



**Brazilian Official Guide
on Investment Opportunities**

Brazilian Official Guide On Investment Opportunities

Foreword

Brazil is focusing on a new cycle of sustainable growth, based on an extensive adjustment process and the adoption of measures to improve competitiveness and productivity. The launching of the fifth edition of the Brazilian Official Guide on Investment Opportunities is aimed to support this new cycle of growth by identifying investment opportunities across the country. The guide presents trustworthy, systematized and high level information to both foreign and domestic investors about specific projects. It provides direct contact information for each project, which fosters transparent relations between public and private entities

Brazil offers a safe and outstanding investment environment, full of business opportunities. In the past years, the country's demand for infrastructure services has increased significantly. The Federal government is promoting the modernization of its infrastructure with concessions, private financing and the participation of banks and investment funds. The expansion and improvement of infrastructure services will increase the competitiveness of the economy. It will also reduce logistics costs for industries, expand exports and promote efficiency in the flow of agricultural production and address the growth of national and international logistics demand.

This new version of the Brazilian Official Guide on Investment Opportunities contains 149 projects in state and federal levels, totaling more than US\$ 47 billion in projects to be carried out in the near future. There are opportunities in various sectors such as energy, highways, railways, ports, airports, telecommunications, generation and transmission of energy, urban mobility, construction, tourism and many others.

In the past years, Brazil has consolidated its position as a strong and attractive global player with a high degree of economic diversification. The country is currently the seventh largest economy in the world. With a privileged location in the east-central part of South America, it borders almost all other South American countries. This allows companies to easily access Latin American and African markets. A stable financial system, tradition of respect for contracts and huge domestic market make Brazil a safe place for investment. As an example, the country is currently the eighth biggest FDI destination in the world in 2015 according to UNCTAD.

The organization of this Guide was implemented by the Brazilian Investment Information Network (RENAI), part of the Ministry of Industry, Foreign Trade and Services (MDIC), the Ministry of Foreign Affairs (MRE), the Brazilian Service of Support for Micro and Small Enterprises (SEBRAE) and the Brazilian Trade and Investment Promotion Agency (APEX-Brasil).

The preparation of this Guide also had valuable support and guidance of several Federal partners as well as state and local Secretariats of all Brazilian regions. It is worth highlighting the participation of the Ministry of Finance, the Ministry of Mines and Energy, the Ministry of Planning, Development and Management, the Ministry of Tourism, the Ministry of Transportation, Ports and Civil Aviation, the National Land Transportation Agency, the Brazilian Electricity Regulatory Agency, the National Agency on Telecommunications and the National Council of State Secretaries of Development, Industry and Trade, among others.

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Why Brazil?

In the past years, Brazil has consolidated its position as a strong and attractive global player with a high degree of economic diversification and is currently the seventh largest economy in the world. The country is a vigorous democracy, with free multiparty elections and strong institutions.

The economic development of the past years resulted in an expanded mass consumer market and increased social equality, an environment of institutional stability and increased social cohesion. Nearly 40 million Brazilians experienced significant improvements in their life conditions. In addition, Brazil has a large and fast growing consumer market, comprising 205 million people (IBGE).

Its democratic government, stable financial system and huge domestic market make Brazil a safe place for investment and gives it the strength to weather international crises. The increase of purchasing power and the investment opportunities in sectors like oil and natural gas, generation and transmission of electrical power, real estate and agribusiness places Brazil as an attractive choice on investment. The country is currently the sixth biggest FDI recipient in the world (UNCTAD).

It has a privileged location in the east-central part of South America, where it borders almost all other South American countries, allowing companies to easily access Latin American and African markets.

Modern, efficient and competitive, the Brazilian agribusiness sector is a prosperous, safe and profitable activity. The strength of Brazilian agribusiness is a result of scientific and technological development in modernizing farming and expanding the industry of agricultural machinery and equipment. The science and technology agenda encourages research in areas that are strategic for economic development, such as energy, aviation and agribusiness, as well as, IT and biotechnology.

Some of the Country's main competitive advantages are:

- » Leading regional economy
- » Solid investment framework
- » Huge domestic market
- » Global player
- » Innovative hotbed
- » Major infrastructure projects
- » Energy and Agricultural powerhouse
- » Gateway to Latin America
- » Biggest and most diversified science, technology and innovation system of Latin America
- » One of the largest producers and exporters of agricultural products
- » Competitive differential in the sector of aircraft building
- » Competitive differential in the sector of oil exploration in depth water and large offshore oil fields.

¹ Source: Brazilian Institute of Geography and Statistics -IBGE.

The country is also actively working to face the challenges imposed by shocks that affected its economy in recent years, such as monitored prices, hydropower resources constraints, exchange rate, among others. The Brazilian economy is going through an extensive adjustment process, aiming to create the conditions for a new cycle of sustainable growth, while seeking to ensure the social achievements of recent years, with sharp reduction of poverty and inequality, factors of great importance to promote competitiveness gains.

Fiscal adjustment and fiscal reform will be the cornerstones of the current macroeconomic realignment, ensuring predictability and sustainability of the public sector accounts and debt dynamics, improving spending effectiveness and improving confidence conditions both in the investor and consumer side.

Additionally, changes in pension laws are to be addressed in the short- to medium-run.

Brazil is also working to improve its competitiveness and productivity, adopting measures to improve business conditions.

The external sector of the Brazilian economy has enjoyed a comfortable position for several years, and the current adjustment improved even more its sustainability. The accumulation of a robust cushion of international reserves allows companies and investors to cope with the external volatility with confidence. On top of that, the current adjustment of the Real currency value triggered the trade balance recovery and made Brazilian assets financially attractive when measured in US dollars. In 2015 there was a reduction of more than 40% in the current account deficit, while FDI remained robust, allowing it to finance the whole current account deficit.

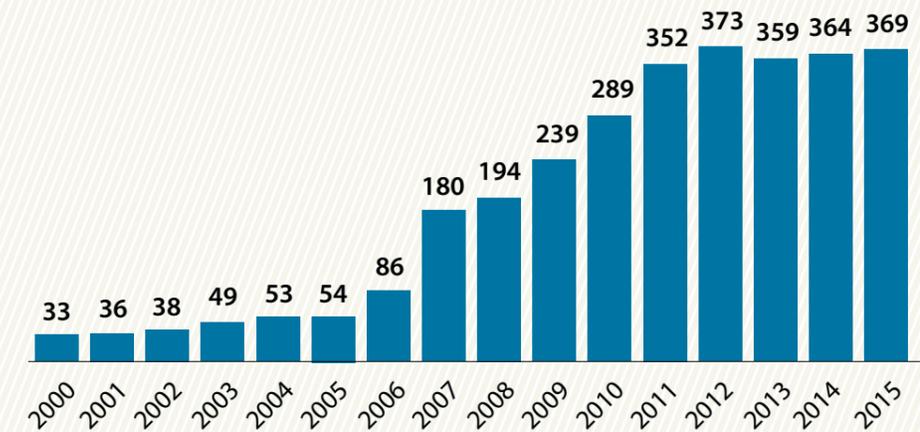
Macroeconomic outlook

The macroeconomic environment of last year proved to be challenging. The subdued economic growth imposed macroeconomic policy actions to absorb several shocks, in order to sustain investment and employment.

Between July of 2014 and January of 2016, the Real currency recorded a depreciation of around 82% compared to the US dollar and of around 38% considering the real effective exchange rate. The new exchange rate level makes Brazilian assets offers an excellent opportunity for investment, even more evident considering the strength of the Brazilian economy structure. As the macroeconomic adjustment takes hold, it is expected that the assets will become relatively more expensive than at the present time.

The adjustment in Brazilian external accounts has already shown a significant progression, and its effects should also deepen in the coming months. The external sector of the Brazilian economy has enjoyed a comfortable position for several years. The Central Bank currently has over US\$ 369 billion in international reserves, which can be used to address any turbulence in the financial markets.

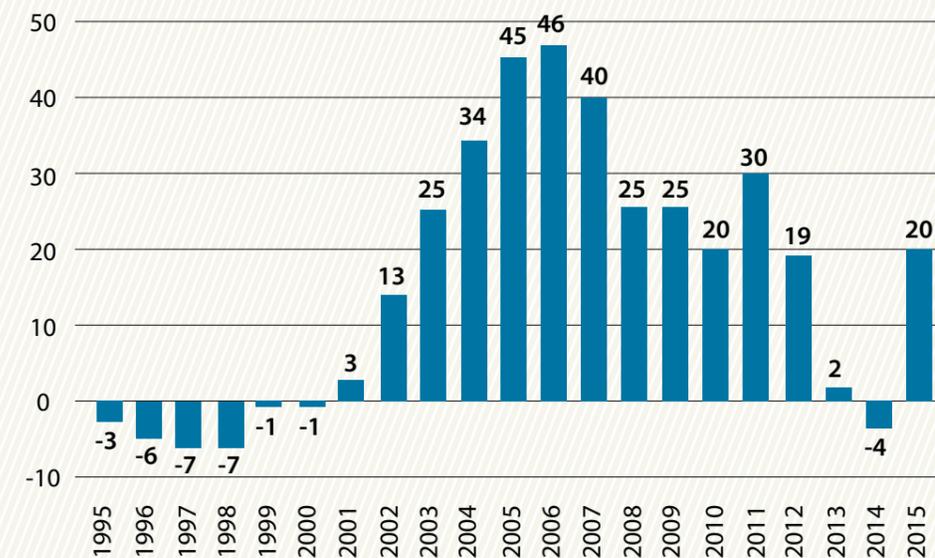
International Reserves (US\$ billion)



Source:
Brazilian Central Bank (BCB).

In 2015, Brazilian foreign trade registered US\$ 362.6 billion, above the average of the last two decades. Despite the effect of fall of exports prices on the value of Brazilian exports (-21.6%), the exports volume rose 8.3%. The trade surplus in 2015 was US\$ 19.7 billion, the highest since 2011, and one of the main factors to explain the sharp decline of the current account deficit, from 4.3% of GDP in 2014 to 3.3% in 2015.

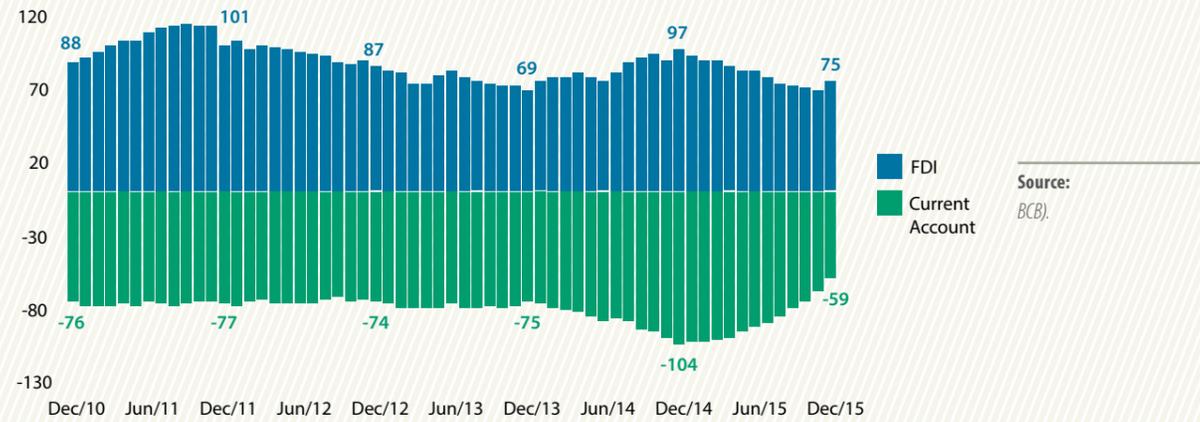
Trade Balance (US\$ Billion)



Source:
Brazilian Central Bank (BCB).

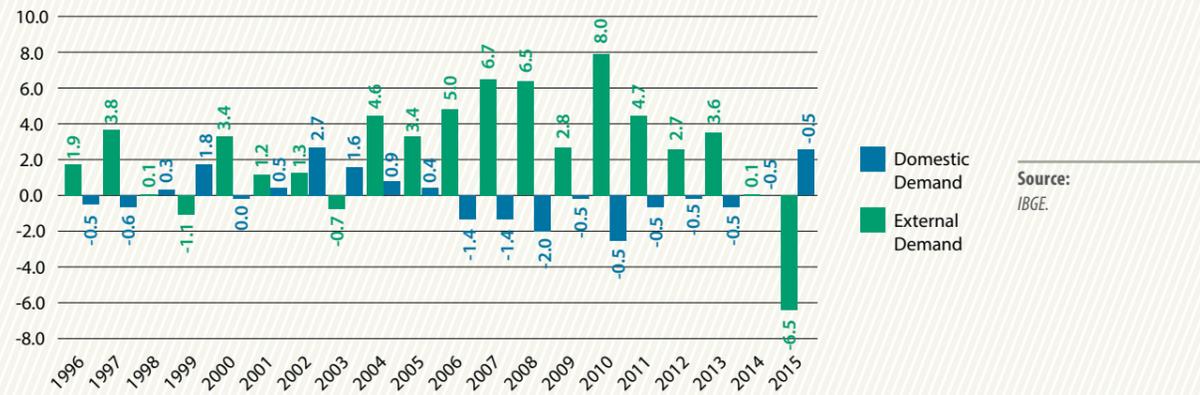
Brazil is currently one of the most attractive countries for foreign investors. It has received US\$ 75 billion in foreign direct investment in 2015, and was the sixth biggest FDI recipient in the world in 2014 according to UNCTAD's last data. It offers a safe and outstanding investment environment, full of business opportunities. Foreign investors have security and legal permission to send profits to their home countries, and foreign capital is subject to the same legislation applied to domestic investments.

Foreign Direct Investment and Current Account (US\$ billion)



GDP growth has slowed down recently, affected by the end of the commodity cycle and the subdued global economic recovery. Given that the adjustment of the external accounts is already ongoing, external contribution to growth becomes one more source of growth.

Domestic and External Demand, contribution to GDP (percentage points)



Recent inflation behavior reflects a market oriented price fixing for monitored prices and the correction of the Real currency value. The resulted pressures are one-off and bound to progressively dissipate. In addition, the Selic rate is currently at the highest level of the past 10 years (14.25%, as of March 2016).

Consumer Inflation (% YoY)



Recent fiscal effort

With the challenges imposed by the new economic environment, Brazil faced the need to balance revenues and expenditures. Several fiscal adjustment measures were adopted in 2015, an effort that reached 2.31% of GDP (with about 2/3 of the total related to expenditure cuts). The alignment of the rules of social security and labor programs to international best practices (such as unemployment insurance, wage bonuses and death pensions) placed the programs on a more sustainable basis. Various subsidies and tax exemptions were also reviewed. Another highlight was the realignment of public prices with market principles as was the case of the transfer of electricity costs to final consumers and the raising of public tariffs that had not been subjected to revision for several years.

Investments In Infrastructure in Coming Decades

FISCAL EFFORT IN 2015			
	R\$ millions	% of GDP	% total
Discretionary spending	82.680	1,43%	61,7%
Mandatory spending	25.714	0,44%	19,2%
Exemptions revisions	21.210	0,37%	15,8%
Public services prices	1.320	0,02%	1,0%
Tax increases	3.127	0,05%	2,33%

Infrastructure development

In the past years, the country's demand for infrastructure services has increased sharply. Between 2000 and 2014, grain production in Brazil increased by 129%. The number of passengers on commercial flights increased by 154%, or 7.2% per year, while the vehicle fleet increased by 184.6%. The seaport cargo transport, in turn, had an average increase of 5% per year from 2003 (cumulative growth of 69.9%).

Brazil is promoting the modernization of its infrastructure, based on concessions, private financing and the participation of banks and investment funds. The expansion and improvement of infrastructure services will increase the competitiveness of the economy, reducing logistics costs for industry, expanding exports, promoting efficiency in the flow of agricultural production and providing an answer to the growth of national and international travel demand.

In 2016 there are plans for auctions of six highways, 26 terminals in public ports, 4 airports (Porto Alegre, Florianópolis, Salvador and Fortaleza), 4 railway sections (Anápolis-Estrela D'Oeste-Três Lagoas, Lucas do Rio Verde-Miritituba, Palmas-Anápolis e Barcarena-Açailândia), and the analysis completion of 41 applications for authorization of Private Use Terminals.

