

Port logistics and territorial dynamics in the south of Espírito Santo and north of Rio de Janeiro: the port as a development vector?

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Brazil faces serious problems of transport infrastructure which have resulted in a loss of their products competitiveness in the international arena. The modernization efforts, from the 1990s, have been directed to produce changes in the regulatory frameworks with the intention of attracting private investment for large port projects in various parts of Brazil. Our research funded by CNPQ, National Counsel of Technological and Scientific Development, is dedicated to analyze the conditions of installation and for operation of some enterprises in the region between the southern of Espírito Santo and the northern of Rio de Janeiro, an area currently affected by four projects, some in operation and others under construction. Specifically, we intend to investigate the facilities' impacts that those private terminals could produce in the cities of President Kennedy and Anchieta, in Espírito Santo state, and São Francisco do Itabapoana and São João da Barra, in Rio de Janeiro state. This is an interstate area endowed with comparative advantages which makes it attractive for big business: settled as a node of an international transport network – specialized in primary products - this portion of the country has been managed in order to connect Brazil into international trade. In this sense, the port terminals installed in this region, work as nodes of a transnational network that attract the interest of big business. In particular, these municipalities have extensive sparsely populated areas and low cost lands where economic activities with low dynamic, especially cash crops of low profitability, are developed. Moreover, these municipalities lie in a territorial context influenced, directly or indirectly, by oil economy. These factors, combined with the responsiveness

of certain local groups that links ports with development, tend to create a promising environment to these mega projects. As can be seen, this study focuses on local analysis scale in a regional context that involves an interstate territoriality. That means that the research is guided by a spatial area that places the in the center of analyses the municipality or a group of municipalities located between two states in Southeastern Brazil. Despite this emphasis, the analysis proposed is necessarily cross-scale conceiving the port as a node of an international logistics network. The results presented here are one part of a project that aims to identified the changes in the port-city relationship resulting from the modernization policies adopted in recent decades and which have been analyzed and presented in other publications about Itajai and Navegantes Ports, in Santa Catarina , and Açu and Itaguaí Ports, in Rio de Janeiro. In this article our thesis of the overrun of the municipalities by port enterprises is taken in order to assess the effects of these investments, considered limited, for the municipality and its citizens. The overrun effect would be related to the role assigned to the port, a node of a cross-scale logistics network that settle connections on regional, national and international scales which conform a territory marked by discontinuity. The nature of those projects and the characteristics of the municipalities in which these private-use terminals have been installed seem to confirm the thesis proposed, as demonstrated through the analysis of the northern of Rio de Janeiro state and the southern of Espírito Santo state. In São João da Barra, the Açu port is in operation since 2014 attracting big companies to Industrial District annexed to the port area. In the municipality of Anchieta, Ubu Port, installed in the 1970s to serve the pelletizing plant of Samarco Mineração SA, should be expanded, modernized and used to other products. In President Kennedy, Central Port is in environmental licensing stage, but significant changes in local dynamics can already be observed. With similar socioeconomic and environmental characteristics, these municipalities have joined an important region where is been drawn a logistical map whose impacts at the local scale should be carefully evaluated, seeking to identify mechanisms and strategies to enhance the possibilities to municipality's integration into new dynamics. In according to this aim, we analyze the characteristics of each port terminal and the activities associated with them, the nature of local dynamics, the factors identified as attractive

to enterprises, the installed conflicts and implemented public policies. It is hoped that this study can contribute to the understanding of the changes arising from the expansion/modernization of the national port system in its relationship with local dynamics.