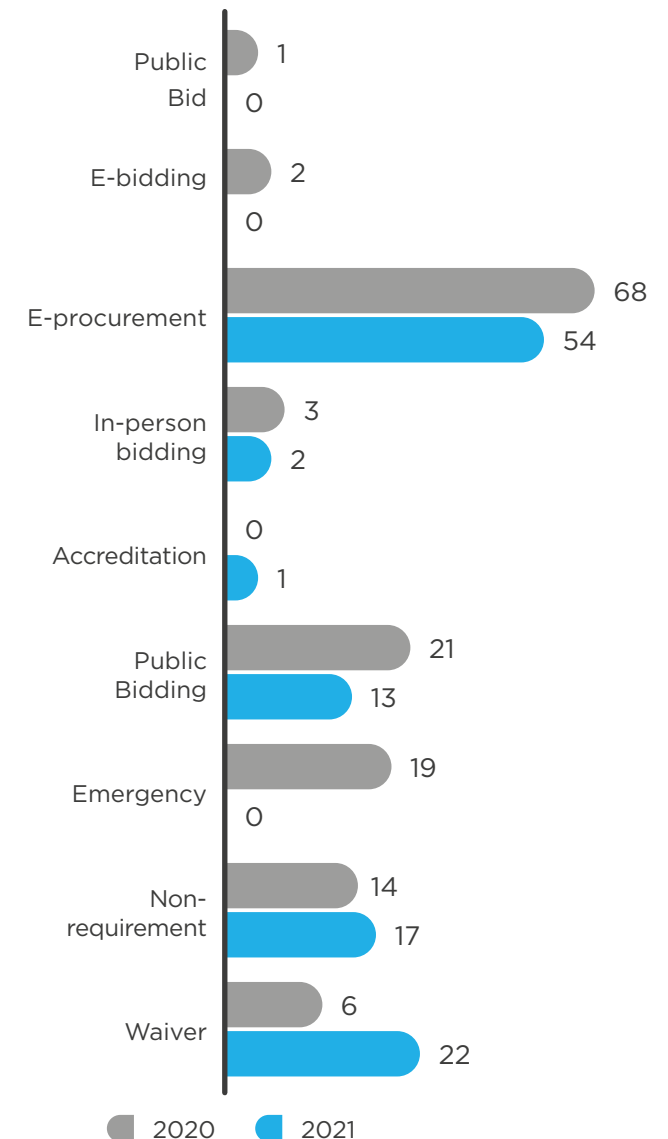
As to relationship with suppliers, Portos do Paraná follows the Internal Regulation of Bids and Contracts (RILC), the Policy for Transactions with Related Parties and the Code of Ethical Conduct to ensure sustainable

**Building a close and transparent relationship with suppliers contributes to the growth of Portos do Paraná and its stakeholders.**

purchases, contribute to the promotion of national development through the inclusion of social, environmental and economic criteria in the procedures for procuring materials and contracting services. The selection of suppliers must be adequate to the requirements of the bidding processes, and, in this sense, priority is given to the relationship with those engaged in good social and environmental practices in compliance with the bid notices.

In 2021, 110 bidding processes were carried out, including:

### >> Bidding Process





Contracts are inspected and monitored, ensuring compliance with what has been established.

In addition to being concerned with the quality of products and services provided, Portos do Paraná is concerned with following several ethical and legal principles in its negotiations, including:



**Promote** honest and fair negotiations without obtaining undue advantages through rigging, using privileged information or other similar means;



**Select and contract** suppliers and service providers based on strictly legal and technical criteria of quality, cost, and timeliness, and demand an ethical profile in their management practices and social and environmental responsibility, refusing unfair competition, child labor, forced or compulsory labor, and other practices contrary to the principles of the Code of Ethics;



**Transactions must be entered into in writing**, specifying their main characteristics and conditions, such as: global price, unit price, deadlines, guarantees, tax collection, fee payments, and obtaining licenses, among others; and



**The transactions must be clearly disclosed** in Portos do Paraná's financial statements, according to the materiality criteria introduced by the accounting rules.

Pursuant to Portos do Paraná's corporate responsibility and business values, several guidelines are observed in bids and contracts with respect to social and environmental, labor, legal, and safety issues. In addition, contracts are inspected and monitored, ensuring compliance with what has been established.

The Bidding Processes established by the Administration of the Ports of Paranaguá and Antonina - APPA are available for inquiry on the Transparency Portal.



# 7

## SOCIAL MANAGEMENT

- 7.1 People Management
- 7.2 Health and Safety
- 7.3 Social Responsibility







## 7.1 People Management

The ports of Paraná are a reference in terms of employment, as port activity is largely responsible for generating jobs in Paranaguá and Antonina, on the coast of the state of Paraná. In addition, port activities create several indirect jobs and are essential activities for the economy. On average, almost 4,000 people are working in the ports each day.

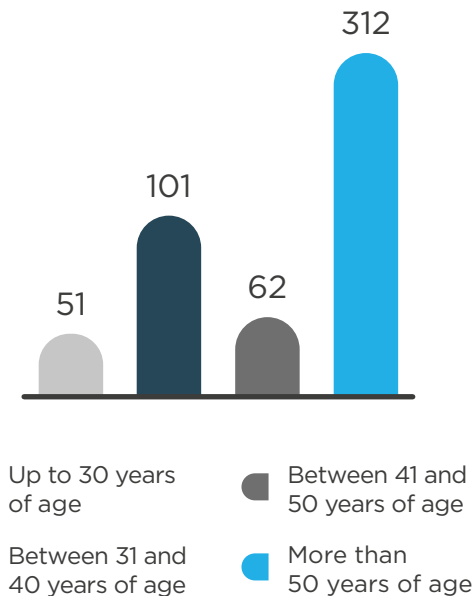
workers. In December 2021, Portos do Paraná had 526 employees, of which 76 were women, 35 were interns, and seven were people with disabilities (PwD).

The graphic expressions illustrate the breakdown of employees:

### >> Number of employees by age range

### Profile of Professionals

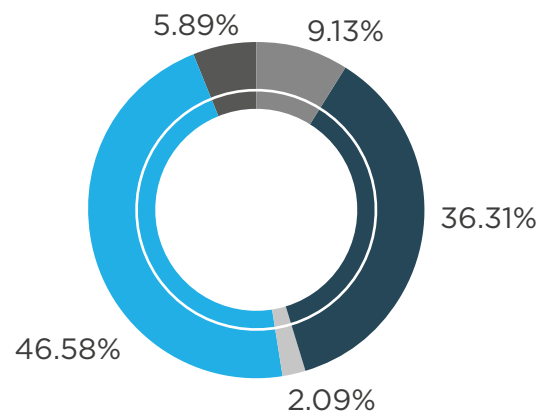
For Portos do Paraná, employees are the driving force toward the company's goals and objectives. The employee is the company's first customer; therefore, Portos do Paraná concentrates efforts on understanding and meeting the needs of its internal customers, exceeding their expectations and making them allies in the search for business success. The Company aims to promote and strengthen an inclusive and safe environment for everyone, thus recognizing its role in pursuing this equity, fostered by the relationships and actions generated by the company. Portos do Paraná is proud of the excellence of its services due to the qualification of its port



For Portos do Paraná employees are the driving force toward the company's goals and objectives.

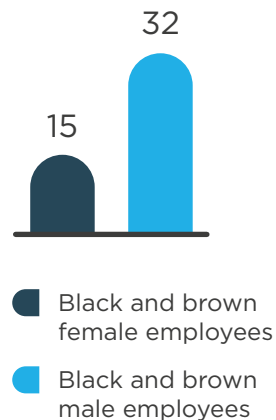


## >> Schooling Profile



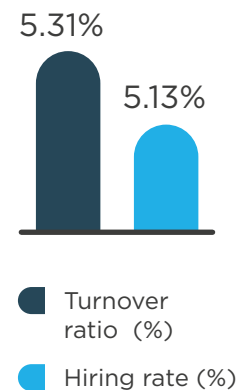
- Elementary school
- High school
- Technical education
- Higher Education
- Post-graduation (specialization, Master's Degree, Ph.D.)