Another program announced in 2015 was the Electricity Investment Program, seeking to expand energy generation and transmission lines. The planned investment is of R\$ 186 billion. The program will add generation capacity of 25,000 to 31,500 megawatts and will auction 37,600 kilometers of power lines.

The country is also working on regulatory measures in the telecommunications and oil and gas sectors, in order to improve their business environment and long-term perspective, a required step to allow for adequate sector corporate planning for the next decades and for investments to resume. Among the measures in the oil and gas sector are the extension of Round Zero, the resumption of production in interrupted fields, the regulation of unitized reservoirs and the extension of Repetro. Such measures optimize the sector's regulation and could have a material impact on the resumption of investment.



***Investor
Support
Institutions***

RENAI

Brazilian Investment Information Network

The Brazilian Investment Information Network (RENAI) is part of the Ministry of Industry, Foreign Trade and Services (MDIC). It works in close cooperation with state governments across Brazil. Its main objective is to provide information about government programs, legislation and projects to local and foreign investors.

RENAI has three primary goals:

- a. Introduce and clarify governments programs, regulations and projects to potential investors and established companies in Brazil;
- b. Address private sectors demands to the federal and state governments in order to improve the business climate through policy improvements and adjustments; and
- c. Stimulate and assist state governments to foster investments in Brazil as a pathway to economic and social development.

To achieve those purposes, RENAI operates an extensive online database of government investment projects across Brazil which encompasses federal, state and municipal initiatives.

The RENAI team systematically and continuously surveys announced investment projects and makes them available in an online database. It provides detailed information about these investments according to company, state and economic sector.

It also takes part in international investment agreements negotiations and is responsible for organizing investment missions abroad for the Minister of Industry, Foreign Trade and Services, as well as for hosting investors wishing to negotiate directly with the Brazilian government.

RENAI works in cooperation with several secretariats within the Ministry of Industry, Foreign Trade and Services to identify supply-chain gaps to foster foreign investment attraction campaigns carried out by Apex-Brasil and other federal entities.

It also organizes workshops and seminars in Brazil to improve the capacity of RENAI Network members in attracting investments.

To learn more about RENAI, please visit the website at: <http://investimentos.mdic.gov.br/>.

MRE

Ministry of Foreign Affairs



The Ministry of Foreign Affairs is responsible for framing and implementing Brazil's commercial diplomacy, which includes investment promotion. The Investment Division (DINV) of the Ministry of Foreign Affairs coordinates investment promotion activities that aim to increase foreign investment in strategic sectors of the economy, which include, for example, energy, infrastructure and logistics and information technology, as well as projects that involve a strong research and development component. On the commercial intelligence side, the Investment Division produces frequent business publications on a wide variety of sectors, specific projects and general commercial information on investing in Brazil. On the investor support and marketing side, the Investment Division provides support for delegations of foreign investors coming to Brazil by identifying key value partners and prepares visit programs, as well as organizing and participating in investment promotion events outside Brazil.

BRAZILIAN COMMERCIAL SERVICE (SECOM) The Ministry of Foreign Affairs is also responsible for the Brazilian Commercial Service (SECOM), which is an organization of trade and investment professionals located in the national capital Brasilia and in Brazil's embassies and consulates around the globe. SECOMs are responsible for promoting investment in Brazil and are a port of call for foreign investors seeking initial information on business opportunities in Brazil, the regulatory framework, economic indicators and market intelligence. SECOMs are open to receive your queries about investing in Brazil and point you in the right direction for additional support. SECOMs also help play an essential support function should you be interested in planning an outreach business mission to Brazil. In this case, SECOMs work hand in hand with the Ministry of Foreign Affairs in Brasilia and federal, state and municipal support entities and private sector organizations to help confirm a productive visit program. More information can be found from the Invest & Export Brasil website.

www.investexportbrasil.gov.br

APEX-BRASIL

Brazilian trade and investment promotion agency



Apex-Brasil is the investment promotion agency of Brazil, and its key objective is to attract foreign investment into strategic sectors of the Brazilian economy. The agency focuses on foreign companies and greenfield projects characterized by technological and business model innovations that strengthen domestic industrial supply chains, having a positive impact on local job creation and on the volume and diversification of Brazilian exports.

Apex-Brasil is prepared to assist in all steps of the investor's decision-making process through its investment facilitation team. The Agency's service portfolio includes identifying and initiating dialogue with qualified contacts; preparing market intelligence covering leading industry sectors, markets, economic trends and guidance on legal and tax matters; and mapping projects for investors, including the identification of suitable locations, potential costs and other business options. Apex-Brasil can also act as a liaison between the investor, strategic partners, suppliers and local authorities.

Apex-Brasil is currently proactively promoting the following priority sectors:

- » Automotive
- » Environmental Solutions (clean technology and renewable energy)
- » Healthcare
- » Oil and Gas
- » Research and Development
- » Agribusiness

Apex-Brasil also supports foreign investors willing to identify local companies, universities and research institutions to establish partnerships, joint ventures or other types of collaboration in research and development. For venture capital and private equity investors, the Agency can help in the process of identifying opportunities, projects and companies available in the country.

Apex-Brasil works in close cooperation with Government Institutions at all levels, especially with the Ministry of External Relations (MRE) and its Commercial Service (SECOMs).

More information is available at Apex-Brasil's website and LinkedIn profile.

www.apexbrasil.com.br

<https://www.linkedin.com/company/invest-in-brasil>



***Investment
Opportunities
at Federal
Level***

Generation and Transmission of Electrical Power

10-Year Energy Expansion Plan (PDE) 2024 - Investment Opportunities

Overview

The economic and energy outlook adopted in Brazil's "Energy Expansion Plan 2024" is based on long-term studies carried out by Brazil's Energy Research Agency (EPE) under the National Energy Plan.

Based on this long-term vision, the overall timeframe is subsequently divided into shorter periods in order to obtain consistent trajectories over time for measuring variables.

It is important to make the distinction between aspects that impact the sector's overall outlook and those that may influence relevant benchmarks over the ten-year time horizon, such as economic growth rates.

The current outlook is based on an average global growth rate of 3.8% per year and an average growth rate for Brazil of 3.2% per year, as will be shown in more detail in the following sections.

Economic Reference Scenarios

The economic outlook over the coming ten years is based on a scenario of moderate growth in the global economy, while Brazil is expected to go through a period of initial adjustment that will allow for a stronger rate of growth in the following years. Therefore, Brazil is expected to grow at a rate of 1.8% p.a. in the first five-year period and 4.5% p.a. in the second five-year period. This is against a backdrop of 3.8% p.a. for the global economy over the whole period.

Economic growth rate (averages)

ECONOMIC INDICATORS	Historical		Forecast	
	2004-2008	2009-2013	2015-2019	2020-2024
World GDP (% p.a.)	4.9	3.2	3.8	3.8
International trade (% p.a.)	7.7	2.8	4.8	5.1
Brazil GDP (% p.a.)	4.8	2.6	1.8	4.5

The savings rate forecast for the first five-year period stands at 15.8% of GDP and 19.1% of GDP for the second five-year period. The investment rate is forecast to amount to 17.2% of GDP during the first five-year period and 21.8% during the second. The primary budget surplus is expected to represent 2% of GDP during the first five-year period and 2.1% during the second, and the country's net debt-to-GDP ratio to stand at 39.3% of GDP during the first period and 34.2% during the second.

The net debt-to-GDP ratio during the first period is slightly higher than that recorded during the preceding five-year period (37.3%) but remains below the level recorded during the 2004-2008 period (46.1%).

The current account is expected to remain in deficit, at -3.5% during the first five-year period and -2.8% during the second, both of which are higher deficits than that of 2009-2013 (-2.4%).

International oil prices are forecast to average US\$77.11 per barrel during the first period and US\$87.75 during the second, both of which are below the average price over the 2009-2013 five-year period (US\$100.84 per barrel).

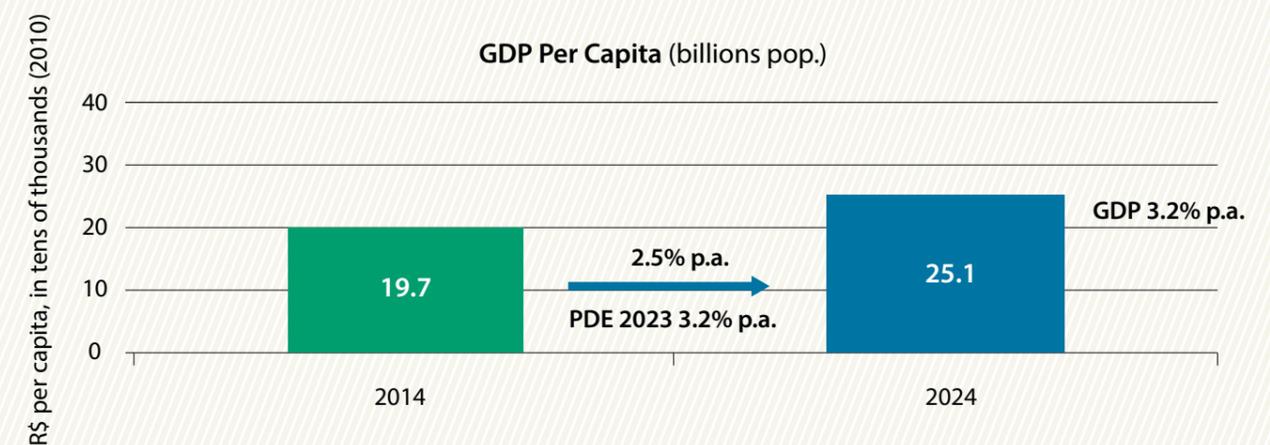
Sector-Specific Economic Outlook

Agriculture is expected to contribute the strongest average growth rate (3.7% p.a.) to Brazil's GDP, which is forecast to expand at an average pace of 3.2% p.a. between 2014 and 2024. Industry should contribute the lowest average rate of growth at 2.8% p.a., while services is forecast to grow at an average pace of 3.3% p.a.

Demographic Assumptions

Brazil's population is estimated to grow from 203.5 million in 2014 to 217.8 million in 2024, representing a growth of 0.7% p.a. The country's Midwest Region accounts for the largest growth rate at 1.2% p.a., while the Northeast Region has the lowest average rate at 0.5% p.a. In terms of Brazil's other regions, the population of the Northern Region is forecast to grow at an average rate of 1.1% p.a., with the Southeast and Southern Regions each growing at the same rate of 0.6% p.a.

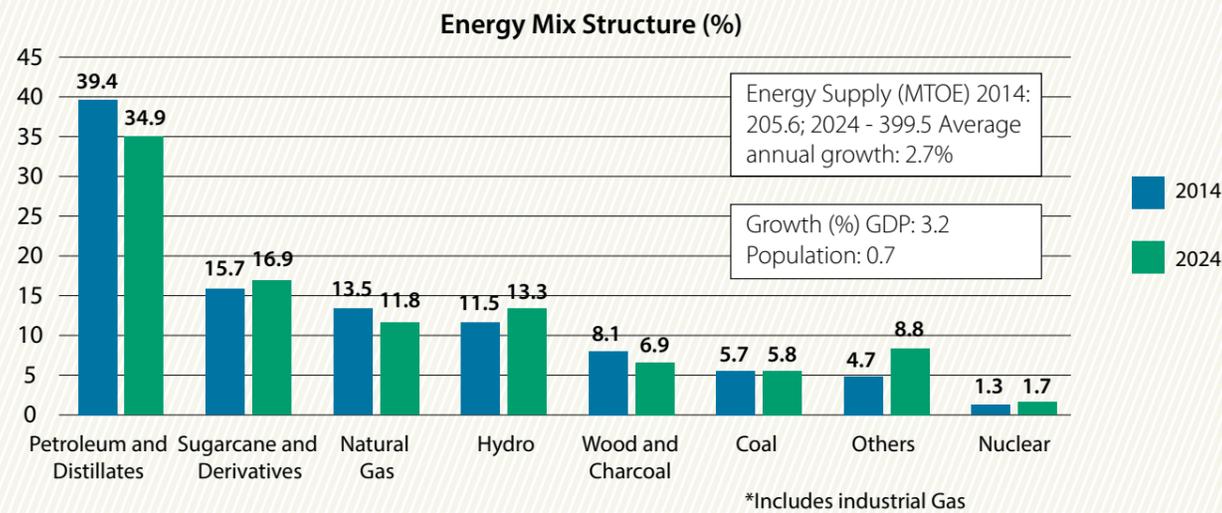
As a consequence of the economic and demographic baseline assumptions, Brazil's GDP per capita should grow at a rate of 2.5% p.a. between 2014-2024, which is a lower average pace than forecast in previous studies for the 2023 Energy Expansion Plan.



Consolidated Energy Data

Studies for the 2024 Energy Expansion Plan (PDE) show that Brazil's energy supply – a prerequisite of economic growth – is set to reach 400 million tons of oil equivalent (Mtoe) in 2024, resulting in growth of 2.7% p.a. from 2014 – a slightly lower growth rate than that expected for Brazil's GDP (3.2%). Only during the second five-year period is it expected that access to durable goods and services will improve, continuing the robust levels seen in recent years. Brazil's industry shows a growing trend of growth based around products of greater added value, which is the principal reason behind the energy growth rates below that of GDP.

Renewable energies are forecast to account for 45.2% of Brazil's energy mix in 2024, higher than the 39.4% recorded in 2014. Sugarcane bagasse, ethanol, wind power, solar power and biodiesel continue to grow in both absolute and relative terms. Based on average rainfall patterns, hydroelectric power is forecast to contribute a 13.3% share of the overall energy mix, which would be above the 11.5% share from 2014. It should be noted that the share of renewable energy as part of overall energy demand in developed economies is below 10%, while the global average is 14%.



CO2 gas emissions generated by energy use are expected to reach 577 million tons in 2024, resulting in 1.44tCO2/toe of the overall energy mix – 40% below the global level for 2012, which was 2.37tCO2/toe.

From an historical perspective, Brazil has tended to run energy deficits. In 2014, for example, the deficit was 13%. However, the outlook shows Brazil posting surpluses in the future, enabling Brazil to export almost 25% of its energy needs in 2024, primarily as a result of increased production from the 'pre-salt' offshore oil fields.

Investment in energy infrastructure in order to meet demand by 2024 – and to enable the possibility of running energy surpluses – is in the region of R\$1,407 billion, which is 3.0% of accumulated GDP between 2015 and 2024 and accounts for 15.5% of total accumulated investment.

INVESTMENT IN ENERGY

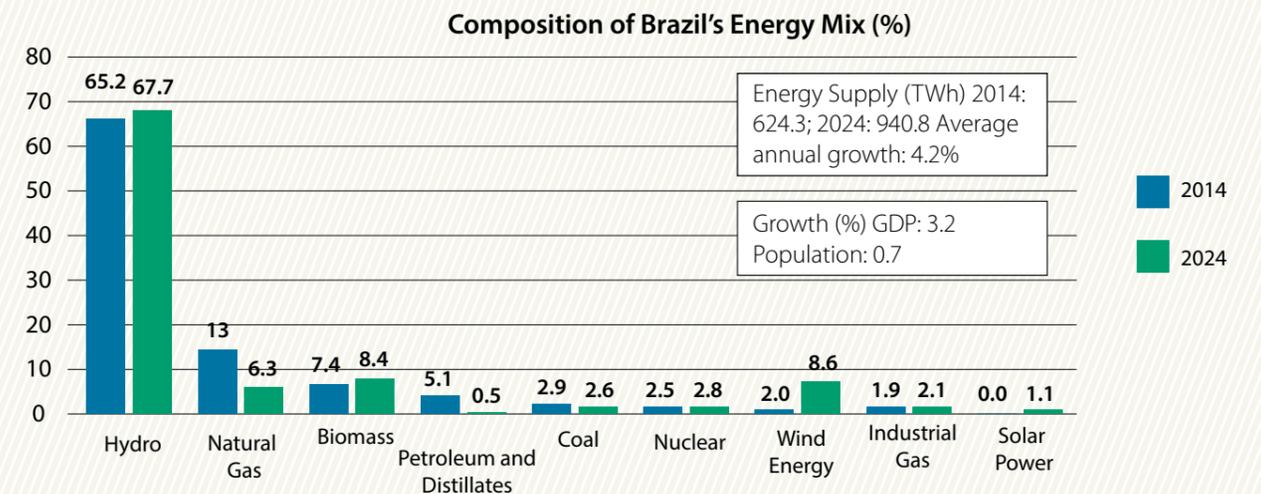
	R\$ billions (R\$2.65/US\$)	%
Oil And Natural Gas	993	70.6
Electricity	376	26.7
Biofuels	39	2.6
Investment Total	1,407	100.0

Electricity Sector Data

Electricity supply is forecast to grow from 624.3TWh in 2014 to 941TWh in 2024, which is a growth rate of 4.2% p.a. and GDP elasticity of 1.31, which is common for emerging markets.

