



Eduardo Bartolomeo

Interim Chief Executive Officer

Eduardo Bartolomeo is a senior executive with solid experience in integrated operations of bulk commodities, supply chain, and business turnaround. Throughout his professional career, Bartolomeo has shown great ability to lead complex operations and establish a culture of operational excellence.

With a management style that focuses on health, safety, efficiency, and productivity, Bartolomeo applies the Falconi's TQC (Total Quality Management) method, whose goal is to obtain results through routine management discipline.

Leading the Executive Board of Logistics Operations from 2007 to 2011, Bartolomeo developed the Vale Production System (VPS), which, together with investment in technology and professional qualification, resulted in significant gains for the company, especially for the logistics area. The purpose of VPS was to structure a single management system that could serve all business areas of Vale supported by a culture of operational excellence and engagement. Since its creation, the quality and reliability of the Vitória-Minas (EFVM, Estrada de Ferro Vitória a Minas) and Carajás (EFC, Estrada de Ferro Carajás) railroad assets have improved considerably. In 11 years, Vale's railroads have become beacons of safety and productivity.

In 2018, according to the statistical yearbook of the National Agency of Land Transport (ANTT, Agência Nacional de Transportes Terrestres), EFC was classified as the safest railroad in Brazil – the accident rate per million train/km dropped to 1.81, when compared to the 7.43 rating in 2006. In addition, according to this ranking, EFVM holds the second position, whose rate per million train/km is 2.38 compared to 5.86 in 2006.

These excellent results under Bartolomeo's management are the result of the investment in technology and people. Regarding energy efficiency (liter/tku), Vale's railroads consumed four times less than their Brazilian peers and half of the Class 1 companies in the United States.

Vale's locomotives are equipped with on-board computers and other equipment, such as radio-frequency distributed traction and auxiliary locomotives, which also ensure the efficiency of train productivity.

Bartolomeo also led the project to double Carajás railroad and expand Ponta da Madeira maritime terminal (TMPM, Terminal Marítimo de Ponta da Madeira), which allowed Vale to increase the production capacity of the North System to 230 million tons of iron ore per year.

Currently, Ponta da Madeira is considered the largest private port for cargo handling in the country. According to the National Agency for Ports and Navigation (ANTAQ, Agência Nacional de Transportes Aquaviários), Vale's terminal has the pole position since 2014.

During Bartolomeo's tenure as head of the Executive Board of Logistics, the Tubarão port complex reached a shipping record of 100 million tons of iron ore per year.

Bartolomeo also developed the Vale's engineering training program and created the Center for Excellence in Logistics with units in the states of Espírito Santo (Tubarão) and Maranhão (Ponta da Madeira) whose goal was to train port and railroad professionals with train, vessel loader and maintenance simulators.

In December 2010, with the acquisition of SDCN (Sociedade de Desenvolvimento do Corredor do Norte SA), Bartolomeo structured the logistics necessary to support Vale's operations in Africa, which allowed the construction of the Nacala corridor and the outflow of coal production from the Moatize mine in Mozambique.

Bartolomeo was also one of the main negotiators that led Vale to obtain the sub-concession of the 720km rail branch of the North-South railroad (FNS, Ferrovia Norte-Sul) between Açailândia (Maranhão) and Palmas (Tocantins) in October 2007. This negotiation was essential for the development of Valor da Logística Integrada (VLI), a general cargo transportation company, structured by Bartolomeo in December 2010.

Today, VLI has 7.5 thousand employees and, since its foundation, has already invested R\$9 billion and in 2017 achieved R\$4.5 billion in turnover. In addition to the FNS rail branch concession, VLI has three ports, eight intermodal terminals, and operates the Centro-Atlântica railroad (FCA, Ferrovia Centro-Atlântica) network.

With more than 7,000 kilometers passing through 316 cities in seven states, FCA was one of the former Federal railroad networks that underwent virtually no maintenance. In 2017, its net revenue reached R\$2.1 million – an increase of 27% compared to the previous year. Due to volume increase, which totaled 24,480 million TKU in the period, its EBITDA-generated cash flow reached R\$375 million – a result 52% above that of 2016.

Bartolomeo was responsible for the Log-In spin-off, a coastal shipping logistics company created in July 2007 out of Vale assets. Currently, Log-In has more than 1.5 thousand customers in Mercosur to whom it provides 2.5 million collections and deliveries of goods.

PROFESSIONAL HISTORY

- 1994 to 2003 – Executive positions at Ambev, the last of which was as the company's COO;
- 2004 to 2006 – Director of Logistics Operations at Vale;
- 2007 to 2010 – Executive director of Logistics;
- 2010 to 2011 – Executive director of Integrated Operations for Bulk Commodities (iron ore, coal, manganese) and Logistics;
- 2011 to 2012 – Executive director of Fertilizers and Coal;

- 2013 to 2015 – CEO at the Brazil Hospitality Group (BHG), the third largest group in the hospitality industry in Brazil;
- 2016 – Chairperson of the Board at Log-In Intermodal since April 2016;
- 2016 and 2017 – Member of the Vale Board of Directors;
- 2017 – CEO at Nova Transportadora do Sudeste (NTS), a natural gas pipeline company acquired from Petrobras by the consortium led by Brookfield, Canada;
- January 2018 to March 1, 2019 – Executive director of Basic Metals, Canada;
- Since March 2, 2019 – Interim CEO at Vale.