## >> Employees by color



- Black and brown female employees
- Black and brown male employees

## >> Turnover rate



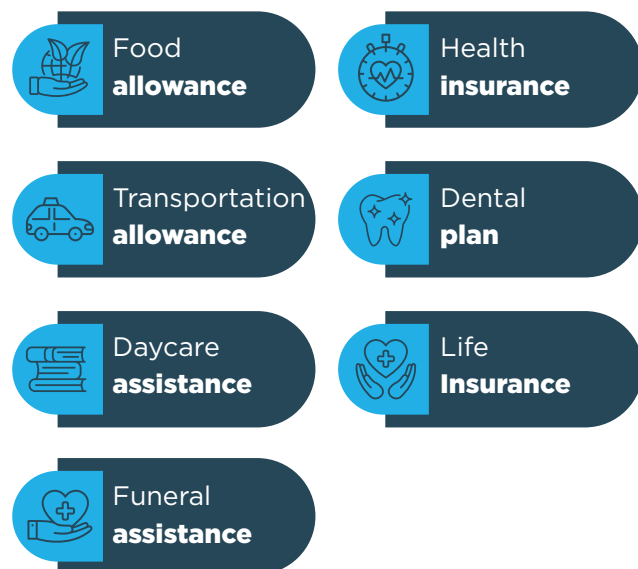
- Turnover ratio (%)
- Hiring rate (%)



## Compensation and Benefits

There are two ways to join the Portos do Paraná team of employees: through public civil servant examination for permanent positions and free appointment by an administrative act for commission-paid workers. For permanent employees, compensation is established by State Decree 7447/1990 and Normative Resolution APPA No. 01, dated June 30, 2016, while for commission-paid workers, compensation is determined by State Law/PR 20284/2020. There are no differences in compensation between men and women performing the same duties.

In addition, to support the welfare and value of employees, Portos do Paraná extends benefits to all employees.



All employees are entitled to maternity and paternity leave, with no risk of dismissal upon their return, following the principles of Portos do Paraná.

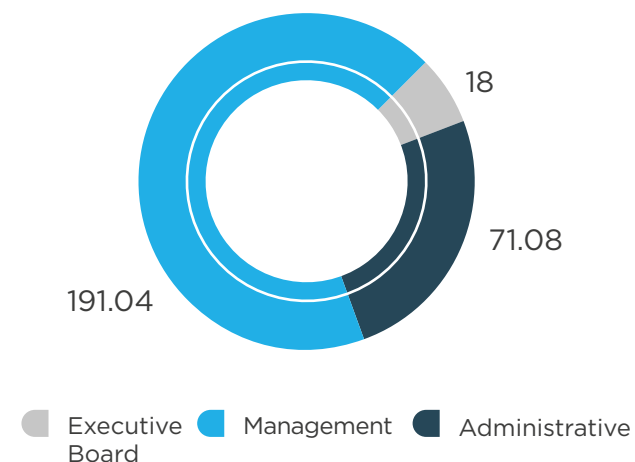
In 2021, three female employees enjoyed their right to maternity leave.



## Training

One of the strategic pillars of Portos do Paraná is the continuous development of professionals' skills and abilities. To generate intellectual capital, the company offers training and qualification to its employees. In 2021, Portos do Paraná invested more than BRL 233,051 in training, with more than 280 hours of training for its staff.

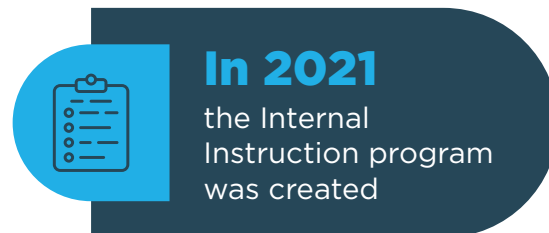
### >> Average hours of training by employee category



The Company recognizes the importance of implementing projects and actions aimed at employees' personal and professional growth. Therefore, one of its main strategic objectives is to improve the skills and competencies of its employees.

In September 2021, face-to-face training became possible after a strong and massive population vaccination campaign against Covid-19, resuming discussions on important topics for the organization. The program included the following subjects:

- » Contract Management **Best Practices;**
- » **Acting** as Representative in Labor Claims;
- » GFIP/SEFIP **connectivity;**
- » **Contracting** of Engineering Works and Services;
- » **Improvement** in Governance and Capital Markets for Managers and Board Members of Government-Owned Companies;
- » **New** General Data Protection **Law** (LGPD);
- » **DTR40 System** - Development of the Terms of Reference via the system.



In that same year, intending to promote training for Portos do Paraná employees in the most varied areas, the “*CDESP Recomenda* [CDESP Recommends]” program was created. The program’s objective is to recommend and guide employees in carrying out training courses aligned with important topics for developing Portos do Paraná’s activities. These training courses are free and available on government websites, such as the Paraná School of Management, the TCE/PR School of Public Management and the Federal Government Virtual School. The training schedule and communication are carried out through AppaNet fortnightly as a bulletin.

Another program designed in 2021 was the Internal Instruction, which aims to identify people specialized in certain topics and the organization’s talents and allow them to disseminate their knowledge to others through expository presentations in the workplace.



## Performance Appraisals

In order to maintain an alignment between the Company’s strategic objectives and the professional development of each employee, 65 performance appraisals were carried out for administrative and managerial positions in 2021.

## Internal Communication

The Company knows the importance of internal communication; thus, it seeks to always maintain dynamic and educational communication, to cooperate with the organizational climate with transparency and the credibility of Portos do Paraná, encouraging its employees’ sense of belonging.

The internal communication channels are e-mail, banners, interactive screens, applications with financial data (payslip and income report), the website and the official WhatsApp group.



## Proud to be Portos do Paraná

Portos do Paraná works to be recognized as the *“reference Port Authority in sustainability, social and environmental responsibility, efficiency, competitiveness, and integrity, to make Portos do Paraná the best ports in Brazil.”* To this end, in 2020, the Company initiated a Corporate Governance and Organizational Restructuring project, focusing on aligning and reviewing management models, to adapt to the best current practices, Law 13303/2016, and other rules and guidelines that govern the performance of Brazilian government-owned companies.

In the first moment of the project, the organizational structure was studied with a focus on the value chain, optimization of processes, and roles of the higher levels of port administration were discussed, adopting better practices in compliance, transparency and accountability.

With a focus on recognizing and developing the company's human potential, a part of the project includes a proposal to carry out the Incentivized Dismissal Program, to be

In 2020, the Company commenced a Corporate Governance and Organizational Restructuring project, focusing on aligning and reviewing management models.

implemented in 2022, so that, afterward, efforts are focused on a new structure in the Jobs and Salaries Plan, combined with the implementation of management by performance.

All the work developed during the course of the project, as well as the implementation of the next steps, takes place in a participatory manner among Portos do Paraná's different areas of activity, valuing the work of professionals who build the success of the port activity.

## Health and Prevention

In the pandemic year of 2021, following all the chaos established in March 2020 in Brazil, the restructuring and reorganization of procedures and services related to certificates and declarations were of paramount importance, given the number of employees affected by COVID-19, including suspects, as well as other illnesses that required leave of absence. In partnership with the company responsible for Occupational Medicine, we assisted the company's work in monitoring and contacting employees and their families.

In that year 2021, perhaps the most anticipated campaign of recent times, we promoted vaccination against COVID-19, as the Federal Government, in partnership with the State Government, provided batches of vaccine to port workers, as it is one of the measures to try to contain the entry of new strains in the State and the Country.

In addition to seasonal vaccination campaigns, several actions are carried out to raise health awareness and prevention of Portos do Paraná's employees, always in partnership with the Occupational Health and Safety and Communication areas.



## 7.2 Occupational Health and Safety

For Portos do Paraná, safety is of the essence and one of the Company's values and commitments. Among them:



**Preserve** life, human health and the environment, ensuring the preservation of the natural, cultural and historical heritage of the region;



**Identify and manage** risks and dangers to the workers' safety and health, as well as prevent and mitigate accidents and occupational diseases;



**Search** for technological alternatives to promote more efficiency, reduce environmental impacts and minimize risks and damage to workers' health.