In Brazil's energy mix, hydroelectric power will remain the dominant source of electricity generation in 2024 with a 67.7% share, above 2014 levels due to rainfall patterns. Wind energy is will account for the highest growth segment during this period, expanding at a rate of almost 21% per year. Electricity generation from petroleum derivatives is expected to decline during this period, which is one of the reasons why so-called 'Isolated Systems' (off-grid generation) are being incorporated into Brazil's Electricity Grid.

Of note is the increase in the overall share of renewable energies in Brazil's energy mix from 74.6% in 2014 to 83.9% in 2024. The global average in 2014 was 22.6%.



In order to meet demand for electricity, power generation capacity needs to increase by 75.8GW between 2015 and 2024, which is a 57% increase on 2014. The predominance of renewable energies in the overall mix will be maintained, due to expansion in hydroelectricity, wind energy, solar power and biomass, with renewables expected to account for 84% of Brazil's electricity sources in 2024. Electricity generation capacity is forecast to grow from 133.9GW in 2014 to 209.7GWh in 2024, including imports from the Paraguay's share of the Itaipu Dam.

Expansion of Brazil's Electricity Generation Capacity

2014: 133.9 GW (89 HYDRO - 67%)		2024: 209.7 GW (119 HYDRO - 57%)	
75.8 GW OVER THE DECADE - 2014/2024 (7.58 GW/YEAR)			
SOURCE	GW	%	
Hydro	30.0	40	
Wind Energy	19.4	26	
Biomass	7.1	9	
Solar Power	7.4	10	
Natural Gas	11.4	14	
Nuclear	1.4	2	
Oil	(-1.4)	(-2)	
Coal	0.5	1	
Total	75.8	100.00	

(Incl. 2.6GW Self-Production)

With regard to electricity transmission, the Energy Expansion Plan forecasts an additional 75,700km of transmission lines over the period 2015-2024 (a 63% growth on 2014) and an additional 188GVA in transformer capacity (62% growth on 2014).

The map below shows the location of existing transmission lines, as well as auctioned transmission lines and planned lines.

N.B.: (a) The interconnection between the cities of Manaus and Boa Vista has been auctioned, which is part of the Northern Region. Expanding the generation system in the state of Roraima via the construction of hydroelectric plants in the region is currently under consideration.



KEY			
SE/CO	Southeast/Midwest	IT	Itaipu
S	South	AC/RO	Acre/Rondonia
NE	Northeast	BM	Belo Monte
N	North	TP	Teles Pires/Tapajos
MAN/AP/BV	Manaus/Amapa/Boa Vista	IMP	Imperatriz
IV	Ivaipora	XIN	Xingu

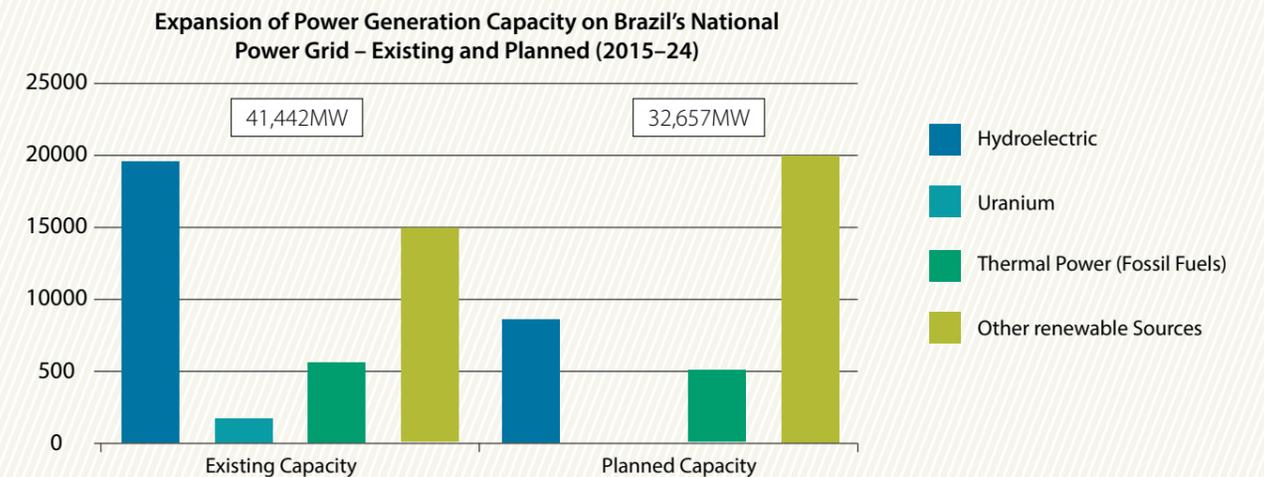
Source: Brazilian Energy Research Agency (EPE)

Such an expansion of power capacity will deliver an estimated 73.6GW to Brazil's National Electricity Grid, not taking into account the expansion in power generated by self-producers. As soon as generation projects are ready to be contracted out with clearly-defined implementation periods, the Brazilian government intends to hold A-3 and A-5 auctions, in accordance with the terms of Act of Congress 10,848 of 2004, which concern the purchase of energy three and five years in advance, respectively. This would result in an electricity generation system of approximately 41.4GW (which accounts for 56% of expansion over the ten-year period) including both active assets and those under implementation.

The supply due to be auctioned and brought online before 2024 amounts to approximately 32.7GW (44% expansion), as shown in the graphic below, in which energy from biomass thermal power plants, small- to mid-sized hydroelectric plants, wind farms and solar parks is grouped together as "other renewable sources".

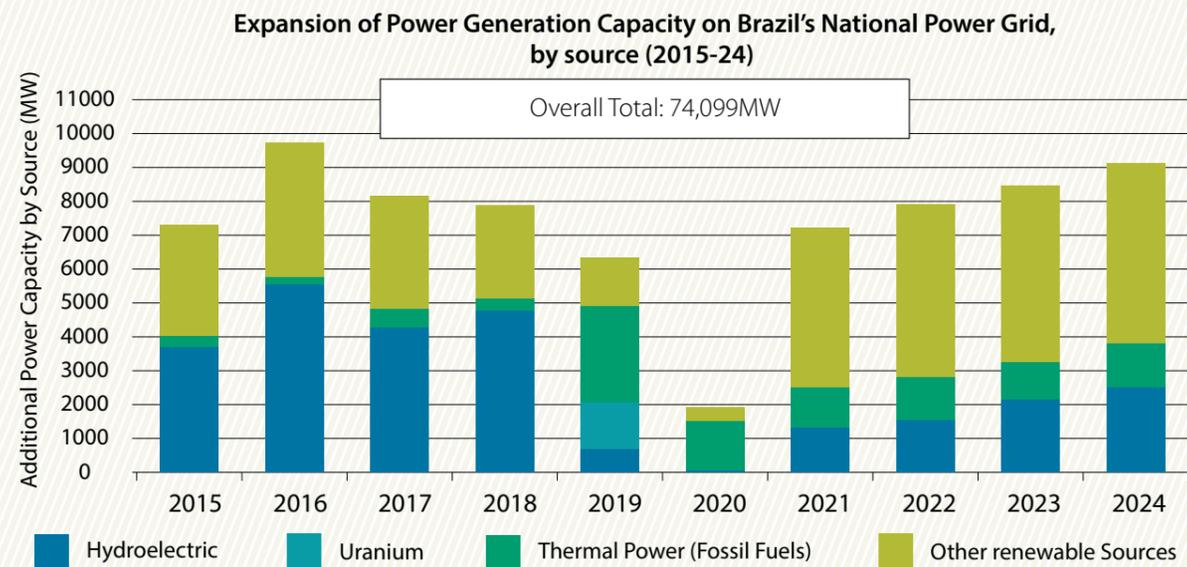
Deactivations of and repowering existing plants, resulting in a negative balance, account for small variations in the data.

Among the energy supply that will be auctioned during the reference period, 24% of the total will be generated by hydroelectric plants, 13% by fossil fuel thermal power plants and 63% by other renewable sources.



Capacity in the Northern Region of Brazil is due to expand from 18.2GW in 2014 to 45.3GW in 2024, an increase of 27.1GW, which is the largest expansion in Brazil. For the Northeast, the planned expansion capacity is from 21.6GW to 45.5GW (growth of 23.9GW), which is the second-highest expansion in Brazil. For the Southeast and Midwest Regions collectively, expansion is due to increase from 72.2GW to 87.6GW (expansion of 15.4GW) – the third highest – and for the Southern Region, capacity expansion is set to grow from 20.8GW to 28.0GW (capacity growth of 7.2GW).

The following graphic shows the expected changes in power generation capacity expansion by source for the period from 2015 to 2024. Practically all power generation due to come online between 2020 and 2024 relates to future energy auctions.



Hydroelectric Expansion

The following table contains a list of projects due to come online before 2024 as part of the overall capacity expansion scenario outlined above. Notable projects include the Belo Monte Dam (already under contract) and Sao Luiz do Tapajós Dam (to be auctioned), which have an estimated total capacity generation of 11,233MW and 8,040MW, respectively. These two projects combined account for 68% of total hydroelectric expansion during the reference period.

The hydroelectric projects in the table below total 28.3GW. Due to the length of time involved before some of the larger plants become operational, however, this total capacity is only expected to be available to the Brazilian National Power Grid from 2027. By 2024, the projects below are forecast to deliver 23.2GW to the National Grid. The table does not include projects brought online prior to 2015 or small- to mid-sized hydroelectric plants. Total hydroelectric expansion reaches 27.2GW when including the capacity from hydroelectric plants brought online before 2015 (excluding small- to mid-sized plants, referred to in Brazil as 'PCHs').

Hydroelectric Expansion between 2015 and 2024 by Project

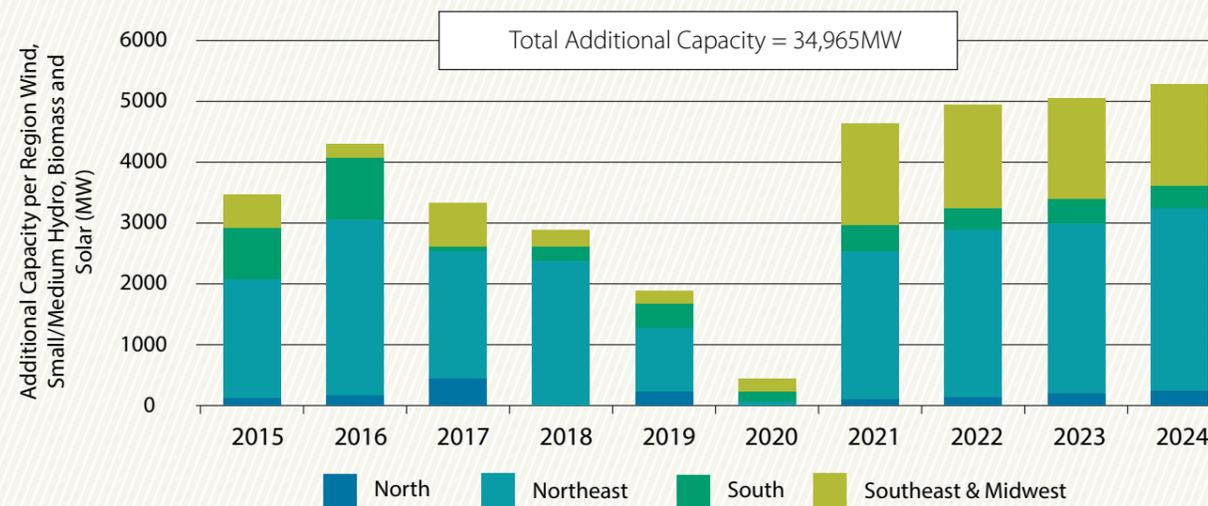
ACTIVATED				
YEAR ^(B)	PLANT	RIVER	CAPACITY ^(A) (MW)	STATE
2015	Tele Pires	Tele Pires	1820	Pará
2016	Belo Monte ^(C)	Xingu	11233	Pará
	Colider	Tele pires	300	Mato Grosso
	Salto Apiacás	Apiacás	45	Mato Grosso
	São Roque	Canoas	135	Santa Catarina
2017	Cachoeira Caldeirão	Araguari	219	Amapá
	Baixo iguaçu	Iguaçu	350	Paraná
2018	São Manoel	Tele Pires	700	Pará
	Sinop	Tele Pires	400	Mato Grosso
2019	Itaocara I	Paraíba do	150	Rio de Janeiro
2021	São Luiz do Tapajós ^(D)	Tapajós	8040	Pará
	Tabajara	Jiparaná	350	Rondônia
	Apertados	Piquiri	139	Paraná
2022	Foz Piquiri	Piquiri	93	Paraná
	Telémaco Borba	Tibagi	118	Paraná
	Ercilândia	Piquiri	87	Paraná
2023	Comissário	Piquiri	140	Paraná
	Paranhos	Chopim	67	Paraná
	Jatobá	Tabajós	2338	Pará
2024	Castanheira	Arinos	192	Mato Grosso
	Bem Querer	Branco	708	Roraima
	Itapiranga	Uruguai	725	Santa Catarina/Rio Grande do Sul
			28349	

Thermal Power Expansion

Expansion of thermal generation capacity is expected to reach 10.5GW by 2024, of which 55% is already under contract. Including new projects in future power generation auctions depend on competitive fuel prices. For the purpose of forecasting and presenting the results from background studies, thermal generators fired by natural gas have been taken as a reference, with a variable unit cost corresponding to a ceiling of R\$250 per MWh. Should this fuel source prove unviable, other sources, with the exception of diesel oil and fuel oil, are options for meeting demand, including coal-fired thermal power plants.

Expansion of Other Renewable Energy Sources

This group includes wind farms, small- to mid-sized hydroelectric plants, biomass thermal power plants and solar parks. The Northeast Region accounts for the largest share in terms of renewable energy expansion over the course of the reference period, as seen in the following graphic.



Source: Brazilian Energy Research Agency (EPE)

The share of wind energy generation in energy auctions has grown progressively since 2009. Over the past number of years, these projects have demonstrated they can deliver competitive prices and have led to the establishment of a national equipment industry to supply this market. This energy source, which continues to hold significant growth potential, has consolidated its position as one of the primary components for expanding Brazil's electricity mix.

Small hydroelectric plants are characterized by their mature technology and stable unit costs. Expansion projects involving such plants have had their competitiveness impacted by the significant reduction in unit costs associated with wind energy. Furthermore, such projects face a series of issues such as the environmental construction permit process, construction costs and real estate prices, which can impact a project's viability. This has been shown by energy auctions held in 2014, during which only 45MW of installed capacity was implemented. Nevertheless, small hydro has its part to play in the overall energy expansion scenario, given that measures can be taken to address the specific issues referred to above. Furthermore, this source can contribute to meeting energy demand in a clean and efficient manner. Small hydro plants are generally located in close proximity to large load centers, which brings an additional benefit to the energy system.

Biomass thermal power plants are a further renewable energy source that can be used to expand power generation supply. In this category, of note are power generation from thermal plants fired by woodchips and projects using by-products from sugarcane processing (primarily bagasse), both of which are included under Brazil's Energy Expansion Plan.

The power generation potential of sugarcane as a source of biomass is concentrated in the states of Sao Paulo, Goias, Minas Gerais, Mato Grosso do Sul and Parana, which are all located near major energy consumption centers. Despite sugarcane-based biomass having a technical potential to generate 7GW average for the Brazilian Power Grid – not least due to the high level of sugar production in Brazil – the investment needed to sufficiently develop this source depends on overall dynamics in the sugar and sugarcane-based ethanol sector, which can limit power capacity growth potential from sugarcane-based biomass.

