Overview

ESTALEIRO RIO GRANDE

The Rio Grande Shipyard is located on the banks of the access channel to the Patos Lagoon in Rio Grande do Sul. It has the largest Dry Dock in Latin America, 133 meters wide by 350 meters long and 13.8 meters deep.

Differentials:

➢ Privileged location next to the port of Rio Grande;
➢ 1,057,000 m² of total area;
➢ 70,000 m² covered workshop area;
➢ High production capacity;
➢ One of the largest gantry cranes in the world;
➢ One of the best infrastructures in the world.
1. **ECOVIX OVERVIEW**

**LOCATION**

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<th>OVERVIEW</th>
<th>LOCATION</th>
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<td>- The Rio Grande Shipyard has one of the best infrastructures in the world. It is located in the naval complex of the city of Rio Grande and its construction was completed in 2014;</td>
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<td>- The yard has a total area of approximately 1,057,000 m² (559,000 m² in ERG1, 274,000 m² in ERG2 and 224,000 m² in ERG3). The main highlights are: the largest dry dock in the Americas and one of the largest gantry crane in the world;</td>
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<td>- The Shipyard was built with the purpose of making available to the market the necessary installations for the construction and assembly process, integration, repair and hibernation of vessels for the exploration and production of hydrocarbons, support vessels, tugboats among other floating units;</td>
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<td>- Currently, after 6 years of operation, the company has engineering and construction know-how to meet the demands of the offshore and industrial sectors. Its strategic position allows the final products to be transported by rail, road, waterway and sea.</td>
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1. ECOVIX OVERVIEW

- Drydock
  - 350 m

- ERG-1 Sul
  - Quay of 330 m

- ERG-1 Norte
  - Quay of 50 m

- ERG-2
  - Quay of 190 m
    - (Under construction)

- ERG-3
  - (Under construction)
2. LAYOUT
2. LAYOUT
We invite

- Port operators
- Traders
- Suppliers
- Buyers
- Pellet or MDF factories
- Inspectors
- Ship Owners

to register their interest with us because the port optimization and commercial feasibility study are still under process and the Management of the Port Authority will decide how and WITH WHOM to continue the conversion of the shipyard into a commercial terminal.
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