In the second half of 2019, Portos do Paraná started a reformulation of the Occupational Health and Safety - OSH element in its integrated management system. Guided by the Health, Safety and Environment Policy - HSE, the Occupational Health and Safety Master Plan was created, which has as its main premises:

For Portos do Paraná, safety is of the essence and one of the Company's values and commitments.



**Compliance** with legal OSH obligations;



**Standardization** of HSE requirements in port operations;




Constant **awareness** of workers and users;





**Positive influence** on HSE improvement actions with stakeholders in the Port Community of Paranaguá and Antonina.

The occupational health and safety management system covers all activities and operating locations within non-leased public areas and includes controls with suppliers and contracted service providers who work on the company's premises.

The ports move a large number of products, and the operational areas require a series of precautions and preventive actions. To this end, procedures are defined to establish guidelines aimed at people's health and safety and environmental protection. Seeking continuous improvement, the Company promotes a culture of safety, disseminating the topic to all users and encouraging the cooperation of the entire port community. Therefore, Portos do Paraná relies on:

 **Explanatory institutional video**  
It presents basic health, safety and environmental rules that must be respected in the customs areas of the Ports of Paranaguá and Antonina;

 **Safety Map**  
Gathers the basic information for work on the port area;

 **General Safety Rules Booklet**  
Informs general traffic rules, safety map and safety signs.



## Portos do Paraná

recognized for its efficiency in port management

## Safety Programs

Portos do Paraná is already recognized for its efficiency in port management and is constantly working to improve its performance. In this way, the Company acts to be a reference also in occupational health and safety. The promotion of a health and safety culture, along with various safe work practices, is a priority for Portos do Paraná. To this end, the following programs and actions are developed:



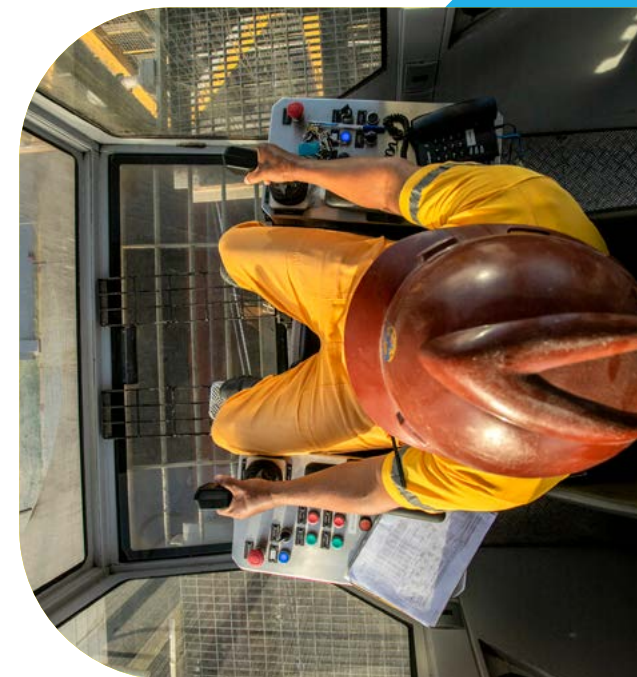
**Management** of Mandatory OSH Programs



Risk **Control and Management** Program



Program for **Standardization, Regulation, and Supervision** of HSE Requirements in Port Operations



Accident, Incident and Misbehavior **Control, Management and Reduction** Program



**Emergency Management** Program



**Occupational Health and Safety Awareness** Actions focused on safe behavior



**Incentive** Actions for the **development** of OSH **Governance** in the Port Community of Paranaguá and Antonina





## Risk Management Program

Portos do Paraná has a Risk Management Program - PGR, which develops, through the working group (GT), study actions and creation of rules and preventive and emergency operational procedures. The group has a weekly agenda to discuss preventive actions and deal with any corrective actions derived from operational events, together with those responsible within the Organized Port. The GT also issues safety alerts with lessons learned from events so that the entire port community can improve its HSE practices.

Portos do Paraná also maintains a daily risk control routine through:

- » **Release** of work permits (more than 170 in 2021);
- » **Dangerous cargo analyzed** via the Porto sem Papel system (more than 2300 ships analyzed in 2021);
- » **Observations and safety approaches** to neutralize behavioral deviations (more than 5,500 workers contacted and made aware in 2021);

- » **Performance** of more than 2,000 breathalyzer tests, in addition to monthly traffic blitzes using speed cameras;
- » **Audit of contracts** and worksites with more than 85% OSH compliance rate (in 2021).

All OSH results and indicators are verified monthly in goal-checking meetings, and the critical analyzes derived from these meetings generated **27 systemic improvement actions** in 2021.

Furthermore, the Company has an extension that works as a channel for communicating reports of “near misses,” accidents or any other emergency situation. The Port Guard registers the information in a form and makes the necessary referrals. The Ombudsman Office is also able to receive statements of this nature.

## Internal Commission for Accident Prevention (CIPA) and Working Groups

Matters related to Health and Safety are considered essential elements for the development of Portos do Paraná. To assist the area, Portos do Paraná has an internal commission for accident prevention (CIPA) that works to promote the health and safety of port workers. CIPA has a routine of monthly meetings to discuss preventive actions and address those responsible for resolutions and has free circulation within the organization, maintaining direct communication with all areas.

Portos do Paraná also coordinates two groups of great importance for the port scenario of Paranaguá, the Mutual Aid Plan (PAM) and the Area Plan (PA), leading simulations and a meeting agenda with the attendance of more of 28 signatory companies and with the participation of the Civil Defense and Fire Department.



**PAM**

Mutual aid plan



**PA**

Area Plan

## Training

Aiming at consolidating the culture of health and safety, Portos do Paraná constantly works to disseminate quality information through campaigns, training and training for port users.

It has an annual calendar of safety training and simulations, which addresses:



**Training:** Fire brigade, safety with machinery and equipment, work at height, among others.



**Simulations:** Fire and explosion scenarios, assistance to accident victims, leakage of dangerous products, and adverse weather conditions, among others.

**Portos do Paraná conducts weekly onboarding training with its third parties, and throughout 2021 around 750 workers were properly trained in the internal HSE requirements.**

Portos do Paraná conducts weekly onboarding training with its third parties, and throughout 2021 around 750 workers were properly trained in the internal HSE requirements to enable them to perform their activities safely while respecting the environment.

It also develops a daily tool entitled “DS - Port Security Dialogue,” raising awareness to more than 11,800 users of the Ports of Paraná in 2021.



## Promotion of workers' health

In 2021, the Administration of the Ports of Paranaguá and Antonina promoted several programs involving the health of direct and indirect employees. The several actions facilitating access to health include:



**Mass vaccination** of all port workers, in addition to their families and the general population who sought care at the service stations;



**Availability of vaccines** against Covid-19 and Influenza (all variants);



**Disclosure of awareness materials** and benefits offered by the vaccines;



**Lectures and conversation circles** on dates that mark "Pink October and Blue November" in partnership with the company providing health plan services;



**Service with nurses** and other health professionals, who are available in the company to answer questions from employees, also facilitating the scheduling of appointments, among other topics;



**Event on "Heart Health, Quality of Life and Healthy Eating"**, which included blood pressure measurement, bioimpedance analysis, as well as professionals (nurses and nutritionist) answering questions about the programs offered by the Preventive Medicine health plan provider company;



**A dental plan with national coverage** is offered to all employees and eligible dependents. Paranaguá has almost forty (40) service points, including professionals ready for urgent and emergency cases;



**A week of on-site appointments was held** for employees who sought an opinion on their oral health, to later consult with professionals accredited in the plan, all of this for free;



**"Blood Donation" campaign** held at the end of 2021, given the lack of donors caused by the Covid-19 pandemic, resulting in a lack of stock in blood banks in Paranaguá. Several employees went to the Hemepar bank;



**Health insurance** for all employees;



All employees and interns of the company are covered by the **integrated management system**.



## Events

Portos do Paraná maintains a strategic management of institutional risks, where all logs of events that already happened are properly mapped, their information is filled in the risk identification forms, all treatment actions are duly implemented and recorded, and the effectiveness analysis of the results obtained is carried out. The main objective of the investigation procedures is to identify the root cause of each event, propose actions that eliminate the possibility of recurrences, and adopt actions covering similar areas, which we call horizontal expansion.