Concerning thermal power generators fuelled by wood waste, the A-5 energy auction held in 2014 awarded concession contracts responsible for 328MW of power capacity, with a non-zero variable unit cost and centralized dispatch, equally shared between the states of Acre and Mato Grosso do Sul. It should be noted that wood-based biomass can play an important role in Brazil's energy mix due to the possibility to act as hydroelectric plants, with forest 'reservoirs', provided they can manage an area of tree plantations that provides an approximately constant volume of fuel over time.

With regard to solar energy, current installed capacity remains small, including R&D projects, solar panels installed in soccer stadiums built for the 2014 World Cup and distributed mini- or micro-generation projects in accordance with the Brazilian Energy Regulatory Commission (ANEEL) 482/2012. Solar power is forecast to grow its share in Brazil's Power Grid. 891MW of solar power capacity was sold during energy auctions held over the course of 2014. Of this total, 521MW are generated in the Northeast Region while the remainder is generated in the Southeast and Midwest. Solar-thermal power stations are not yet contemplated under the present Ten-Year Plan, but the benefits of this technology when coupled with solar-energy storage should be underscored. They are able to complement intermittent renewable sources such as wind energy and photovoltaic energy, as well as capable of enabling Brazil's Power Grid to meet peak demand.

For the purposes of the present Plan, distributed photovoltaic power generation is considered load weakening and for this reason is not included in the tables and graphs contained in this section.

Results from the Oil, Gas and Biofuels Sectors

The box below contains the main results from the Energy Expansion Plan 2024 for these sources.

Oil	Current output (2.3 million bbl/d). 2024 output (5.1 million bbl/d). 8.5% growth per year. Surplus in 2024 (2.2 million bbl/d);
Natural Gas	Current output (87.4 million m ³ /d). 2024 gross potential production of natural gas (172 million m ³ /d). 7.0% growth per year. Net deficit in 2024 (9 million m ³ /d);
Ethanol	Current output (28.5 million m ³). 2024 output (43.9 million m ³). 4.4% growth per year. Net exports in 2024 (1.8 million m ³);
Biodiesel	Current output (3.4 million m ³). 2024 output (5.6 million m ³). 5.5% growth per year. Also includes petroleum diesel blend (7%).

Adapting the 2024 Energy Expansion Plan to the National Policy on Climate Change

The concept of sustainability is at the heart of the principles and criteria applied in the 2024 Energy Expansion Plan's socio-environmental analysis, as was the case during previous planning cycles. These studies were developed taking into account the following:

- (a) Reducing local and global impact in the use of energy sources, especially hydroelectric power generation.
- (b) Use of renewable sources.
- (c) Minimizing environmental impact.
- (d) National and international dialogue on climate change.

Based on the foregoing, the principles considered for the 2024 Energy Expansion Plan's socio-environmental analysis are:

- (a) Meet greenhouse gas emission targets set for 2020.
- (b) Selection of projects that avoid sensitive areas from a socio-environmental perspective.
- (c) Prefer projects that have less negative impact and greater social, environmental and economic benefits.

Global climate change resulting from greenhouse gas emissions is one of the leading socio-environmental issues facing the world today. Brazil is a signatory to the UNFCCC (United Nations Framework Convention on Climate Change) but as it is considered an economically developing country it is not required to meet quantitative greenhouse gas emission reduction targets under the Kyoto Protocol. Developed countries, listed in Annex 1 of the Protocol, committed to reducing their respective emissions by 5% over the period from 2008 to 2012 based on 1990 levels.

During the 18th session of the Conference of the Parties (COP-18) held in Doha in December 2012, the Kyoto Protocol was extended to 2020. A number of countries, however, opted not to sign up to the extension, including Japan, Russia, Canada and New Zealand. Global attentions subsequently turned to COP-21, held in Paris in December 2015. A new post-2020 agreement with binding targets has been signed, involving undertakings on the part of both developed and developing economies alike.

Despite not being bound by Kyoto commitments, Brazil has made concerted efforts to mitigate emissions, thereby contributing to the global objective of stabilizing the concentration of greenhouse gases in the atmosphere. In this regard, during the 15th session of the Conference of the Parties (COP-15) held in Copenhagen in December 2009, Brazil announced a voluntary target to reduce its total greenhouse gas emissions by between 36.1% and 38.9% by 2020 based on forecast levels of emissions for that year. This target was formalized by Act of Congress 12,187 of 2009 (complemented by Executive Order 7,390 of 2010), which established the National Policy on Climate Change (PNMC).

In accordance with these legislative provisions, the Energy Expansion Plan represents Brazil's plan to mitigate and adapt to climate change concerning the energy sector. In this regard, the Energy Expansion Plan is an instrument for designing a strategy by which to meet the target concerning energy production and use, as well as for subsequent monitoring (Article 3 of Executive Order 7,390 of 2010).

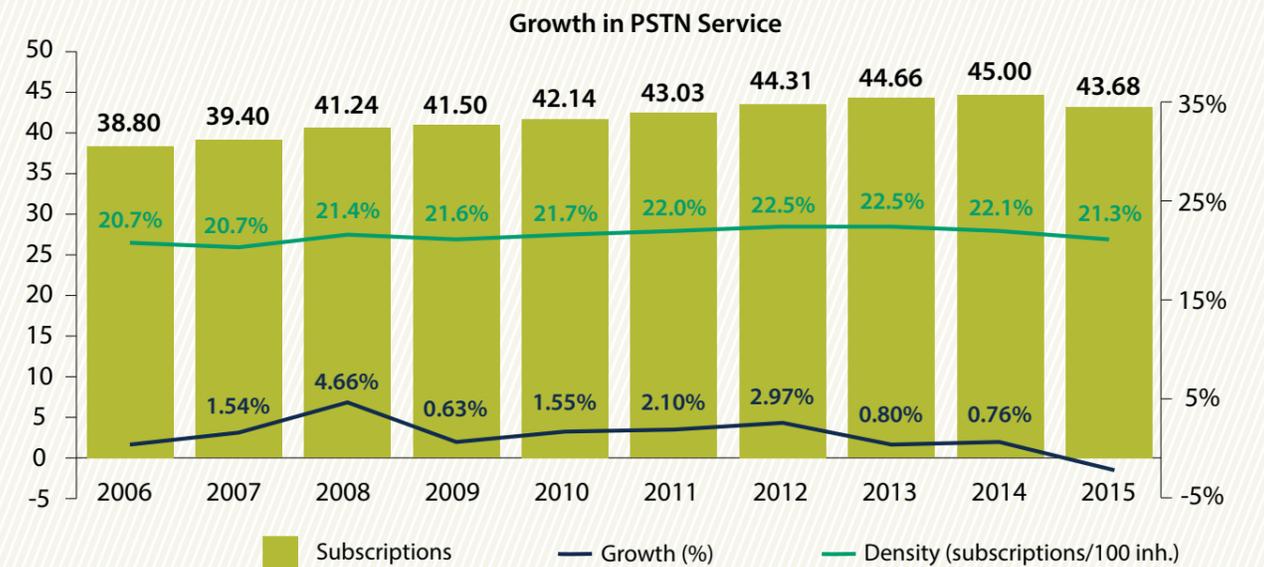
Telecommunications

Context

The telecommunications sector is one of the most important in the world from an economic perspective, characterized by rapid advances in technology. In the space of just a few decades, it has come to play a vital role in shaping culture, the economy and politics, permeating all levels of human activity and influencing relationships, industrial development and science and technology. This context is further shaped by the concept of convergence, in which diverse forms of digital content (voice, data and video) travel along the various types of network architecture available.

The challenges facing the sector in the future are not small. From a historical perspective, Brazil has taken two great leaps forward in terms of telecommunications. The first was in the 1970s following the creation of Embratel and Telebras (both state-owned corporations). During this time Brazil developed its own satellite network, which helped integrate the country's main communications lines. Furthermore, Brazil established a solid technological and manufacturing policy that has enabled the country to benefit from some of the most modern telecommunications infrastructure in the world. The second advance came during the turn of the last century, which saw strong growth in both fixed-line and mobile telephony and, more recently, with the expansion of broadband networks in Brazil.

As of end-2015, Brazil had a total of 43.7 million landlines in service – a decrease of 2.94% compared to the previous year, which is the lowest level since 1998. Service density in 2015 was 21.3 landlines per 100 inhabitants.



While the number of landlines has remained stable over time, there has been a reduction in the number of landlines offered by telephone companies operating under concession contracts (concessionárias), offset by an increase in the number of landlines offered by telephone companies operating under license (autorizadas), which shows an increase in competition in this segment.

In terms of mobile telephony, Brazil closed out 2015 with a total of 257.8 million mobile phones in use. Of this total, 180.5 million included mobile broadband and 11.3 million M2M (machine to machine) communication. LTE communication accounted for 25.4 million of this total.

The quantity equipped with mobile broadband (including WCDMA and LTE as well as data terminals) totaled almost 181 million. GSM saw a significant reduction in use, which shows customers are migrating to devices that support faster connection speeds. At present the share of devices equipped with 3G and 4G among all devices with broadband technology is 70.01%.

Evolution of mobile broadband subscription (millions)



The technology that grew the most in 2015 in absolute terms was LTE, which is used to provide 4G internet. However, there is growth in WCDMA technology for mobile broadband. Increased offer of third generation is the result, among other factors, of commitments undertaken by ANATEL (the Brazilian telecommunications regulator) during the telecoms auctions of 2007 and 2010 to ensure PCS (Personal Communications Service) was offered using this technology. As of end-2015, 77.02% of Brazil's 5,570 municipalities were using 3G technology. Among the coming challenges for the years ahead are increasing market penetration, supply and use of technologies that support mobile broadband in order to reach a progressively higher number of municipalities.

There is a clear migration from second generation broadband (GSM) to third generation (3G) and, as of 2015, to fourth generation (4G), while at the same time expanding network coverage. Demand for more modern devices has transformed consumer trends in Brazil's cell phone market at a fast pace.

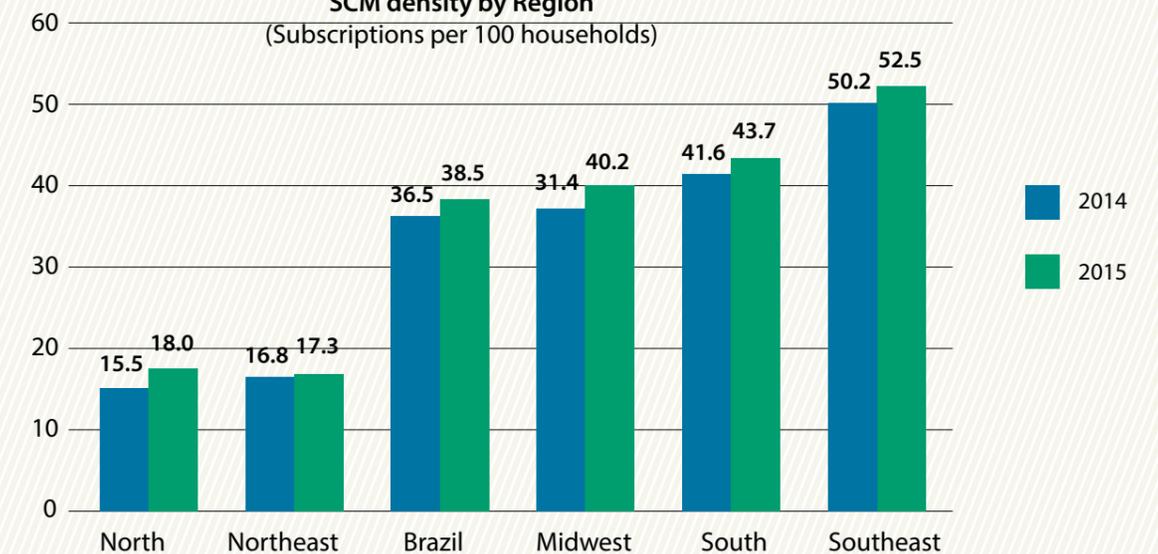
A further consequence of smartphones becoming more accessible to consumers is replacement of traditional services, such as SMS, MMS, ringtones and WAP browsers with third-party apps installed by the consumer on her or his own device, referred to as over-the-top (OTT) content. The use of mobile content and text messaging has migrated into the hands of installable communications apps. In an effort to create new opportunities linked to this trend, telephone companies have entered into agreements with the companies that own these apps or are offering cloud services. Brazil's software developer community has been strongly encouraged to meet this demand.

Multimedia Communications Services (refers to audio, video, data and voice signals) grew by 6.2% in 2015 compared to the previous year. With 1.49 million new customers, the leading telecommunications service offering fixed broadband subscription closed out the year with 25.5 million customers.

While absolute growth in the number of subscriptions is an encouraging sign of telecoms expansion and digital inclusion, user density (i.e. the number of users per 100 homes) remains considerably low in the North and Northeast Regions of Brazil. These regions have density levels below the national average, as can be seen on the graphic below.

SCM density by Region

(Subscriptions per 100 households)



The Southeast remains the region with the highest service density. For the coming years, public policy will be guided by the aim to increase density levels in all regions, with particular attention being paid to the North and Northeast of the country.

Logistics and Transportation

Logistics investment program – second phase

On June 9, 2015, President Dilma Rousseff launched the second phase of the Brazilian federal government's Logistics Investment Program (PIL), which includes investments expected to total R\$200 billion in railways, highways, ports and airports, of which almost R\$70 billion is forecast to be committed during the period from 2015 to 2018.

Coordinated by the Growth Acceleration Program Division (SEPAC) of the Ministry of Budget and Management (MPOG), the program is designed to expand and increase efficiency in Brazil's logistics infrastructure network by means of encouraging private investment in the sector. This is to ensure synergies between investment made through concessions of public infrastructure and public works funded from the federal budget.

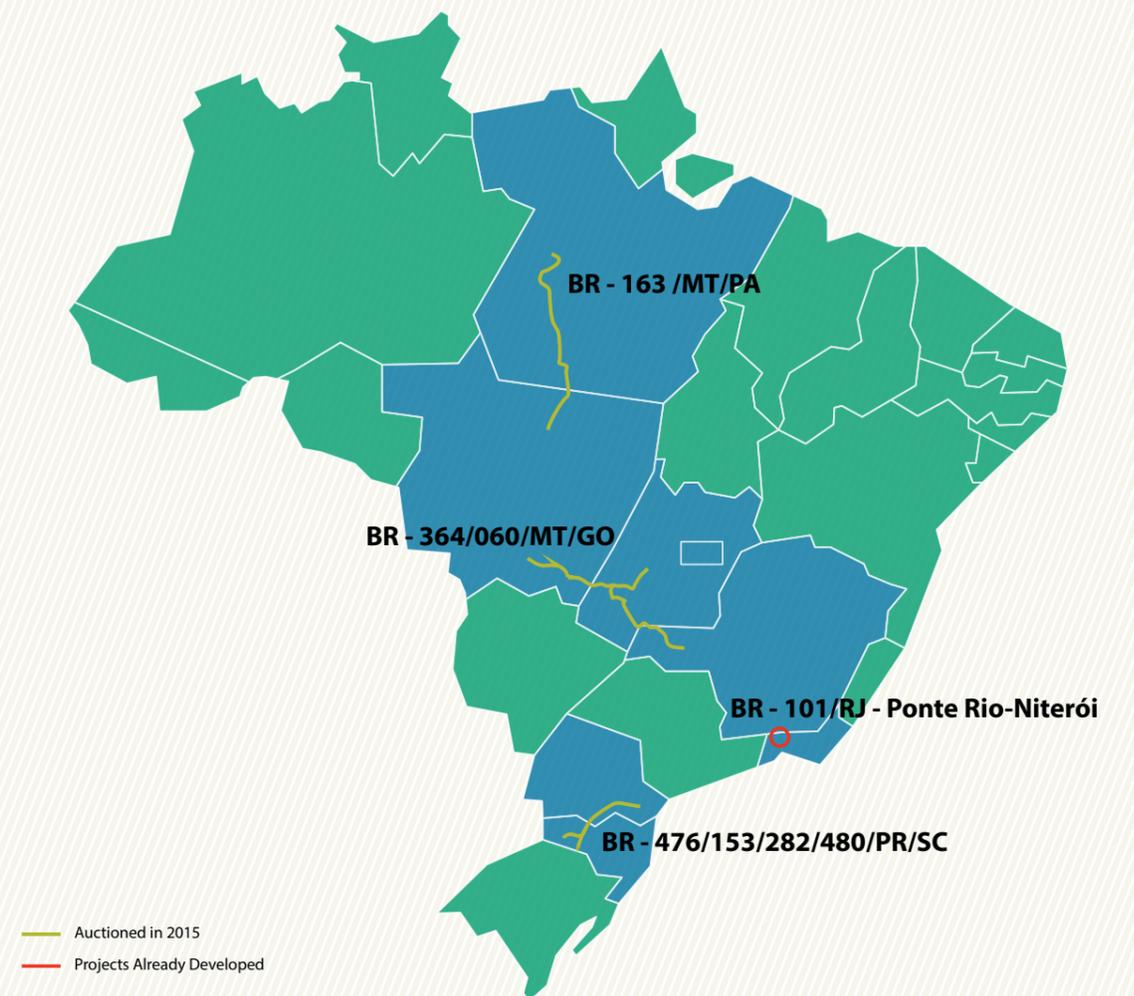
Increasing investment and improving management in Brazil's infrastructure is one of the prerequisites for relaunching economic growth and making productivity gains. Taking into account the current economic climate and fiscal restraints, partnerships involving the private sector are a fundamental condition for making efficiency gains for the management of assets, as well as the necessary know-how for expanding and improving infrastructure.

