

# Sustainability

05/07/2021

Since the beginning of the project, the West Export Corridor has been based on sustainability guidelines. We seek to go beyond the tracks, we intend to promote benefits to the entire chain of stakeholders, respecting traditional and indigenous communities, generating jobs and income, boosting the economy and mitigating the effects on the environment.



**THE RAILWAY MODAL AS A  
SUSTAINABLE GROWTH**



### **BULK WAGON**

(100 TONS OF CARGO)



**A 100 CAR TRAIN  
REPLACES  
APPROXIMATELY  
357 TRUCKS**

### **BULK TRUCK CARRIER**

(28 TONS OF CARGO)



**APPROXIMATELY  
100 TONS OF CARGO**

## **LOW CARBON TRANSPORTATION**

The railway is considered an ecological means of transport. Two aspects draw attention: the reduction of emissions of pollutants from locomotives and the area of implementation of the necessary infrastructure with less environmental impact (2.5 times lower in the construction of the railway line in relation to highways).

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## **ENTERPRISE ELIGIBLE FOR THE ISSUANCE OF GREEN BONDS**

Nova Ferroeste through its sustainable actions seeks to achieve the issuance of Green Bonds – investment funds that finance green projects. It is more security for the investor in the transparency of resources. It is another alternative in meeting the climate change commitment.



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## **DESCENT OF THE SERRA DO MAR ALIGNED TO THE COASTAL PDS 2035**

The [\*\*Sustainable Development Plan of the Paraná Coast \(PDS Litoral 2035\)\*\*](#) includes a new railway stretch in the Serra do Mar. The strategy is that the railroad has its design parallel to highway BR-277, with the objective of reducing externalities related to truck traffic (conflicts with urban mobility, pollution, degradation of the urban surroundings, accidents, etc) and still improve the crossing of the mountain range with an adequate speed.

The existing railway line is centenary and of cultural and tourist interest, which in turn, does not favor the performance expected in the coming years by the New Ferroeste. Currently the road modal carries about 80% of the demand for imports and exports of the Port of Paranaguá, compared to 20% through the rail modal. This lack of diversification of transportation impairs the flow of goods towards the port.