The index of safe practices in port areas is also monitored, always looking for ways to neutralize behavioral deviations.

**The main objective of the investigation procedures is to identify the root cause of each event.**

## Occupational accidents

To maintain the good results already achieved, Portos do Paraná monitors indicators and analyzes performance in search of continuous improvement and mitigation of possible risks.

Although the objective is the continuous search for ZERO ACCIDENTS, the frequency rate in the last two years, according to the International Labor Organization - ILO, presents results considered as “very good.” The frequency rate consists of an estimate of accidents per million hours worked, while the severity rate represents how much working time a company loses due to accidents in a given period. Both rates are calculated according to NBR 14280.

Most of the employees work daily in the primary zone of the Port of Paranaguá, operational areas where port operations are carried out, with intense movement of vehicles and large equipment. The operational teams and managers are committed and always looking for the best practices to prevent workplace accidents. In 2021, internal OSH procedures and guidance booklets on accident prevention were developed, and over 54 training events were held (including safety dialogues aimed specifically at the internal audience). Around 100 risk conditions were also detected, registered, addressed, and properly treated.





As for accidents with employees, the main types were:

- » Fall from the same level;
- » Affected body part (legs and feet).

Categorizing the occurrences only in accidents with non-employed workers (users), the following were reported:

- » **Accidents in four classes**, the most serious being those in class 3 (permanent disability) and class 4 (deaths). In 2021, no class 3 or 4 accidents were recorded in the primary zone of non-leased public areas;

- » **According to internal procedures**, all accidents were officially communicated to the Port Authority;

- » **The main types of accidents** were falls from the same level and/or hitting structures in ship holds;

- » **The total number of hours worked** in 2021 in the primary zone of non-leased public areas was 4,341,351.00.

Indicators	2020	2021
Total FR (frequency rate) index of the company in the period, for employees	0.9	3.6
SR (Severity Rate) Index in the period, for employees	0	0.91
Deaths - own employees	0	0
Deaths - outsourced workers	0	0








## 7.3 Social Responsibility

Strengthening the relationship between the community and the port is one of the premises of Portos do Paraná. The Company recognizes its role in reducing the social and environmental impacts of port activities and improving lives in society as a whole. Hence, it has been developing initiatives in the search for Portos do Paraná not being just synonymous with the sea, but synonymous with the city and people.

Therefore, the strategic objectives of Portos do Paraná include:

-  **Contribute** to the economic development of the state of Paraná, effectively improving the Port-city relationship;
-  **Foster** social development, job and income generation;
-  **Incorporate** ESG and SDG standards and principles into port management.

The Company recognizes its role in reducing the social and environmental impacts of port activities and improving lives in society as a whole.

Portos do Paraná participates in government projects and actions to revert the services provided and/or donations received into the benefit of the coast of Paraná. At the same time, it seeks to suggest actions mainly on islands and maritime communities within its area of influence, truly operating as a link between other agencies of the Three Branches and beneficiaries.



## External initiatives



**Sustainable Development Goals - SDG:** Actions carried out by the Environment area that are within the 15 SDGs, within the area of influence of Portos do Paraná, including islands and maritime communities.



**COP-26 - UN:** The only port authority in the world to be invited to speak at the 2021 Climate Conference in Glasgow, Scotland. Presentations took place on the panels “Proven models accelerating industry-wide progress towards achieving climate and food systems goals” and “Defining the future of sustainable finance and social and environmental investments.”



**Women's Day:** Special report showing the strength of the port women's work and their representativeness.



**Blue November:** An indoor soccer tournament between Portos do Paraná employees and service providers was held at the Albertina Salmon Arena, in Paranaguá, with the participation of family and friends. In all, more than 500 people participated in the action.



### COP-26 - ONU

Only port authority invited to speak at the 2021 Climate Conference



### 9,000 staple food baskets

destined for vulnerable families during the pandemic



**Pink October:** There were three days of lectures and debates with physicians and employees at the government-owned company's auditorium, together with their partners. The impacted public reached 200 employees.



**Yellow May:** The government-owned company carried out awareness actions with truck drivers on the port strip of the Porto de Paranaguá wharf.



**Children's Day:** Collection and delivery of gifts with employees for children from municipal schools in isolated communities in the Paranaguá Bay/PR.



**Easter Campaign:** Eighty-five packages were distributed to the Vila Maria Association of Recyclable Material Collectors (Assepar) in Paranaguá. In Antonina, 89 boxes were distributed to the KM 4 Recyclers Association in Antonina. Donations were collected by the government-owned company's employees and executive board.



**Solidarity Christmas:** Collection and delivery by employees of gifts for children of social projects in Antonina/PR.



**Food donation:** During the Covid-19 pandemic, an initiative by Portos do Paraná, together with the port community in Paraná, composed of 30 companies, collected 9,000 staple food baskets - equivalent to 125 tons - which were destined for needy families.



**Porto-Cidade:** The action carried out in partnership with the Municipality of Paranaguá and other partners aims to bring community services, environmental education, and guidance on care for fauna and flora.



**Porto em Ação:** The action brings together partner entities that provide legal, traffic, health care and hygiene services, among others, to truck drivers who pass through the government-owned company's Sorting Yard and residents of maritime communities surrounding the port.



**Mangrove cleaning:** Throughout the year, Portos do Paraná carried out several actions to clean the mangroves on the islands and maritime communities in the Bays of Paranaguá and Antonina.



**Blood Donation:** During volunteering week, employees donated blood at Hemepar, Paranaguá.



**Training in the Islands:** In partnership with Senac-PR, the government-owned company offered courses from the Jovem Aprendiz project to students from maritime communities surrounding Portos do Paraná.



**"Caps" Collection:** Portos do Paraná embraced the project to collect a ton of plastic material to be donated and sold by a philanthropic entity, in addition to encouraging recycling and preventing environmental pollution.



## Associations

- » Brazilian Association of Port Entities and Waterways - Member
- » American Association of Port Authorities (AAPA) - Member
- » Coastal Watershed Committee - Member
- » Paranaguá Environmental Council - Member
- » Antonina Environmental Council - Member
- » Council for Territorial Development of the Coast of Paraná - Member
- » Technical Chamber of Coastal Management - Member
- » United Nations Framework Convention on Climate Change (COP) - Participant

## Port-City Engagement

Seeking to strengthen its relationship with stakeholders, integrate the port's business with the local economy and community and affirm its commitment to social responsibility, Portos do Paraná seeks to maintain a constant and transparent dialogue with stakeholders.

The stakeholders of this relationship include:

- |                                |   |  |
|--------------------------------|---|--|
| » The civil society            | » Importers   | » The Government of Paraná - State Office for Infrastructure |
| » Truck drivers                | » Exporters   |  |
| » Fishermen                    | » Port operators                                      | » The Municipal Government of Paranaguá                      |
| » Maritime communities         | » Lessees   |  |
| » Occupational category unions | » Maritime agencies                                   | » The Municipal Government of Antonina                       |
| » Outsourced employers         | » Shipowners  | » The National Agency for Waterway Transportation - ANTAQ    |
| » Local communities            | » The Federal Government - Ministry of Infrastructure | » The Ministry of Infrastructure                             |



Engagement is constant through various programs and actions promoted by Portos do Paraná. The approach includes publicity campaigns in the local media (radio, TV, newspaper), written communication (social media, official website, groups in messaging applications, e-mail for mailing list), face-to-face meetings in maritime communities and on-site visits by the government-owned company's teams in residents' homes about itinerant actions and projects brought to the city, as well as the use of internal communication from partner companies and institutions that are part of the port community.



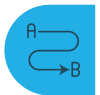
## Positive impacts on local communities

Having the opportunity to contribute to the development of local communities where Portos do Paraná operates is invaluable for the Company. For this, it seeks to carry out actions that add value according to the needs of each location.

