



EUROPEAN UNION

DELEGATION TO BRAZIL

Brasília, DELBRA/ (2019)

MISSION REPORT

Subject: Sao Luis, Maranhão State, 16-18 March 2024; [REDACTED]
[REDACTED]

Objectives of the mission

- Obtain a first-hand overview and impression of the GPM port and train GG proposal
- Sample the views and concerns of main stakeholders: State authorities, Civil Society Organizations, Quilombola community

Summary and main conclusions

The mission allowed visiting Sao Luis, capital and seat of government of Maranhao State and nearby Cajual island, the site of the construction of the future Alcantara deep water port as proposed by GPM (Grao-Para-Maranhao). The mission performer gained valuable insight of local conditions, economic and social factors and the geography.

The meetings with Governor [REDACTED] and other state representatives or civil servants, GPM management, civil society organisations active in Maranhao and local Quilombolo community were essential to give an overview of stakeholder involvement, interests and concerns.

In particular:

Authorities: In a meeting that started late, but finally lasted substantially longer than foreseen, Governor [REDACTED], accompanied by State government representatives, [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] GPM staff was not present in this meeting.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Civil society: Thanks to the facilitation of the Sociedade Maranhense de Direitos Humanos - SMDH, a long-standing EU partner, we met a dozen civil society representatives from organisations of varied interests.

In general, CSO main concern were:

- The largely illegal land grabbing for expanding agricultural production and the threats and violence against local populations and HR defenders in this context. Maranhao was indicated to be the currently the most threatened state.
- The (related) increase in soy cultivation implying a large use of toxic agrochemicals, leading to the pollution of food and water sources of local populations and, as a consequence, health problems.

Regarding possible infrastructure development as promoted by GPM, the example of the Vale train line that cuts through Maranhao State to Vale's private port, including through some indigenous territories, has CSO warned and sensitive. *(Vale is a Brazilian multinational engaged in metals and mining and one of the largest logistics operators in Brazil. Vale is the largest producer of iron ore and nickel in the world. The Vale port is adjacent to the Itaqui public port).*

Complaints include that, in addition to pollution, Vale trains cut indigenous communities in half, the 3-6 km long trains, which often remain parked in a settlement, make passage difficult.

Regarding the port, CSO fear that the local Quilombolo community is (as it is common) used and lied to, finally receiving no benefits and possibly forced to leave their lands.

The above brings both a great responsibility and opportunity for the EU by ensuring that, if supported by the GG, this investment is socially responsible and inclusive. [REDACTED]

[REDACTED]

[REDACTED]

Quilombolo community of Ilha do Cajual: Largely left to its own devices by the State, the community sees GPM as a possibility to improve their livelihoods. In fact, GPM offers them an impressive 6% of profits and a series of improvements. Unfortunately, 6% of nothing is nothing and some support in advance will be necessary. GPM engaged a local lawyer to work on a formal, legally binding agreement with the community. It is also supporting the Quilombolo community in obtaining the land title.

[Redacted]

List of participants field visit to Ilha do Cajual:

- [Redacted] (Ilha do Cajual Quilombola Association)
- [Redacted] (Deutsche Bahn - DB)
- [Redacted] (Ecoenergy-Equatorial)
- [Redacted]
- [Redacted] (GPM)
- [Redacted] (GPM)
- [Redacted] (GPM)

[Redacted]

[Redacted]

[Redacted]

(e-signed)

[Redacted]

Annex: Mission programme