Highways

Economic growth over the past number of years has led to the number of vehicles on Brazil's roads almost tripling in size between 2000 and 2014. Taking cars, buses, trucks and other vehicles together, the growth rate has averaged 7.6% per year, requiring a corresponding increase in the country's highway network in order to expand both service capacity and quality. This is being implemented through public and private investment – the latter involving concessions of public infrastructure. The second phase of the PIL maintains the same concession model for highway projects as used during the initial phase, i.e. the bid with the lowest tariff offer wins the contract; the obligation to make investments to meet expected service quality levels; the right to charge tolls after having completed a pre-determined level of construction work; and the requirement of substantial road twinning works to be executed during the first five years of the contract. The highways contained in the second phase expand Brazil's road network deeper into the country's territory, including an area referred to as the 'Northern Gateway', which is a string of ports located in the north of the country that offers an alternative logistics corridor for transporting merchandise and commodities for export.

Already in 2015, the first project in the second phase of the PIL – concession of the Rio-Niteroi Bridge – was successfully auctioned off to the private sector. A further four stretches of federal highway¹ (shown on the map below) for which the project development process has been completed are ready for auction. A call for bids will be published in the coming months. The projects are expected to total investments in the order to R\$19.6 billion.

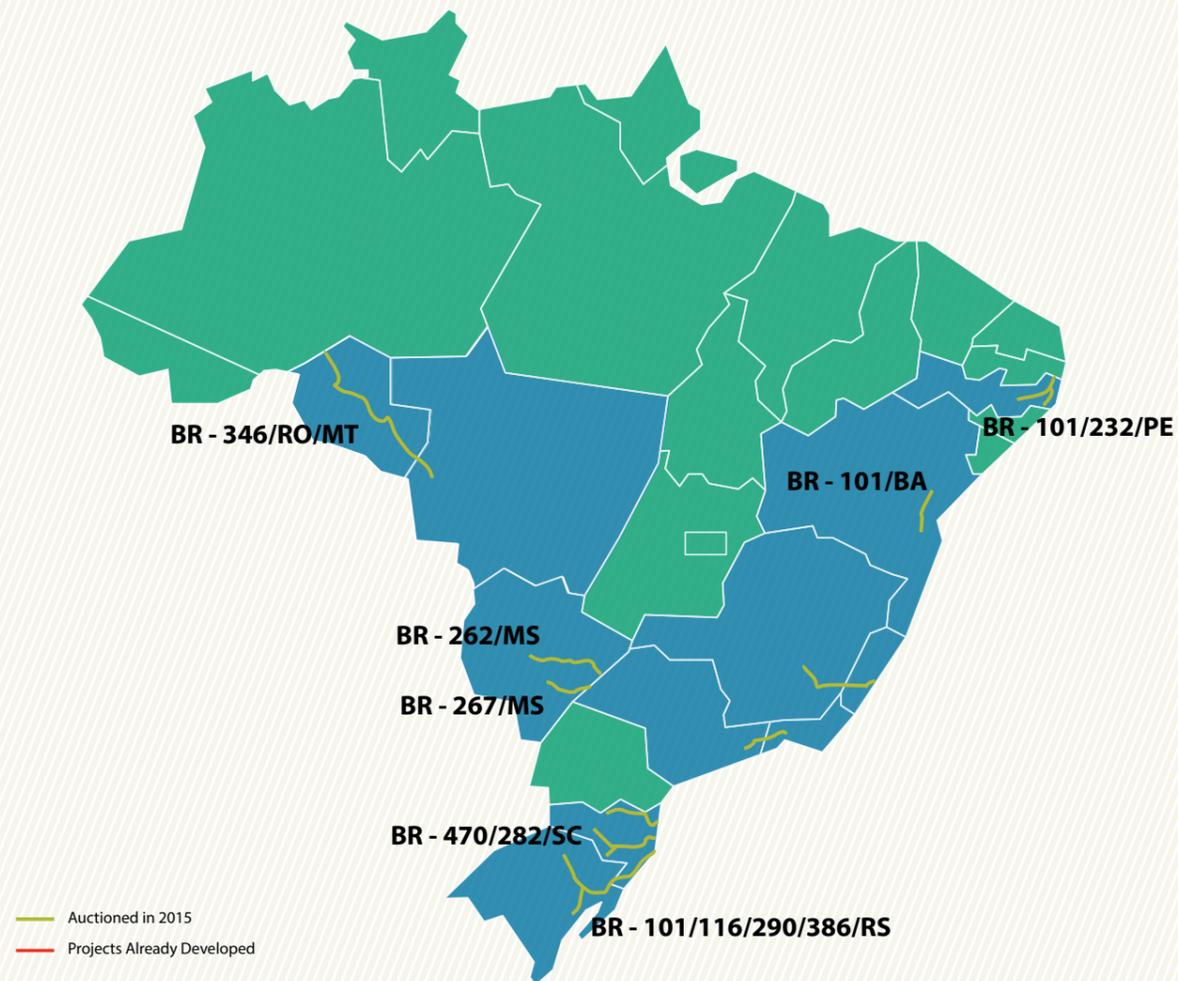
Figure 1 – Stretches of highway with project development process completed



A further 11 stretches of federal highway for which the project development process is ongoing are currently being developed through responses to calls for expression of interest (PMI), which allows principles and solutions from the private sector to be built into the final design of the concession contract. The federal government expects to auction these projects in 2017, which would generate investments in the order of R\$31.2 billion in respect of 4,581km of road, crossing 11 states, as seen in the graphic below.

1 - (1) Federal Highways BR-476, BR-153, BR-282 and BR-480 from Parana to Santa Catarina; (2) Federal Highway BR-364 and BR-365 from Goias to Minas Gerais; (3) Federal Highway BR-364 and BR-060 from Mato Grosso to Goias; and (4) Federal Highway BR-163 from Mato Grosso to Para.

Figure 2 – Map of federal highways due to be auctioned in 2017



Ports

Freight handling at Brazil's ports doubled from 2000 to 2014, with annual growth averaging 5.56%. In order to continue leveraging this growth, the government proposed a change in the legislation to allow new investment to be made in Brazil's ports. This proposal was adopted in 2013 as Act of Congress 12,815, known as the New Ports Act. The main change was to remove the restriction on private port terminals (TUPs), which previously were only permitted to handle cargo belonging to the terminal owner(s). With this restriction removed, new investments can be made to increase capacity and freight handling. Furthermore, the new legislation determined that lease extensions over operating areas within Brazil's public ports (landlord model) are conditional upon the leaseholder making new investments in order to increase capacity and efficiency in port operations. Despite the relatively recent changes in the law, it is already possible to see results. 67 new private port terminals (TUPs) have been authorized and early lease renewal for 10 operating areas in public ports has been granted. Together, this represents a total of over R\$24,4 billion in new investments, as seen in the table below.

Table 1 – Announced Investments from Private Port Terminals (TUPs) and early lease extensions for operating areas in public ports

	TERMINALS	QUANTITY (UNITS)	INVESTMENT (R\$,bn)
TUPs	Completed	40	2,4
	Authorized	27	13,6
	Subtotal	67	16,0
Leasehold	Early Renewal	10	8,4
Total		77	24,4

As of November 27, 2015.

On a parallel track, the government is working towards holding a bidding process for 47 operating areas within public ports (not including the 3 terminals already auctioned in Dec/2015), which include terminals handling various types of cargo in different regions of the country. This process is expected to raise R\$11.3 billion in new investment over the term of the lease.

Table 2- New Leasehold Agreements for Operating Areas in Public Ports

TYPE OF CARGO	PUBLIC PORT	INVESTMENT (R\$)
Containers and Bulk	Belem, Manaus, Paranagua, Santana, Santos (2 areas), Suape (2 areas), Sao Sebastiao and Sao Francisco do Sul	3.5bn
Mineral Bulk Solids	Itaqui, Paranagua, Santos (2 areas), Vila do Conde, Santarem, Aratu and Suape (2 areas)	2.5bn
Grains	Suape, Santos (1 areas), Vila do Conde, Outeiro, Santarem, Rio de Janeiro and Paranagua (3 areas)	3.3bn
Liquid Bulk	Santos (3 areas), Miramar (8 areas), Vila do Conde (2 areas), Santarem (2 areas)	1.6bn
Pulp	Paranagua and Itaqui	0.3bn
TOTAL		11.3 Billion

Airports

When considering Brazil's aviation sector, it is necessary to bear in mind the recent dynamics in the country's civil aviation sector (from 2003 to 2015). Airfares have fallen by approximately 57%; transportation of passengers through Brazil's airports has grown 10.2% on average each year; seat occupancy on aircraft has expanded from 60% to 80%; available seat kilometer (ASK) supply has posted an average annual growth rate of 8.7% and revenue passenger kilometer (RPK) demand has grown by 11.3%. Such growth has brought the total number of passengers travelling through Brazilian airports to 217 million.

It should be highlighted, however, that public investments have not made it possible to expand infrastructure to the same degree as growth in demand for air travel. This has had an impact on the availability and quality of services provided by Brazilian airports.

In order to address this situation, Brazilian government has launched a program of airport privatizations via concessions agreements. Six major airports are already under private management operating on the concession model: Natal-Sao Goncalo do Amarante in the State of Rio Grande do Norte; Sao Paulo-Guarulhos Governor Andre Franco Montoro International Airport; Campinas-Viracopos International Airport; Brasilia President Juscelino Kubitschek International Airport; Belo Horizonte-Confins President Tancredo Neves International Airport, located in the State of Minas Gerais; and Rio de Janeiro-Galeao Tom Jobim International Airport.

The following table provides a snapshot to help understand the magnitude of the largest airports in Brazil.

Table 1 – Passenger Movement in the 15 Largest Airports in Brazil

PASSENGER MOVEMENT IN 2015							
RANK	AIRPORT	DOMESTIC	%	INTERNATIONAL	%	TOTAL	%
1st	Guarulhos (SBGR)*	25,363,646	13.3%	13,620,302	62.9%	38,983,948	18.4%
2nd	Brasilia (SBBR)*	19,110,040	10.0%	711,756	3.3%	19,821,796	9.3%
3rd	Congonhas (SBSB)	19,279,644	10.1%	0	0.0%	644	9.1%
4th	Galeao (SBGL)*	12,818,403	6.7%	4,101,413	19.0%	816	8.0%
5th	Confins (SBCF)*	10,911,936	5.7%	392,348	1.8%	284	5.3%
6th	Santos Dumont (SBRJ)*	9,618,197	5.0%	0	0.0%	197	4.5%
7th	Viracopos (SBKP)*	9,678,524	5.1%	646,125	3.0%	649	4.9%
8th	Salvador (SBSV)	8,694,524	4.6%	346,959	1.6%	483	4.3%
9th	Porto Alegre (SBPA)	7,846,116	4.1%	508,845	2.4%	961	3.9%
10th	Curitiba (SBCT)	7,104,567	3.7%	131,067	0.6%	634	3.4%
11th	Recife (SBRF)	6,429,125	3.4%	271,569	1.3%	694	3.2%
12th	Fortaleza (SBFZ)	6,109,430	3.2%	237,973	1.1%	403	3.0%
13th	Belem (SBBE)	3,603,658	1.9%	109,917	0.5%	575	1.7%
14th	Florianopolis (SBFL)	3,525,090	1.8%	166,435	0.8%	525	1.7%
15th	Vitoria (SBVT)	3,583,875	1.9%	0	0.0%	875	1.7%
Infraero + Concessionaires ^{NB}		190,600,078	100%	21,638,486	100%	212,238,564	100%

Source: Brazilian Public Airports Authority (Infraero) and Data from Private Airport Operators. *Airports privatized through concession agreement. N.B.: Small regional airports that are not added up in this table.

Sao Goncalo do Amarante International Airport, located in the State of Rio Grande do Norte, was included in the National Privatization Program (PND) in February 2008. The auction for the concession contract took place on August 22, 2011 on the Sao Paulo Stock Exchange, with the Inframerica Consortium (formed by Infravix with a 50% share, belonging to Brazilian group Engevix, and the remaining 50% by Argentine company Corporacion America). The concession agreement was signed on November 28, 2011 in a ceremony held in the airport itself and work began on January 24, 2012. In 2015, Corporacion America acquired Engevix's stake in Inframerica, thereby becoming the sole shareholder of the airport.

The airport was a greenfield project; i.e. it involved the construction of brand new infrastructure in a strategically located spot benefiting from favorable climate for aviation. At present, R\$590 million has already been invested in the airport. Natal-Sao Goncalo do Amarante has replaced the former airport serving Natal – Augusto Severo International Airport – and was inaugurated in May 31, 2014. The new terminal building has a yearly capacity to handle 6.2 million passengers. The concession period is for 28 (twenty-eight) years.

Sao Paulo-Guarulhos, Campinas-Viracopos and Brasilia International Airports were included in the PND in July 2011. The auction for concession agreements for managing the airports took place on the Sao Paulo Stock Exchange on February 7, 2012. Sao Paulo-Guarulhos Airport was won by the Invepar/ACSA Consortium comprised of Invepar (made up of three Brazilian pension funds – Previ, Petros and Funcef – and construction company OAS) with a 90% share and ACSA (Airport Company South Africa) with the remaining 10%. Campinas-Viracopos was won by the Aeroportos Brasil Consortium, consisting of construction companies Triunfo Participacoes e Investimentos (45% share), UTC Participacoes – Constran (45%) and Egis Airport Operation (10%). Brasilia Airport was won by the Inframerica Consortium, made up of Infravix Participacoes (part of the Engevix Group) with a 50% share and by Argentinian company Corporacion America, also holding a 50% share. In 2015, Corporacion America acquired the shares held by Engevix in Inframerica, making it the sole private shareholder in Brasilia Airport. The three airports were auctioned for a total of R\$24.5 billion, a premium of almost five times above the reserve value of R\$5,477 billion set by the government.

Concession agreements were signed on June 14, 2012, with works set to begin on July 11, 2012 in respect of Campinas-Viracopos and Sao Paulo-Guarulhos Airports and July 23, 2012 in respect of Brasilia Airport.

Sao Paulo-Guarulhos Airport is set to receive R\$4.7 billion over the course of the 20-year concession period according to the Feasibility Studies investment plan. At present, approximately R\$3.4 billion has already been invested. For Campinas-Viracopos Airport, the Feasibility Studies estimate that approximately R\$8.7 billion will be invested over the course of the 30-year concession period. Approximately R\$3 billion of this total has already been invested. With respect to Brasilia Airport, a total investment of R\$2.8 billion is expected to be spent on the airport over the 25-year concession term, of which approximately R\$1.3 billion has already been invested.

Finally, Belo Horizonte President Tancredo Neves International Airport, located in the municipalities of Confins and Lagoa Santa in the State of Minas Gerais (Belo Horizonte-Confins) and Rio de Janeiro Tom Jobim International Airport, located in the City of Rio de Janeiro (Rio de Janeiro-Galeao) were included in the PND in February 2013.