In 2021, criteria were adopted for planning and deciding on actions regarding social responsibility:



**Geographic location;**



**Proximity** to the port;



**Member** of the port community;



**Governmental relations;**



**Scope area;**



**Degree of need** of the beneficiary of the action.

Portos do Paraná's activities aim to promote harmonious coexistence with local communities and generate a positive social impact in the sectors in which it operates. Aiming at sustainable development, acting in a safe, transparent and integrated way with values and strategies, Portos do Paraná carried out several actions in favor of the community in 2021:

### Porto Escola Project - Education for Sustainability

A partnership between Portos do Paraná and the Municipalities of Paranaguá and Antonina. The project aims to teach, in a playful way, the importance of the port activity for the local and national economy, in addition to talking about the characteristics of the Paranaguá bay, the correct management of solid waste, and the safety procedures in force at the port. Students have the opportunity to go to the ports of Paranaguá and Antonina weekly to attend lectures and visit the wharf. In addition, at the end of the school year, Portos organizes a drawing contest and awards the ten winning students with a boat trip across the bay.

### Porto em Ação

After more than a year at a standstill due to the pandemic, the Porto em Ação project was resumed. The project consists of a program to integrate and provide services to the community to strengthen the relationship with the population. The event took place in the community kitchen of the Piaçaguera community and also benefited the residents of Ilha de Amparo. It offered health, Detran, Sest/Senat services, in addition to haircuts and guidance on traffic, the environment and safety. Porto em Ação is carried out in maritime communities and islands within the area of influence of Portos do Paraná. The action is carried out exclusively through partnerships with municipal, state or federal, or quasi-public institutions, which provide health services, legal guidance, professional training, and environmental education, among others, depending on availability.

## Porto Cidade Project

In partnership with DETRAN-PR, SESC/SENAC, SENAI, SEST/SENAT, the Municipality of Paranaguá and other partners, joint efforts are used to bring various public services to vulnerable communities in the municipality, including haircuts, vaccinations, medical tests, dentistry, environmental education activities, among others.

## Young Apprentice Project - Communication and Service Courses and Introduction to Makeup

In partnership with the National Service for Commercial Learning (Senac), the project involved 35 youths from Ilha dos Valadares. The project aims to develop and bring training to youths and empower communities.

## Cleaning actions

Through partnerships with local associations, scouts, employees and the port community, actions were carried out to clean up mangroves, islands and maritime communities in places lacking infrastructure.

## Composting

Actions to teach residents of isolated communities about permaculture and sustainability through composting.

## Combating Dengue

Several fumigations were promoted to combat dengue in the Port of Paranaguá. The joint effort also mobilized residents of São Miguel, Ponta do Ubá, Eufrasina, Amparo, and Piaçaguera. The communities received kits with active chlorine and garbage bags to clean the land and avoid water accumulation.

## Environmental Education Program

Campaigns aimed at saving energy and water and the correct management of waste and guidance on the importance of artisanal fishing. The actions involved all port workers. In addition, the activity guarantees an income for around six thousand families on the coast of Paraná.

## Solidarity

The port community collected 9,000 staple food baskets for donation, and 125 tons of food were delivered to vulnerable families.

Indicators	2020	2021
<b>INVOLVEMENT IN SOCIAL ACTION</b>		
Resources invested in health and sanitation (BRL Thousand) - Non-compulsory investments	9,334	5,722
Other resources invested in social actions (BRL Thousand) - Non-compulsory investments	4,330	1,428
Employees who carry out voluntary work in the community outside the company / total employees (%)	0	2,85
Amount of resources allocated to projects (BRL thousand)	13,664	7,150

**BRL 8 million**

were invested in actions and protective equipment for workers and truck drivers.

## Coping with COVID-19

The intense flow of workers and users required a quick response from the government and cargo operating companies. Thus, from the start of the pandemic, Portos do Paraná has focused its activities on supporting the community in the fight against Covid-19. Thus, the Covid-19 Combat Contingency Committee was created with the participation of employees to discuss actions to combat the disease within the scope of the ports of Paraná.

In 2021, already with the experience of having faced the coronavirus in 2020, the Company maintained the health care of all and the essential operation for the productive sector and invested more than BRL 8 million in actions and protective equipment for the workers and truck drivers who work in the ports of Paranaguá and Antonina.

## Rock blasting of Pedra da Palangana

The rock blasting of Pedra da Palangana, a work necessary to increase navigation productivity and safety, was considered a major operation that resulted in concerns for the local community. The complexity and peculiar aspects of the operation with underwater blasting in the Access Channel to the Port, between the Container Terminal of Paranaguá and Cotinga Island, where indigenous people live, demanded a great communication effort to demystify the operation. A task force assisted those interested in various meetings and in loco on the islands to clarify the size of the underwater blasting to be carried out and the possible environmental impacts. In addition, a communication plan was prepared and implemented before, during and after the work to update stakeholders at each step of the work schedule. All measures were taken to communicate and clarify the real and potential damage caused by underwater blasting to demystify the project for the local community. The organization was open to dialogue and consultation, including trips to remote maritime communities located within the area of influence of Portos do Paraná. Twenty-six daily bulletins were also issued to the entire maritime

community of Paranaguá on the progress of actions, with the creation of special channels for the exchange of information.

No real environmental impacts were identified, although a service structure was set up with the aim of rescuing possibly affected animals. It should be stressed that the blasted rocks were donated and reused for civil construction in the municipality of Paranaguá and others in the region. In addition, the measures requested to obtain the environmental license granted by Ibama are being complied with. The work did not result in displacements.

Portos do Paraná is aware of its responsibility towards these communities and, therefore, is always committed to implementing the most appropriate measures to mitigate or offset any negative impacts identified. Public hearings are also held involving the entire local community whenever there are major works and projects or auctions of leased areas within the so-called polygonal line that determines the limits of the government-owned company's activities. In addition, it is open to the participation of guests in the Board of Directors, the Port Authority Council of Paranaguá and the Port Authority Council of Antonina.

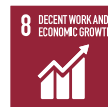




# 8

## ENVIRONMENTAL Management

### 8.1 Environment





## 8.1 Environment

Portos do Paraná maintains its commitment to the environment and compliance with environmental legislation when developing its activities. At the same time, it conducts its business in a preventive manner to mitigate possible environmental impacts, with additional efforts and voluntary initiatives that go beyond legal requirements to contribute to sustainable development.

Its commitments include maintaining an environmental management system for continuous improvement of its processes, including internal and external actions of environmental awareness. The organization applies a precautionary approach using Risk and Control Management, Strategic Planning and Environmental Management. In Environmental Management, the execution of more than 20 continuous environmental programs stands out, as well as the regulations and requirements established in the Regulation of the Integrated Management System (Environment, Occupational Health and Safety) in force and implemented at Portos do Paraná.

**Environmental Management**  
Execution of more than 20 continuous environmental programs.

### External initiatives

- » **ECOPORTS** - A global and international environmental management and certification system developed especially for port authorities and terminals. The Company is the only public port with the EcoPorts seal and submitted the report for PERS certification.
- » **SDG** - Sustainable Development Goals - UN. Portos do Paraná is a signatory to the SDG, which consists of global goals for action against poverty, promoting prosperity and welfare for all, protecting the environment, and facing climate change.
- » **COP 26** - Portos do Paraná was the only port authority in the world invited to participate in the United Nations Conference of the Parties on Climate Change, COP26, in Glasgow, Scotland.
- » **ANTAQ** - Portos do Paraná received a 1<sup>st</sup> place award in Regulatory compliance and 2<sup>nd</sup> place in Environmental Performance by ANTAQ (National Agency for Waterway Transportation).

## Energy consumption within the organization

Effective management and conscious energy consumption allow gains in operational efficiency and for the environment. Portos do Paraná is attentive and committed to actions that promote the reduction of energy consumption. Throughout 2021, the following actions were carried out:



Environmental **education policies** in line with the SDG-UN program;



Portos do Paraná's **nautical signaling** allows the transit of vessels in the Port of Paranaguá in the channel and access areas through nautical buoys with battery-powered lanterns charged through solar energy. These lanterns are essential for ships approaching at night;



Use of **eco-efficient** light bulbs and electronic equipment;

Portos do Paraná is attentive and committed to actions that promote the reduction of energy consumption.



**Railway Modal** - system improvements with railway capacity expansion, seeking greater participation of this modal, reducing the road modal and, consequently, atmospheric emissions, with private investments of around BRL 8 million;



**Biodigester plant** - commencement of the technical, economic and environmental feasibility study for installing a biogas plant in the Port of Paranaguá to generate electricity and/or use biomethane.

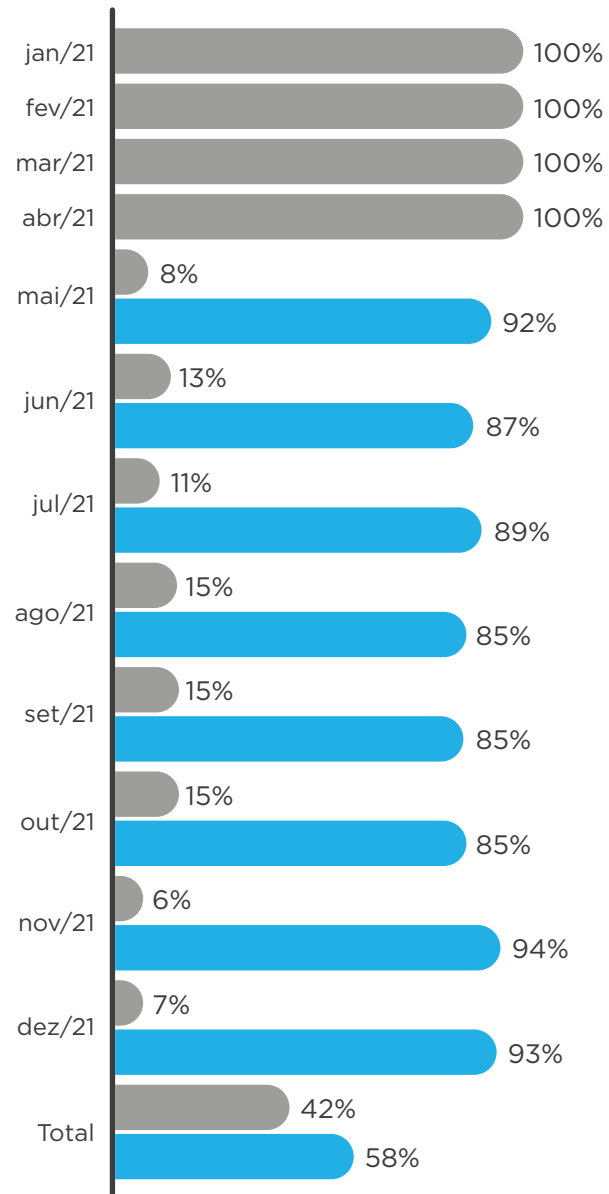


*Renewable Sources: As of May 2021, the gradual adoption of renewable sources for the energy supply of Portos do Paraná started. The sources chosen are small hydroelectric, wind and biomass power plants, which are included in the Program for the Incentive to Alternative Sources of Electric Energy (PROINFA). The adoption of PROINFA is described in contract 2021-0042 - COPEL Comercialização/APPA.*

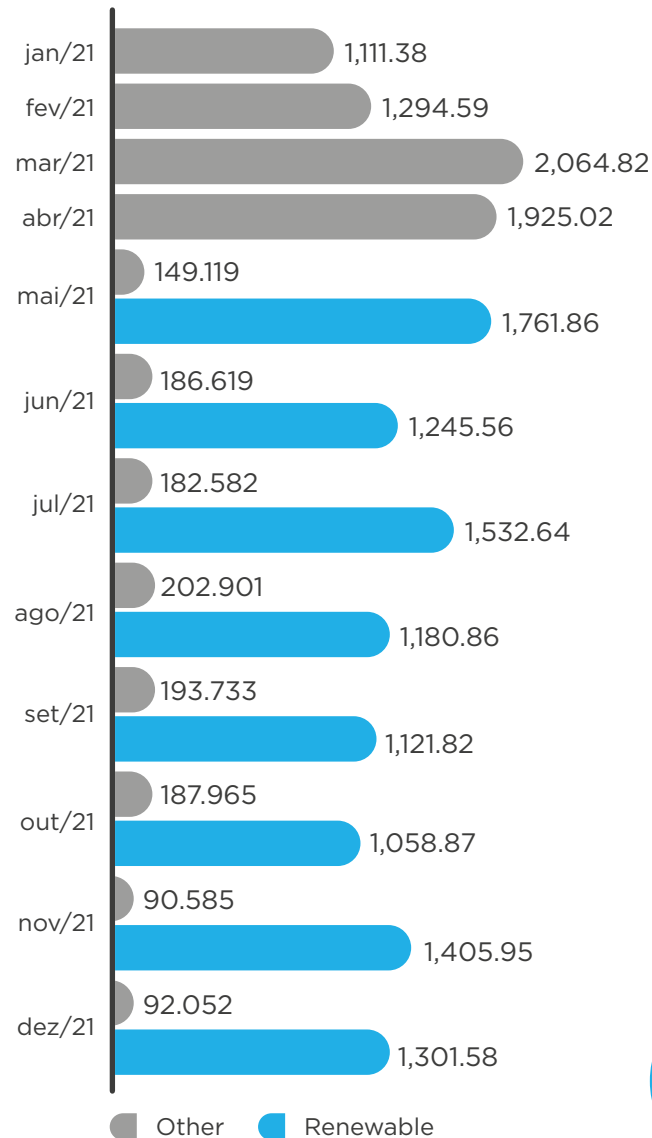


## >> Portos do Paraná energy sources

### >> Electricity consumption percentage



### >> Electricity consumption (MWh)



## Water resources

Portos do Paraná develops actions for an increasingly efficient use of the resource to ensure business continuity and water availability for all of society. Portos do Paraná is supplied with drinking water through the concessionaire operating in the municipality of Paranaguá and makes no other type of collection. Water is for domestic use only (kitchen, pantry, cleaning and bathroom) by employees of Portos do Paraná.

Water is treated as an extremely important and respected resource within the activities of Portos do Paraná. Remodeling works were carried out in 2021 in the water and sewage systems, generating continuous improvements to avoid losses in the consumption and proper disposal of sanitary sewage. Environmental education campaigns and dissemination of banners were also carried out at consumer points in compliance with UN SDGs.



**Water** is considered an extremely important and respected resource within Portos do Paraná's activities.



## Monitoring Water Quality

Based on the methodology established under the Environmental Control Plan of the Port of Paranaguá approved by IBAMA, Portos do Paraná carries out quarterly water quality monitoring campaigns, making collections at 32 points spread throughout the entire estuarine complex.

The Water Quality Monitoring Program aims to detect changes in water quality parameters and collect data on tidal and rainfall conditions. The results especially reflect organic contributions, the most evident sources of which are sewage discharges into channels and water bodies that flow into the sea, increasing the results of elements such as nitrogen and the presence of bacteria such as thermotolerant coliforms in the vicinity of these points. The teams also collected 344 water samples from 12,384 parameter analyses performed. From the bottom of the bays of Paranaguá and Antonina, 92 samples of sediments were collected, resulting in more than 3,404 parameters analyzed.

## Water disposal\*

Domestic effluents are sent to the municipal sewage treatment system of the company IGUÁ - Paranaguá Saneamento. Rainwater effluents are sent to the region's drainage channels, which are constantly monitored.