The auction for concession agreements in respect of these two airports was held on the Sao Paulo Stock Exchange on November 22, 2013. The concession of Belo Horizonte-Confins Airport was won by the Aerobrasil Consortium, made up of Brazilian construction company CCR with a 75% share and Zurich Airport and Munich Airport (FMG) with a 25% share (later, Munich Airport dropped out and Zurich remained as the sole operator partner). In respect of Rio de Janeiro-Galeao Airport, the concession was won by the Aeroportos do Futuro Consortium, comprising Brazilian construction company Odebrecht with a 60% share and the operator of Singapore Airport (Changi) with a 40% share. Both airports were auctioned for a total of R\$20.8 billion, almost four times above the reserve value stipulated by the government of R\$5.92 billion.

The concession agreement for Rio de Janeiro-Galeao was signed on April 02, 2014, and that of Belo Horizonte-Confins on April 07, 2014. The Feasibility Studies for Belo Horizonte-Confins estimate that R\$3.5 billion will be invested over the 30-year duration of the concession, of which R\$178 million has already been invested. For Rio de Janeiro-Galeao Airport, investment is forecast to total R\$5.652 billion over the course of the 25-year concession, of which approximately R\$1,960 billion has already been invested.

Various construction works planned under the Airport Operation Plans for all airports operating under concession agreement have already been completed, which has significantly contributed to meeting demand for airport infrastructure in Brazil. At present, concessionaires have invested over R\$10.3 billion in all six airports, which has added capacity by almost 90 million additional passengers per year to Brazil's airport sector. Finally, it is worth noting that the concession of these airports has brought revenues of R\$5.2 billion through concession fees (both fixed and variable payments) from 2013 and 2015. This total is used for the National Civil Aviation Fund (abbreviated 'FNAC' in Portuguese) that will be used to make further investments in Brazil's airport sector, such as air navigation, regional airports and pilot training.

Concession of airports has been a positive experience, both in terms of bringing new investment (as described above) and in terms of user satisfaction. The customer survey carried out by Brazil's Department of Civil Aviation (SAC) has shown that passenger satisfaction has continued to improve over the past few years. Furthermore, the sector continues to grow at a dynamic pace. Forecasts from the Brazilian airline association show that Brazil's passenger market is set to double in size by 2020, while air cargo is expected to grow by 58% compared to 2012 levels.

In order to capitalize on this favorable outlook for the sector, the Brazilian government launched the second phase of the Logistics Investment Program (abbreviated 'PIL' in Portuguese) in June 2015, which includes the concession of four more airports: Porto Alegre (State of Rio Grande do Sul); Fortaleza (State of Ceara); Florianopolis (State of Santa Catarina) and Salvador (State of Bahia). These concessions are currently in the final stages of the public hearing process, and the final bid documents should be available soon. The airports are likely to be auctioned to the private sector in the second semester of 2016.

Below is a brief overview of the main stages in the concession process:

1. Technical, Economic and Environmental Feasibility Studies and Impact Assessment
2. Studies are submitted to the Court of Auditors (TCU) for approval
3. Public Hearing
4. Call for bids
5. Auction

According to the forecasts present in the Technical, Economic and Environmental Feasibility Studies, total investments required for the four airports over a 30-year horizon are R\$1,622 billion for Porto Alegre (SBPA); R\$2,226 billion for Salvador (SBSV); R\$887 million for Florianopolis (SBFL); and R\$1,306 billion for Fortaleza (SBFZ).

Salvador Airport saw passenger traffic of just over 9 million in 2015 and has consolidated its position as the largest airport in the State of Bahia. Forecasts from the Feasibility Studies indicate that demand from the region is set to reach just over 35.4 million passengers in 30 years, which requires planning for the construction of a new runway as well as other investments required to reach IATA Level C (as set out in the Call for Expressions of Interest).

Porto Alegre Airport saw passenger movement total just over 8.4 million in 2015, making it the largest airport in Southern Brazil and also one of the main gateways to the South American Common Market (Mercosur) for both passengers and air cargo. Initial forecasts from the Brazilian Department of Civil Aviation point to demand in the region reaching approximately 21.9 million passengers in 25 years. In order to meet this demand, there will be an enlargement of the existing runway.

Florianopolis Airport was used by approximately 3.6 million passengers in 2015 and is currently one of Brazil's main tourist destinations. While having a runway that can comfortably cope with current levels of demand, urgent investment is required in the passenger terminal building and aircraft aprons in order to extend the airport's growth trajectory. Forecasts from the Feasibility Studies indicate demand from the region will reach just over 13.6 million passengers in 30 years.

Fortaleza Airport, the largest airport in the State of Ceara, saw passenger traffic of approximately 6.3 million in 2015, including both domestic and international routes. At present, the airport's most saturated point is the terminal building. Forecasts from the Feasibility Studies indicate that demand from the region should reach just over 27.8 million passengers in 30 years.

In conclusion, the continuing concessions process is seen as part of the solution to addressing Brazil's infrastructure deficit, contributing to national development and improving quality of life for the population as a whole.

Railways

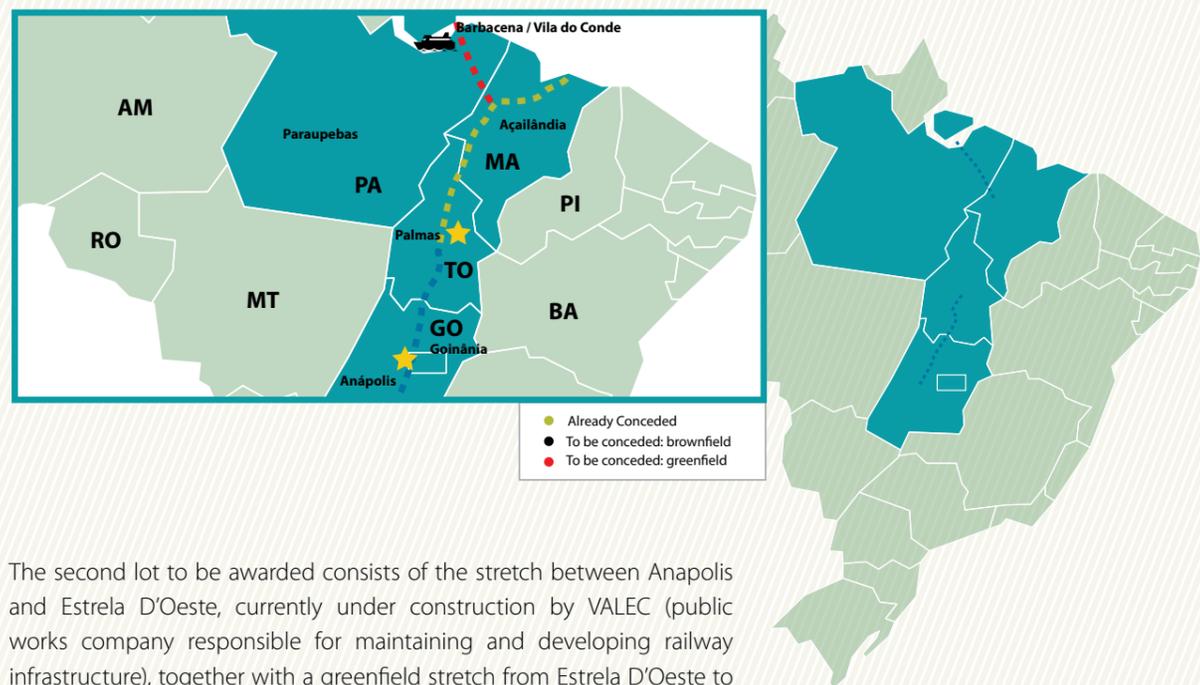
Expanding and improving railway transportation in Brazil is fundamental to guarantee greater competitiveness for Brazilian exports. Between 2000 and 2014 for example, there was a 129.8% growth in Brazil's grain crop. Without an improved logistics network, part of these gains in Brazilian agricultural output will be lost.

The second phase of the PIL has a forward-thinking vision for the railway sector. In total, 5 stretches of railway are under project development for a call for bids. The concession agreements will be adapted to meet the specific characteristics of each stretch, maintaining the principle of open access for Independent Railway Operators by means of regulating rights of way that will also benefit existing concession agreements.

Among the forthcoming concession agreements, two are part of the North-South Railway (Ferrovia Norte-Sul), which had one stretch of branch line auctioned in 2007 (between Palmas and Acailandia). Each of these stretches include both brownfield and greenfield construction.

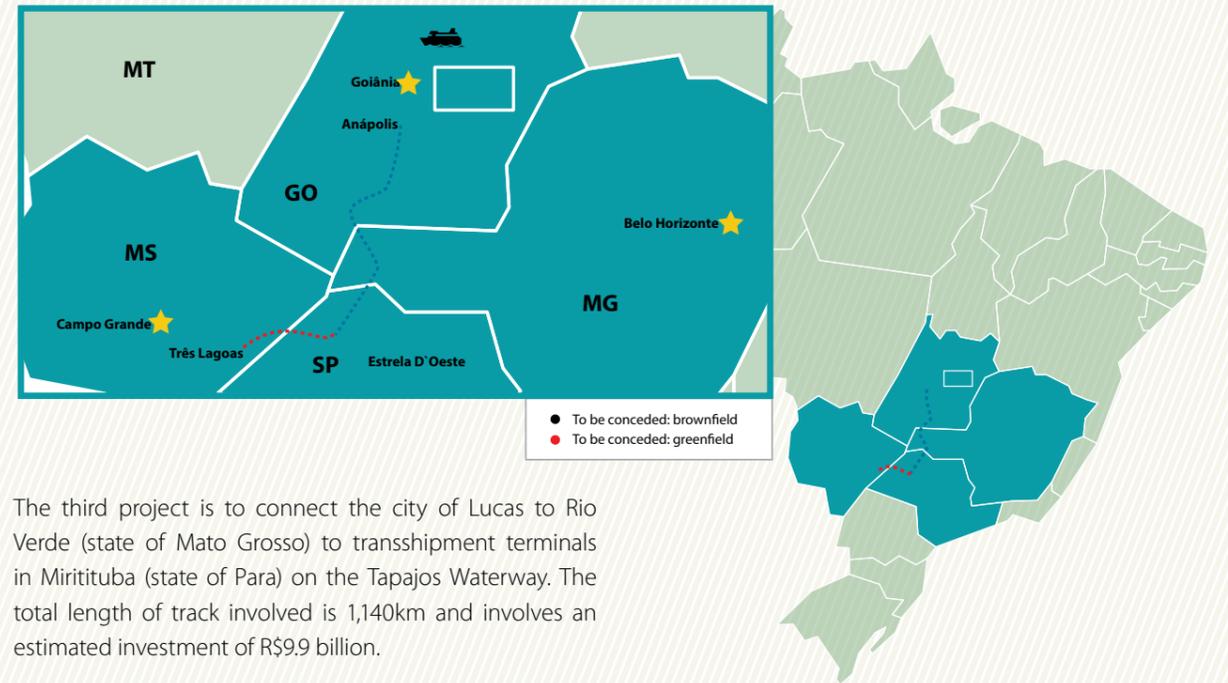
Concession of the completed stretch between Palmas and Anapolis is due to be auctioned jointly with a greenfield stretch of track between Acailandia and Barcarena, as shown on the map below. The total length of track under that concession agreement is 1,430km involving an estimated investment of R\$7.8 billion. The primary objective is to complete the North-South corridor at its northernmost point, allowing goods to be transported for export from the Port of Vila do Conde, located in the Amazon River basin, as an alternative to the Port of Itaquí (Maranhão).

Figure 3 - Palmas-Anapolis and Acailandia-Barcarena



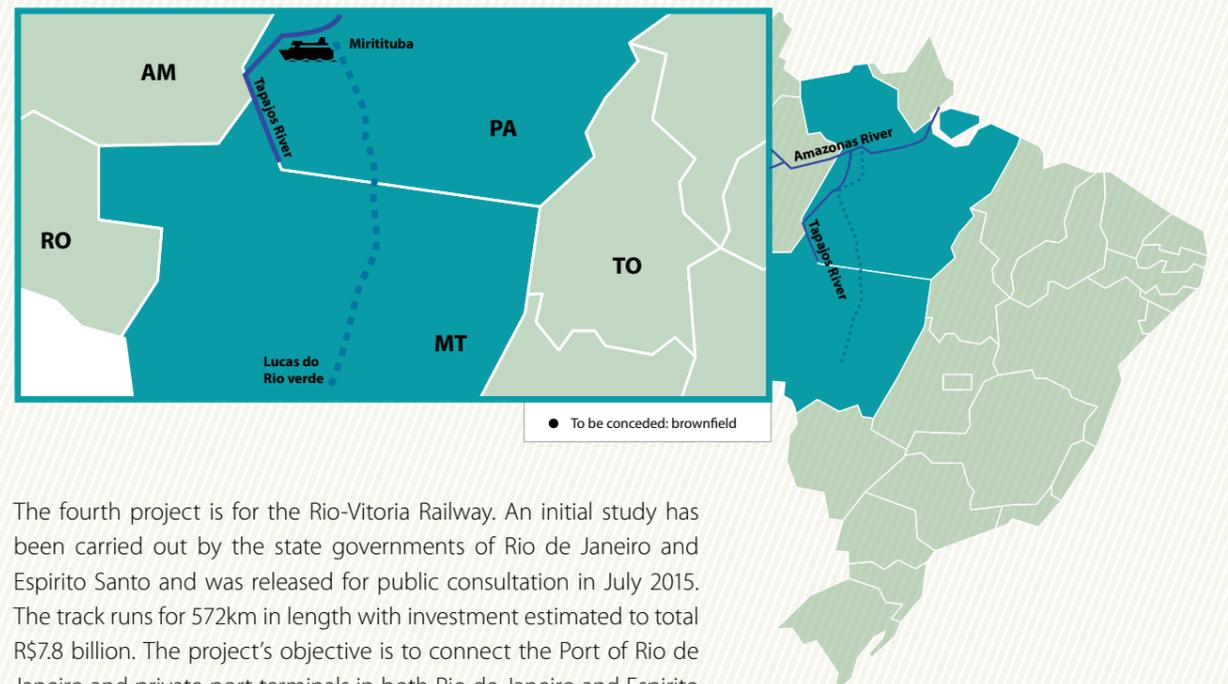
The second lot to be awarded consists of the stretch between Anapolis and Estrela D'Oeste, currently under construction by VALEC (public works company responsible for maintaining and developing railway infrastructure), together with a greenfield stretch from Estrela D'Oeste to Três Lagoas, as shown on the map below. This concession project is for a stretch of track running for 895km with an estimated investment of R\$4.9 billion. The project goal is to extend the North-South corridor further to the south, linking the agribusiness hub of Três Lagoas in the state of Mato Grosso do Sul. This will also strengthen the strategic transportation corridor comprised of broad gauge track (concession awarded) leading to the Port of Santos via the Sao Paulo rail network.

Figure 4 - Anapolis-Estrela D'Oeste and Estrela D'Oeste-Três Lagoas



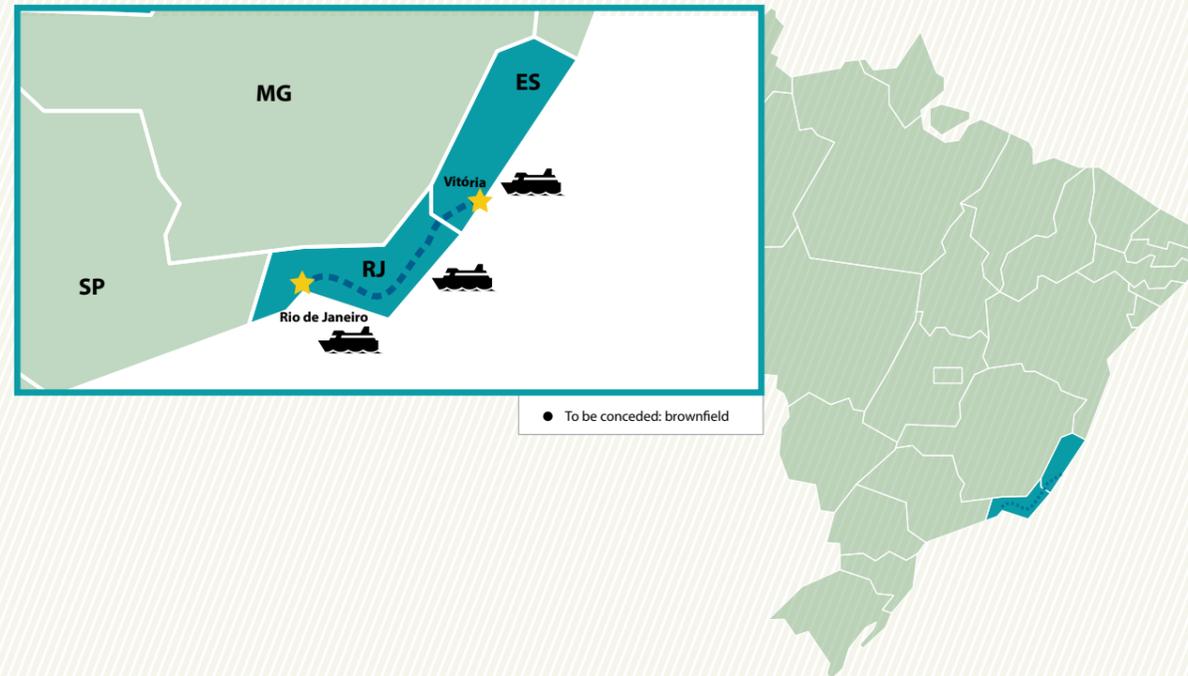
The third project is to connect the city of Lucas to Rio Verde (state of Mato Grosso) to transshipment terminals in Miritituba (state of Para) on the Tapajos Waterway. The total length of track involved is 1,140km and involves an estimated investment of R\$9.9 billion.