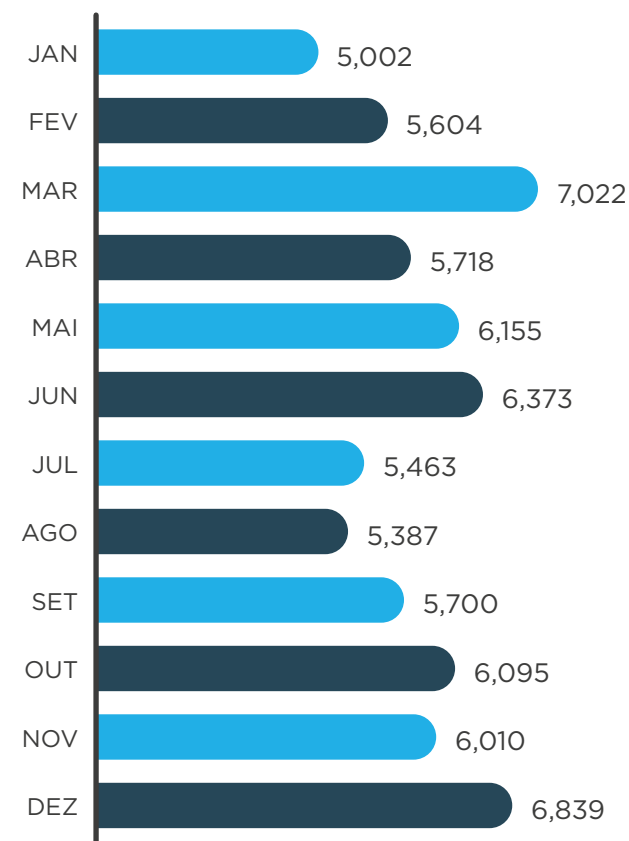
**Rainwater effluents are sent to the region's drainage channels, which are constantly monitored.**

*\* Portos do Paraná does not have industrial effluents to be disposed of and does not use water in industrial processes. Therefore, according to municipal water and sewage concessionaire regulations, around 80% of the water consumed in domestic sewage systems returns as domestic sewage.*



## Water consumption

**>> APPA general monthly consumption analysis (M3)**  
Period 2021







## Waste

Maintaining an environmental management system to continuously improve its processes is part of the Company's ethical conduct. Therefore, to minimize the generation of solid waste within the Organized Ports, Portos Paraná reviewed its Solid Waste Management Plan (PGRS) in 2021, which is based on the National Solid Waste Policy. The PGRS is revised and updated periodically to reflect reality more consistently and incorporate the information obtained, changes and necessary corrections of the processes developed in the enterprise.

This practice mainly seeks to develop and consolidate a culture focused on non-generation, reduction, recycling, and various other waste-related activities so that the port community and its surroundings are educated about environmental management, correct handling and final disposal. With this reasoning, the Plan describes guidelines and obligations that the port administration and its other players must respect in order to create a more orderly environment. The program also includes training, courses, lectures, and educational actions for internal and external audiences.

**The Plan describes guidelines and obligations that the port administration and its other players must respect in order to create a more orderly environment.**

The PGRS update found opportunities for improvement, including changes to collectors and Selective Collection Points - PCS, seeking better segregation of waste and better use for recycling. Periodic inspections are carried out to monitor actions, verify segregation, packaging and storage conditions, and assess the quality of the registered information and supporting documents. Based on the results of these inspections and the analysis of documentation, environmental performance indicators for waste management are obtained.

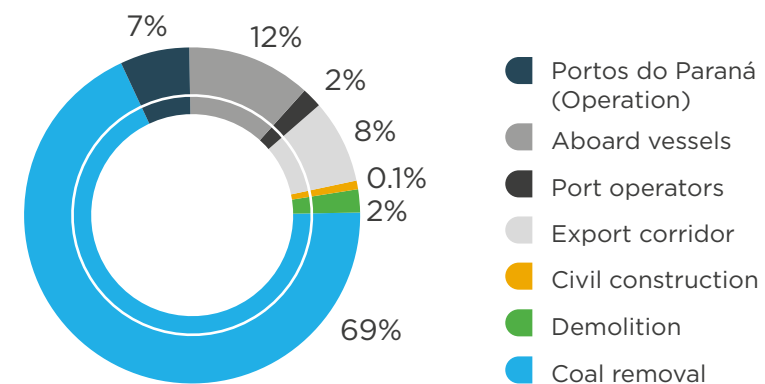
Some of the waste managed by the Port Authority that causes one of the greatest generation impacts results from falling cargo from trucks and irregular disposal by drivers and citizens. Regarding this situation, Portos do Paraná is reviewing its PGRS again to restrict the access of collectors and reinforce environmental education actions to improve the segregation and correct disposal of waste under the principles of the National Solid Waste Policy.

It is worth mentioning that Portos do Paraná carried out a specific campaign in 2021 to remove mineral coal waste present in the soil of Barão de Teffé Port in accordance with LO-IBAMA condition 1364/2017. In addition, the drainage network was cleaned, and waste was classified and disposed of as hazardous, which explains the significant increase in waste generation in 2021.

Quantitative/Generator	2019	2020	2021
Total annual quantity (t)	10,021	13,726	55,520
Average monthly quantity (t/month)	835.10	1,143.90	4,623.75
Aboard vessels (%)	36.30	38	43
Export corridor (%)	34.09	40	26
Port operators (%)	7.70	6	5
Portos do Paraná (%)	21.91	16	25

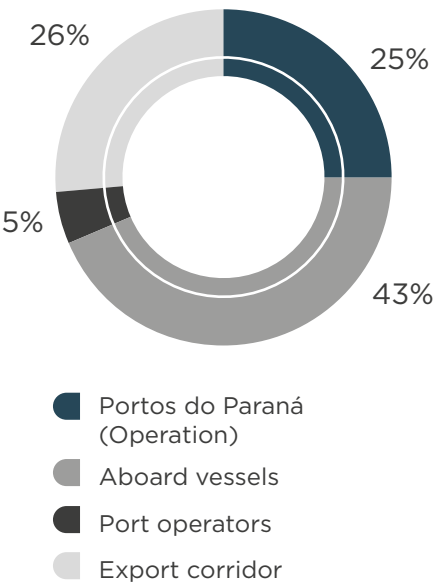


## >> Proportion among waste generators in year 2021

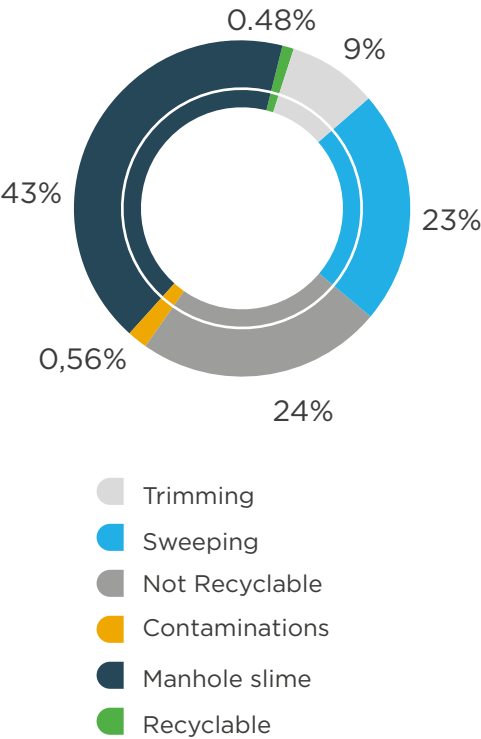


It should be noted that the main waste generators are ships (aboard vessels) and that this operation is carried out only by companies duly legalized and registered in the organization's system after technical and documentary proof for the waste removal and disposal activity.

>> **Proportion between waste generators in 2021 considering those directly related to the Port operation**



>> **Proportion between the types of waste generated at Portos do Paraná, considering only those arising from activities directly related to the port operation**





## Recycling

In addition to encouraging the reduction of consumption and waste generation, Portos do Paraná seeks to ensure adequate final disposal, thus prioritizing, whenever possible, processes that recycle, reuse and recover materials. The Company finds that recycling is vital and maintains a partnership to reuse materials such as paper, plastic and glass and generate income for Assepar, a recycler association in Paranaguá.



## Air emissions

Port activities, which operate with heavy machinery, and trucks, which travel in the region every day, are monitored so that the port area monitors air quality and seeks to meet the standards established by law. Hence, based on the methodology established under the Environmental Control Plan approved by IBAMA, Portos do Paraná executes an air quality control program, the premise of which is awareness and monitoring of atmospheric emissions generated by indirect generation activities of the port activity.

Monthly air quality monitoring is carried out at 12 points within the organized port area and surroundings. This monitoring measures concentrations of Total Suspended Particles (TSP), Particulate Matter  $PM_{10}$  and  $PM_{2.5}$ , sulfur dioxide ( $SO_2$ ), nitrogen dioxide ( $NO_2$ ), smoke, ozone ( $O_3$ ) and carbon monoxide (CO), compared to the quality standards established in CONAMA Resolution No. 491/2018.

The results obtained are, for the most part, in accordance with the standards established in the legislation and reflect a scenario in which



**Over 800 measurements** of the quality of smoke expelled by trucks and other machines were performed.

the local dispersion capacity is sufficient for the observance of concentrations that do not affect the health of the population, as defined in CONAMA Resolution No. 491/2018.