Figure 5 - Lucas do Rio Verde - Miritituba



The fourth project is for the Rio-Vitoria Railway. An initial study has been carried out by the state governments of Rio de Janeiro and Espírito Santo and was released for public consultation in July 2015. The track runs for 572km in length with investment estimated to total R\$7.8 billion. The project's objective is to connect the Port of Rio de Janeiro and private port terminals in both Rio de Janeiro and Espírito Santo states with the Port of Vitoria and private port terminals in Tubarao (a borough of Vitoria).

Figure 6 – Rio de Janeiro - Vitoria



Finally, the Interoceanic Railway Project spanning Brazil and Peru is at an initial development phase. The goal is to build a transportation corridor for Brazilian exports to ports on South America's Pacific coastline. In this regard, a Memorandum of Understanding was signed between Brazil, Peru and China to guide project development studies due to be completed by May 2016. Preliminary estimates from the Brazilian government have indicated an investment budget of R\$40 billion.

Financing

The Brazilian Development Bank (BNDES) continues to be the main source of funding for logistics and infrastructure projects in Brazil. For the second phase of the PIL, competitive financing from BNDES is conditioned to accessing complementary long-term financing from capital markets through a system of incentives designed to encourage concession holders to issue bonds (debentures) with special conditions for infrastructure projects³. Essentially the mechanism works as follows: the larger the portion of costs funded through debentures, the more credit will be available to the concession holder from BNDES at bank's long-term interest rate (TJLP).

In addition to the portion of funding set at the TJLP rate, which has a lower cost, the BNDES shall also contribute a share at market rates in order to complement the financing total, up to a maximum share of 70% of total investment cost. The remaining 30% must be borne by the concession holder. In the case of railway projects, for which the volume of capital is greater and maturity dates are longer, BNDES financing can amount to a total of 90%, of which 70% can be financed at the TJLP rate. Because conditions are more favorable in the case of railway projects, debenture issuance does not lead to an increase in TJLP financing in this case.

The table below summarizes financing conditions.

Table 3- BNDES Financing Conditions

	PORTION SET AT THE TJLP RATE WITHOUT DEBENTURE ISSUANCE %	PORTION SET AT THE TJLP RATE WITH DEBENTURE ISSUANCE %	TOTAL BNDES FINANCING FOR THE PROJECT
Highways	35	45	70%
Ports	25	35	70%
Airports	15	35	70%
Railways	70	70	90%

³ Infrastructure debentures are incentivized through a mechanism created by Act of Congress 12,431 of 2011, which guarantees tax exemptions for holders of these instruments provided certain conditions are met and once the federal government has classified the project for which the debentures are issued as a priority project. According to data from Brazil's Capital Markets Institute (ANBIMA), as of October 2015 there have been 47 debenture issuances raising a total of almost R\$16 billion.

Transport and Logistics / Public Ports

(Lease Contracts for Operating Areas)

29 Projects

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.11)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the Solid Bulk Mineral Terminal in the Port of Santos (petroleum, chemicals and their distillates/derivatives) – Terminal STS.11 (Outeirinho).
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Sao Paulo, Port of Santos, Dry Bulk Terminal (Mineral) – Terminal STS.11 (Outeirinho).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 40,870,555.11
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.10)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the Container, General Cargo and Break Bulk Terminal in the Port of Santos – Terminal STS.10 (Saboo).
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Sao Paulo, Port of Santos, Container and Break Bulk Terminal (Saboo).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 61,028,728.92
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and Private
<i>Timeframe</i>	Calls for Bids to be held during the second half of 2016 and the first half of 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.15)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the Container Storage and General Cargo Terminal in the Port of Santos – Terminal STS.15 (Conceicaozinha).
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Sao Paulo, Port of Santos, Container and Break Bulk Terminal (Conceicaozinha).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 10,245,349.15
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held during 2017 and the first half of 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.20)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the Salt and fertilizers and Dry Bulk Terminal in the Port of Santos (salt, fertilizers) – Terminal STS.20 (Outeirinho).
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Sao Paulo, Port of Santos, Solid Bulk Mineral Terminal – Terminal STS.20 (Outeirinho).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 44,929,750.46
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

⁴ It considers an average exchange rate at 3,381 BRL per dollar.

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.36)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the GENERAL CARGO Terminal in the Port of Santos – Terminal STS.36 (Paqueta).
<i>Additional information</i>	The process will be coordinated by the Ministry of Ports.
<i>Project location</i>	State of Sao Paulo, Port of Santos, GENERAL CARGO Terminal – Terminal STS.36 (Paqueta).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 78,565,651.12
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids already happened during 2015.
<i>Institution responsible for the project</i>	Ministry of Ports (Secretaria de Portos)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State in which institution is located</i>	Federal District
<i>Municipality in which institution is located</i>	Brasilia
<i>Portuguese website</i>	http://www.portosdobrasil.gov.br/
<i>English website</i>	
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.13)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the Liquid Bulk Terminal in the Port of Santos – Terminal STS.13 (Barnabe).
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Sao Paulo, Port of Santos, Liquid Bulk Terminal – Terminal STS.13 (Barnabe).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 56,301,488.87
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasilia
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.25)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the Liquid Bulk Terminal in the Port of Santos – Terminal STS.25 (Alamoá).
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Sao Paulo, Port of Santos, Liquid Bulk Terminal – Terminal STS.25 (Alamoá).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 46,972,828.85
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.07)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the Cellulose, Paper and Pulp Terminal in the Port of Santos – Terminal STS.07 (Macuco).
<i>Additional information</i>	The process will be coordinated by the Ministry of Ports.
<i>Project location</i>	State of Sao Paulo, Port of Santos, Cellulose, Paper and pulp Terminal – Terminal STS.07 (Macuco).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 48,512,626.94
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids already happened during 2015.
<i>Institution responsible for the project</i>	Ministry of Ports (Secretaria de Portos)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino 70714900
<i>State in which institution is located</i>	Federal District
<i>Municipality in which institution is located</i>	Brasilia
<i>Portuguese website</i>	http://www.portosdobrasil.gov.br/
<i>English website</i>	
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santos (Terminal STS.04)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Sao Paulo, including the Dry Bulk Terminal in the Port of Santos – Terminal STS.04 (Ponta da Praia).
<i>Additional information</i>	The process will be coordinated by the Ministry of Ports.
<i>Project location</i>	State of Sao Paulo, Port of Santos, Dry Bulk Terminal – Terminal STS.04 (Ponta da Praia).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 74,850,963.12
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids already happened during 2015.
<i>Institution responsible for the project</i>	Ministry of Ports (Secretaria de Portos)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State in which institution is located</i>	Federal District
<i>Municipality in which institution is located</i>	Brasilia
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santarem (Terminal STM.02)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Dry Bulk Mineral Terminal in the Port of Santarem (fertilizers) – Terminal STM.02.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Santarem, Dry Bulk Terminal (fertilizers).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 40,897,516.55
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2016.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasilia
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Belem (Terminal BEL.01)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Multipurpose Terminal in the Port of Belem – Terminal BEL.01.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Belem, Container and Break Bulk Terminal
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 43,650,579.67
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held in 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santarem (Terminal STM.01)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Dry Bulk Terminal in the Port of Santarem – Terminal STM.01.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Santarem, Dry Bulk Terminal (soybeans and corn)
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 104,176,028.28
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held during the second half of 2016 and the first half of 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 13 Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santarem (Terminal STM.05)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Santarem – Terminal STM.05.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Santarem, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 599,143.23
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Miramar (Terminal MIR.01)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the GLP Terminal in the Port of Miramar – Terminal MIR.01.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Miramar, GLP Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 6,162,188.07
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Santarem (Terminal STM.04)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Santarem – Terminal STM.04.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Santarem, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 3,283,304.87
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Miramar (Terminal BEL.09)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Miramar – Terminal BEL.09.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Miramar, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 19,100,686.02
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.27)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Vila do Conde (Terminal VDC.27)
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Vila do Conde, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 47,769,689.34
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Miramar (Terminal BEL.11)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Miramar – Terminal BEL.11.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Miramar, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 3,780,593.75
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.26)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Vila do Conde (Terminal VDC.26).
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Vila do Conde, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 31,559,869.39
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.25)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Vila do Conde (Terminal VDC.25)
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Vila do Conde, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 35,250,591.65
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Miramar (Terminal BEL.05)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the GLP Terminal in the Port of Miramar – Terminal BEL.05.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Miramar, GLP Terminal
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 3,780,593.75
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Outeiro (Terminal OUT.01)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Dry Bulk Terminal in the Port of Outeiro – Terminal OUT.01.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Outeiro, Dry Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 72,978,640.54
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held during the first half of 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 13 Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Miramar (Terminal BEL.06)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the GLP Terminal in the Port of Miramar – Terminal BEL.06.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Miramar, GLP Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 3,289,296.31
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Outeiro (Terminal OUT.02)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Dry Bulk Terminal in the Port of Outeiro – Terminal OUT.02.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Outeiro, Dry Bulk Terminal (soybeans and corn).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 72,978,640.54
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held during 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 13
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Outeiro (Terminal OUT.03)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Dry Bulk Terminal in the Port of Outeiro – Terminal OUT.03.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Outeiro, Dry bulk Terminal (soybeans and corn).
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 72,978,640.54
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 13 Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.28)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Vila do Conde – Terminal VDC.28.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Vila do Conde, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 38,321,200.68
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 13 Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.29)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Dry Bulk Terminal in the Port of Vila do Conde – Terminal VDC.29.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Vila do Conde, Dry Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 150,103,352.21
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 13 Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.12)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Liquid Bulk Terminal in the Port of Vila do Conde – Terminal VDC.12.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Vila do Conde, Liquid Bulk Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 122,434,918.07
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2018.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C 13 Mezanino 70714900
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

PROJECT TITLE	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.04)
<i>Project overview</i>	Investment projects for areas in public ports (landlord model) in the State of Para, including the Dry Bulk Mineral Terminal in the Port of Vila do Conde – Terminal VDC.04.
<i>Additional information</i>	The process will be coordinated by the Ministry of Transportation, Ports and Civil Aviation.
<i>Project location</i>	State of Para, Port of Vila do Conde, Dry Bulk Mineral Terminal.
<i>Project website</i>	http://www.portosdobrasil.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (Brazilian Economic Activity Classification Codes (CNAE) 49 to 53)
<i>Total project cost</i>	USD 107,126,808.66
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Calls for Bids to be held 2017.
<i>Institution responsible for the project</i>	Ministry of Transportation, Ports and Civil Aviation (Ministério dos Transportes, Portos e Aviação Civil)
<i>Institution's address</i>	SCN quadra 04, bloco B Petala C. Mezanino
<i>State and Municipality in which institution is located</i>	Federal District/ Brasília
<i>Website</i>	http://www.portosdobrasil.gov.br/
<i>Project coordinator</i>	Rossano Reolon/ +55 (61) 3411-3757/ rossano.reolon@portosdobrasil.gov.br

Transport and Logistics⁵ / Highways

15 Projects

PROJECT TITLE	Highway concession on Route BR-364 and Route BR-060 from Mato Grosso to Goiás
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Federal Routes BR-364 and BR-060 from Mato Grosso to Goiás A 704km stretch of highway crossing the States of Mato Grosso and Goiás as follows: - Route BR-364 from the interchange with the BR-163 (near Rondonópolis) to the interchange with Route BR-060 (near Jataí) - Route BR-060 from the interchange with Route BR-364 (near Jataí) to the City of Goiânia
<i>Project website</i>	http://3etapaconcessoes.antt.gov.br/index.php/content/view/2716/Edital_n__5_2014.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 1.228.243.611,64 / BRL 4,100,000,000
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Current status: Out for public consultation (from October 27 to november 28) Expected Timeframe - Call for Bids: abril 2017 - Auction: julho 2017
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasília
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Route BR-101, Route BR-465 and Route BR-493 from Sao Paulo to Rio de Janeiro
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Federal Routes BR-101, BR-465 and BR-493 from Sao Paulo to Rio de Janeiro 357km stretch of highway crossing the States of São Paulo and Rio de Janeiro as follows: - Route BR-101 between the town of Praia Grande in the Municipality of Ubatuba (Sao Paulo) to the interchange with Route BR-465 and State Routes RJ-071 and RJ-097 (near Santa Cruz) - Route BR-465 between the interchange with Route BR-101 and the interchange with Route BR-116 - Route BR-493 between the interchange with Route BR-101 and the interchange with Routes BR-040 and BR-116
<i>Project website</i>	http://rodovias.antt.gov.br/index.php/content/view/2030/Edital_n__10_2015__BR_101_493_465_RJ_SP.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 928.671.999,04 / BRL 3.100.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project development studies Concluded on april 2016.
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasília
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

⁵ It considers an average exchange rate at 3,381 BRL per dollar.