Portos do Paraná uses several third-party trucks that are part of the cargo handling logistics in its production chain. Over 800 measurements of the quality of smoke expelled by trucks and other machines were performed. This program also includes awareness activities with port employees and truck drivers.

The results of the emission factor of diesel cycle vehicles from January to December 2021 are set out below.

Vehicle type	CO (g/Km)	HC (g/Km)	CH4 (g/Km)	Nox (g/Km)	MP (g/Km)	N2O (g/Km)
Semi-heavy trucks	3,662.85	1,250.08	163.26	21,693.07	1,192.57	81.63
Heavy trucks	430,270.99	143,581.97	18,502.20	2,547,045.05	126,528.53	9,251.10
<b>Total</b>	<b>433,933.84</b>	<b>144,832.05</b>	<b>18,665.46</b>	<b>2,568,738.12</b>	<b>127,721.10</b>	<b>9,332.73</b>

## Environmental Education Program

Portos do Paraná acts to disseminate good environmental practices and plays an important role in the local and port community. The Environmental Education Program - PEA aims to propose educational actions with the fishing communities in the area of direct influence of the enterprise.

Through the program, the Company believes in creating effective conditions for raising people's awareness and building a critical sense, thus helping them understand their role as agents in improving the quality

of individual and collective life and their relationships with ecosystems.

Social and environmental diagnoses were carried out with the target communities of the program, which guided the creation of lines of action and their respective programs, together with the fishing communities. Five lines of action were put into practice in 2021, with regular outings for field actions, in addition to nine projects aimed at development, tourism, conservation and sanitation of communities present in the area of port influence.





## Line of action

### Line of action 1:

Strengthening Artisanal Fishing

### Line of action 2:

Strengthening Local Associations

### Line of action 3:

Support for youths

### Line of action 4:

Basic sanitation

### Line of action 5:

Tourism, Culture and Environment



## Program

*Nossa Pesca* Project

*Nossa Baía* Project

*Recicla Paranaguá* and *Recicla Antonina* Project

*Trilhas do Amanhã* Project

*Água nas Ilhas* Project

Ecological Sanitation Project for the communities of the Bay of Paranaguá

*Compostar para Cultivar* Project

*Selo Verde* Project

*Nossos Manguezais* Project



## Goal

Valuing artisanal fishing on the coast of Paraná

Construction of a territorial and environmental management plan for the bays of Paranaguá and Antonina

Support for municipal recycling systems

Training youths from communities in the area of influence of the ports of Paranaguá and Antonina

Improvements in water supply microsystems for the communities of the Bay of Paranaguá

Basic sanitation for the communities of the Bay of Paranaguá

Composting and cultivation practices in Ilha do Mel communities

Environmental responsibility in Ilha do Mel

Awareness of the importance of preserving the mangroves in the bays of Paranaguá and Antonina



The Environmental Education Program is also aimed at port workers so that they can help build a culture of awareness regarding the environmental protection of regional ecosystems, as well as maximize the social and environmental benefits of the enterprise, disseminating sustainable development and care necessary for environmental conservation, protection and preservation. Port workers received 39 training courses on solid waste with the participation of 149 employees. There were around 56 onboarding actions of the Integrated Management System (IMS) with internal workers and third parties.

#### Project highlights:



Approximately **6,000 fishing landings** were continuously monitored in Antonina, Paranaguá and Pontal do Paraná;



**In Paranaguá**, the teams carried out four campaigns to monitor the mangrove vegetation, followed by 11 cleaning actions, involving around 102 people;



**In Antonina**, cleaning actions removed a ton of waste from the mangroves.



## Preventive Measures and Risk Management

### Risk Management

Portos do Paraná formed a permanent Risk Management team to implement operational procedures aiming at the safety of activities, the adoption of best practices, and the establishment of guidelines for a quick and efficient response to emergencies, thus minimizing risks and impacts to the community and the environment. The team is made up of six environmental specialists, a risk management specialist, and a coordinator. Environmental control is carried out 24 hours a day, including Sundays and holidays.

In addition, Portos do Paraná has documents that establish the necessary guidelines for acting in emergency situations. The plans for emergency response actions in the common areas (not leased) of the organized ports of Paranaguá and Antonina are established in the following documents:

- » Action Plan/Emergency Control (PAE/PCE) of Portos do Paraná;
- » Individual Emergency Plan (PEI) for the Organized Port of Antonina;
- » PEI for the Organized Port of Paranaguá;
- » Emergency plans for other port agents operating in the organized ports of Paranaguá and Antonina.

Furthermore, emergency response guidelines that transcend the response capacity of the affected port agent and require integrated efforts are established in the following contingency plans:

- » Mutual Aid Plan for the Ports of Paraná (PAM);
- » Area Plan for the Ports of Paraná (PA-PPR).

It should be noted that the PGR (Risk Management Plan) was updated and implemented in 2021. During the year, four workshops were held, and five operational procedures were implemented/revised.

## Actions in the area of Environmental Emergencies

To ensure the best quality of service and decision-making in case of an emergency, Portos do Paraná promoted the *Comandante em Cena* (Commander in Action) training, pursuant to the standards of the International Maritime Organization (IMO), taught through company aLBriggs, internationally certified by The Nautical Institute. The training involved employees, members of the Brazilian Navy, the Brazilian Institute for the Environment and Renewable Natural Resources (IBAMA) and Civil Defense of the State and Paranaguá.



## Biodiversity

Portos do Paraná is part of the Paranaguá Estuarine Complex. This water body interconnects several areas of environmental protection and high biodiversity value, the main Conservation Units (UC) of which are listed in the table below. It is important to highlight that the Paranaguá Estuarine Complex - CEP has mangroves throughout its extension.



UC	Management Category	Distance from the Organized Port of Paranaguá	Jurisdiction	Act of Creation	Area (ha)	Management plan
APA Guaraqueçaba	Sustainable use	0 km	State	Decree No. 90883 of January 31, 1985	282,444.02	Yes
APA Guaratuba	Sustainable use	10 km	State	Decree No. 1234 of March 27, 1992	199,597	Yes
PARNA of Saint-Hilaire / Lange	Full Protection	7.9 km	Federal	Law No. 10227 of May 23, 2010	25,119	No
REBIO Bom Jesus	Full Protection	2.6 km	Federal	Unnumbered Decree of June 5, 2012	34,179.74	No
Ilha do Mel Ecological Station	Full Protection	0.1 km	State	Decree No. 5454 of September 21, 2008	2,240.69	Yes
Palmito State Forest	Sustainable use	5.6 km	State	Decree No. 4493 of June 17, 1998	530	No
Ilha do Mel State Park	Full Protection	0.08 km	State	Decree No. 5506 of March 21, 2008	520	Yes
Guaraguaçu Ecological Station	Full Protection	8.3 km	State	Decree No. 1230 of March 27, 1992	1,188	Yes



As it is aware that port activities can generate negative environmental impacts resulting both from installation and operations such as dredging, atmospheric emissions, noise, among others, the company carries out monitoring programs, environmental mitigation actions and compensatory measures such as those described below in compliance with environmental conditions:



**PRAD:** Program for the Recovery of Degraded Areas, aiming to recover Permanent Protection Areas - APPs in the Environmental Protection Area (APA) of Guarçouba, using permaculture techniques through agroforestry initiatives;



**Cleaning Mangroves/APPs:** The program is inserted in the Environmental Education program and carries out cleaning actions in impacted areas with the support of the local population;



**Shipping warehouses:** : Inserted in the Fishing Activity Compensation Program, under the LI for Deepening the Channel and Palanganas Rock Blasting, actions were carried out to recover and/or construct new warehouses for the fishing communities impacted by the project in the area of direct influence;



**Ballast water monitoring:** It evaluates the salinity of the ships' water, investigating the possibility of invasive species in the port authority's territory.\*

*\* Detailed information on the work carried out to combat pests and/or synanthropic fauna is covered in the Portos do Paraná Vector Control Report.*





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**Operations:** Concentrated in Paranaguá and Antonina Bays; Galheta Channel Access Channel 22.6 km; Paranaguá Antonina Access Channel 17.7 km

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