PROJECT TITLE	Highway concession on Route BR-262 and Route BR-381 from Minas Gerais to Espírito Santo
Project overview	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
Project location	Federal Routes BR-381 and BR-262 from Minas Gerais to Espírito Santo 486km stretch of highway crossing Minas Gerais and Espírito Santo as follows: - Route BR-262 between the interchange with Route BR-381 (near Joao Monlevade) and the interchange with Route BR-101 - Route BR-381 between the interchange with Route BR-262 (near Joao Monlevade) and the interchange with Route BR-262 (City of Belo Horizonte)
Project website	http://rodovias.antt.gov.br/index.php/content/view/2028/Edital_n__8_2015___BR_262_381_MG.html
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 569.186.063,93 /BRL 1.900.000.000,00
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	Project development studies being carried out by EPL; due to be concluded by 2° semester 2017.
Institution responsible for the project	Brazilian Highway and Railroad Administration (ANTT)
Institution's address	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
State and Municipality in which institution is located	Federal District/Brasilia
Website	www.antt.gov.br
Project coordinator	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Route BR-101 and Route BR-232 in Pernambuco
Project overview	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
Project location	Federal Routes BR-101 and 232 in Pernambuco Located entirely within the State of Pernambuco as follows: - Route BR-101 from the state line between Paraiba and Pernambuco to the state line between Pernambuco and Alagoas - Includes a new beltway around the City of Recife (state capital) from Cabo de Santo Agostinho to Igarassu - Route BR-232, from the interchange with Route BR-101 to Cruzeiro do Nordeste Total Length: 564km. Includes construction of Recife Metropolitan Beltway; improved access to the Port of Suape; and twinning of Route BR-232 as far as Cruzeiro do Nordeste
Project website	http://rodovias.antt.gov.br/index.php/content/view/2024/Edital_n__7_2015___BR_101_232_PE.html
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 1.258.200.772,89/ BRL 4.200.000.000,00
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	Project development studies being carried out through a Call for Expressions of Interest (PMI); due to be concluded by august 2016.
Institution responsible for the project	Brazilian Highway and Railroad Administration (ANTT)
Institution's address	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
State and Municipality in which institution is located	Federal District/Brasilia
Website	www.antt.gov.br
Project coordinator	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Route BR-267 in Mato Grosso do Sul
Project overview	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
Project location	Federal Route BR-267 in Mato Grosso do Sul: a 249km stretch of highway located entirely within the State of Mato Grosso do Sul from the interchange with Route BR-163 to the state line between Mato Grosso do Sul and Sao Paulo.
Project website	http://rodovias.antt.gov.br/index.php/content/view/1728/Edital_n__4_2015___BR_267_MS.html
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 599.143.225,19/ BRL 2.000.000.000,00
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	Project development studies being carried out by EPL; due to be concluded by 2° semester 2017.
Institution responsible for the project	Brazilian Highway and Railroad Administration (ANTT)
Institution's address	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
State and Municipality in which institution is located	Federal District/Brasilia
Website	www.antt.gov.br
Project coordinator	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Routes BR-364 and BR-365 from Goias to Minas Gerais
Project overview	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
Project location	437km stretch of highway crossing the States of Goias and Minas Gerais as follows: - Route BR-364 from Goias to Minas Gerais, from the interchange with Route BR-060 (Jatai) to the interchange with Route BR-153 (192.7km in total) - Route BR-365 in Minas Gerais: from the interchange with Route BR-153 to the City of Uberlandia (244.3km in total)
Project website	http://www.antt.gov.br/index.php/content/view/41856/008_2015.html
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 826.817.650,76 /BRL 2.760.000.000,00
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	Current status: Project development study complete Expected Timeframe - Call for Bids: august 2016 - Auction: november 2016
Institution responsible for the project	Brazilian Highway and Railroad Administration (ANTT)
Institution's address	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
State and Municipality in which institution is located	Federal District/Brasilia
Website	www.antt.gov.br
Project coordinator	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Routes BR-163 and BR-230 from Mato Grosso to Para
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Route BR-163 from Mato Grosso to Para 976km of highway crossing the States of Mato Grosso and Para as follows: - Route BR-163 from the interchange with state route MT-220 to the interchange with Route BR-230 - Route BR-230 from the interchange Route BR-163 (City of Campo Verde) to Miritituba
<i>Project website</i>	http://3etapaconcessoes.antt.gov.br/index.php/content/view/2713/Edital_n__4_2014.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 1.977.172.643,12 /BRL 6.600.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Current status: Project development study complete Expected Timeframe - Call for Bids: november 2016 - Auction: January 2017
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Routes BR-476, BR-153, BR-282 and BR-480 from Parana to Santa Catarina
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Routes BR-476, BR-153, BR-28 and BR-480 from Parana to Santa Catarina 398.9km stretch of highway crossing the States of Parana and Santa Catarina as follows: - Route BR-476 in Parana from Lapa to Uniao da Vitoria (total of 158.9km) - Route BR-153 in Parana and Santa Catarina from Uniao da Vitoria to the interchange with Route BR-282 (133.5km) - Route BR-282 in Santa Catarina from the interchange with Route BR-153 to the interchange with Route BR-480 (98.9km) - Route BR-480 in Santa Catarina from the interchange with Route BR-282 to Chapeco (7.6km)
<i>Project website</i>	http://www.antt.gov.br/index.php/content/view/40504/006_2015.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 1.237.230.760,01 /BRL 4.130.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Current status: Out for public consultation (from september 29 to october 31)
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and municipality in which institution is located</i>	Federal District/ Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Route BR-364 from Rondonia to Mato Grosso
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Route BR-364 from Rondonia to Mato Grosso: 806km stretch of highway crossing the States Rondonia and Mato Grosso from the interchange with Route BR-174 in Comodoro and the City of Porto Velho (Ulisses Guimaraes access ramp).
<i>Project website</i>	http://rodovias.antt.gov.br/index.php/content/view/1726/Edital_n__6_2015___BR_364_RO_MT.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 1.887.301.159,34 /BRL 6.300.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project development studies being carried out through a Call for Expressions of Interest (PMI); due to be concluded by august 2016.
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Route BR-262 in Mato Grosso do Sul
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Route BR-262 in Mato Grosso do Sul: 327km stretch of highway entirely located within the State of Mato Grosso do Sul from the interchange with Route BR-163 (City of Campo Grande) to the state line between Mato Grosso do Sul and Sao Paulo.
<i>Project website</i>	http://rodovias.antt.gov.br/index.php/content/view/1709/Edital_n__3_2015___BR_262_MS.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 748.929.031,48/ BRL 2.500.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project development studies being carried out by EPL; due to be concluded on 2° semester 2016.
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Concessão das rodovias BR-101/116/290/386/RS
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	BR-101/116/290/386/RS: Trecho de 581 km, integralmente inserido no Estado do Rio Grande do Sul.
<i>Project website</i>	http://rodovias.antt.gov.br/index.php/content/view/2031/Edital_n__11_2015___BR_101_116_290_386_RS.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 958.629.160,30/ BRL 3.200.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project development studies being carried out through a Call for Expressions of Interest (PMI); due to be concluded by July 2016.
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Route BR-470 and Route BR-282 in Santa Catarina
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Highways: - Route BR-470 in Santa Catarina from Navegantes to the state line between Santa Catarina and Rio Grande do Sul - Route BR-282 in Santa Catarina from the interchange with Route BR-470 to the interchange with Route BR-153 Total Length: 455km.
<i>Project website</i>	http://rodovias.antt.gov.br/index.php/content/view/2029/Edital_n__9_2015___BR_282_470_SC.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 958.629.160,30 /BRL 3.200.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project development studies being carried out through a Call for Expressions of Interest (PMI); concluded by august 2016.
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Concessão da rodovia BR-101/SC
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	BR-101/SC: Trecho de 220 km, integralmente inserido no Estado de Santa Catarina.
<i>Project website</i>	http://rodovias.antt.gov.br/index.php/content/view/1703/Edital_n__2_2015___BR_101_SC.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 329.528.773,85/ BRL 1.100.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project development studies carried out through a Call for Expressions of Interest (PMI); concluded on april 2016.
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Route BR-101 in Bahia
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Route BR-101 in Bahia: 199 km stretch of highway entirely located within the State of Bahia between the towns of Feira de Santana and Gandu.
<i>Project website</i>	http://rodovias.antt.gov.br/index.php/content/view/2020/Edital_n__1_2015___BR_101_BA.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 479.314.580,15 /BRL 1.600.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project development studies carried out through a Call for Expressions of Interest (PMI); concluded on abril 2016.
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Highway concession on Route BR-280 in Santa Catarina
<i>Project overview</i>	Increase capacity, carry out road repair and maintenance works, implement road improvement schemes and operate the toll road.
<i>Project location</i>	Route BR-280 in Santa Catarina: 307km stretch of highway located entirely within the State of Santa Catarina between the Port of Sao Francisco do Sul and the state line between Santa Catarina and Parana (Porto Uniao/Uniao da Vitoria).
<i>Project website</i>	http://rodovias.antt.gov.br/index.php/content/view/1724/Edital_n__5_2015___BR_280_SC.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 629.100.386,45 /BRL 2.100.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project development studies being carried out through a Call for Expressions of Interest (PMI); due to be concluded by august 2016.
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	www.antt.gov.br
<i>Project coordinator</i>	Marcelo Bruto da Costa Correia/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

Transport and Logistics / Railways⁶

4 Projects

PROJECT TITLE	Railway line concession from Rio de Janeiro (Rio de Janeiro) to Vitoria (Espirito Santo)
<i>Project overview</i>	Section from Rio de Janeiro to Vitoria - Total length: 577.8km Connects the Metropolitan Regions of Rio de Janeiro and Vitoria, integrating petrochemical, industrial and logistics complexes and ports. Build, operate and transfer Estimated CAPEX: R\$7.8 billion"
<i>Project location</i>	Metropolitan Region of Rio de Janeiro to the Metropolitan Region of Vitoria
<i>Project website</i>	http://pilferrovias.antt.gov.br/index.php/content/view/1995/Rio_de_Janeiro___Espirito_Santo.html
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 2.336.658.578,23/ BRL 7.800.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Under consideration
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	http://www.antt.gov.br/
<i>Project coordinator</i>	Carlos Fernando do Nascimento/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Railway line concession from Lucas do Rio Verde (Mato Grosso) to Miritituba (Para)
<i>Project overview</i>	"Section from Lucas do Rio Verde (Mato Grosso) to Miritituba (Para) Total length: 1,140km Connects one of Brazil's main agricultural hubs for grains production with ports located in the Northern Region including the Tapajos Waterway."
<i>Project location</i>	States of Mato Grosso and Para
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 2.965.758.964,68 /BRL 9.900.000.000,00
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Under consideration
<i>Institution responsible for the project</i>	Brazilian Highway and Railroad Administration (ANTT)
<i>Institution's address</i>	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
<i>State and Municipality in which institution is located</i>	Federal District/Brasilia
<i>Website</i>	http://www.antt.gov.br/
<i>Project coordinator</i>	Carlos Fernando do Nascimento/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

⁶ It considers an average exchange rate at 3,381 BRL per dollar.

PROJECT TITLE	Railway line concession on the North-South Railway from Palmas (Tocantins) to Anapolis (Goias) and from Barcarena (Para) to Acailandia (Maranhao)
Project overview	<p>"Sections: (i) Anapolis (Goias) to Palmas (Tocantins): built (ii) Acailandia (Maranhao) to Barcarena (Para): greenfield Total Extension: 1,430km</p> <p>Completes the northern stretch of the North-South Railway, connecting to the Port of Vila do Conde (City of Barcarena), linking important production centers for grains and minerals."</p>
Project location	States of Goias and Tocantins: section from Anapolis (Goias) to Palmas (Tocantins) States of Maranhao and Para: section from Acailandia (Maranhao) to Barcarena (Para)
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2.336.658.578,23/ BRL 7.800.000.000,00
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	Under consideration
Institution responsible for the project	Brazilian Highway and Railroad Administration (ANTT)
Institution's address	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
State and Municipality in which institution is located	Federal District/Brasilia
Website	http://www.antt.gov.br/
Project coordinator	Carlos Fernando do Nascimento/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

PROJECT TITLE	Railway line concession on the North-South Railway from Anapolis (Goias) to Estrela d'Oeste (Sao Paulo) and to Tres Lagoas (Mato Grosso do Sul)
Project overview	<p>"Sections: (i) Anapolis (Goias) to Estrela D'Oeste (Sao Paulo): under construction (ii) Estrela D'Oeste (Sao Paulo) to Tres Lagoas (Mato Grosso do Sul): greenfield Total Length: 895km</p> <p>Completes the southern stretch of the North-South Railway, connecting to other railroads and important grain, pulp and industrial production centers."</p>
Project location	States of Goias, Minas Gerais, Sao Paulo and Mato Grosso do Sul
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 1.467.900.901,71 /BRL 4.900.000.000,00
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	Under consideration
Institution responsible for the project	Brazilian Highway and Railroad Administration (ANTT)
Institution's address	Setor de Clubes Esportivos Sul - SCES, lote 10, trecho 03, Projeto Orla Polo 8 70200003
State and Municipality in which institution is located	Federal District/Brasilia
Website	http://www.antt.gov.br/
Project coordinator	Carlos Fernando do Nascimento/+55 (61) 3410-1000/ ouvidoria@antt.gov.br

Transport and Logistics - Airports⁷

4 Projects

PROJECT TITLE	Florianopolis Airport (Hercilio Luz) - Concession
Project overview	Concession of Hercilio Luz Airport in Florianopolis. The airport covers an area 4,798,618m ² , including 2 runways (2,300m x 45m and 1,500m x 45m) and in 2015 saw passenger traffic of 3.7 million and handled 9,070 tons of freight and mail.
Additional information	Additional information on this project are available from the following website: http://www.aviacao.gov.br/assuntos/concessoes-de-aeroportos/novas-concessoes/banco-de-informacoes
Project location	Located in the City of Florianopolis in the State of Santa Catarina, the airport serves the Metropolitan Region of Florianopolis and other cities located in the State.
Project website	http://www.aviacao.gov.br/assuntos/concessoes-de-aeroportos/novas-concessoes
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)* CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 265.779.934,69
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	1st phase: project development studies (technical, economic and environmental impact assessment) 2nd phase: submit for approval by the Government Accountability Office (TCU) 3rd phase: Public Consultation 4th phase: Call for Bids 5th phase: Auction (TBC: 2nd half of 2016)
Institution responsible for the project	Civil Aviation Secretariat of the Ministry of Transport, Ports and Civil Aviation
Institution's address	Setor Comercial Sul - B (SCS-B), Quadra 9, Lote C Edificio Parque Cidade Corporate Torre C - 5º e 6º andares 70308200
State and Municipality in which institution is located	Federal District/Brasilia
Website	http://www.aviacao.gov.br/
Project coordinator	Regulatory Affairs and Competition Division, Secretariat of Civil Aviation Regulatory Policy/+55 (61) 3311-7316/concessoes2015@aviacaocivil.gov.br

⁷ It considers an average exchange rate at 3,381 BRL per dollar.

PROJECT TITLE	Fortaleza Airport (Pinto Martins) - Concession
Project overview	Concession of Pinto Martins Airport the State of Ceara. Pinto Martins International Airport is the largest in the state of Ceara, with connections to the largest cities in Brazil and international destinations and covers an area of 4,550,951 m ² . The airport has a 2,545m x 45m runway and saw passenger traffic of 6.3 million and handled 52,952 tons of freight and mail in 2015.
Additional information	Additional information on this project are available from the following website: http://www.aviacao.gov.br/assuntos/concessoes-de-aeroportos/novas-concessoes/banco-de-informacoes
Project location	Pinto Martins Airport, State of Ceara, City of Fortaleza.
Project website	http://www.aviacao.gov.br/assuntos/concessoes-de-aeroportos/novas-concessoes
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)* CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 391.240.526,05
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	1st phase: project development studies (technical, economic and environmental impact assessment) 2nd phase: submit for approval by the Government Accountability Office (TCU) 3rd phase: Public Consultation 4th phase: Call for Bids 5th phase: Auction (TBC: 2nd half of 2016)
Institution responsible for the project	Civil Aviation Secretariat of the Ministry of Transports, Ports and Civil Aviation
Institution's address	Setor Comercial Sul – B (SCS-B), Quadra 9, Lote C Edificio Parque Cidade Corporate Torre C – 5º e 6º andares 70308200
State and Municipality which institution is located	Federal District/Brasilia
Website	http://www.aviacao.gov.br/
Project coordinator	Regulatory Affairs and Competition Division, Secretariat of Civil Aviation Regulatory Policy/+55 (61) 3311-7316/concessoes2015@aviacaocivil.gov.br

PROJECT TITLE	Porto Alegre Airport (Salgado Filho) - Concession
Project overview	Concession of Salgado Filho Airport in the City of Porto Alegre, State of Rio Grande do Sul for 25 years. The airport covers an area 4,324,351 m ² , including a 2,280m x 45m runway. In 2015, the airport saw passenger traffic of approximately 8.4 million and handled 28,600 tons of freight and mail in 2015.
Additional information	Additional information on this project are available from the following website: http://www.aviacao.gov.br/assuntos/concessoes-de-aeroportos/novas-concessoes/banco-de-informacoes
Project location	Located in the City of Porto Alegre. The airport serves the Metropolitan Region of Porto Alegre and other cities in the State.
Project website	http://www.aviacao.gov.br/assuntos/concessoes-de-aeroportos/novas-concessoes
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)* CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 485.905.155,63
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	1st phase: project development studies (technical, economic and environmental impact assessment) 2nd phase: submit for approval by the Government Accountability Office (TCU) 3rd phase: Public Consultation 4th phase: Call for Bids 5th phase: Auction (TBC: 2nd half of 2016)
Institution responsible for the project	Civil Aviation Secretariat of the Ministry of Transports, Ports and Civil Aviation
Institution's address	Setor Comercial Sul – B (SCS-B), Quadra 9, Lote C Edificio Parque Cidade Corporate Torre C – 5º e 6º andares 70308200
State and Municipality which institution is located	Federal District/Brasilia
Website	http://www.aviacao.gov.br/
Project coordinator	Regulatory Affairs and Competition Division, Secretariat of Civil Aviation Regulatory Policy/+55 (61) 3311-7316/concessoes2015@aviacaocivil.gov.br

PROJECT TITLE	Salvador International Airport (Deputado Luis Eduardo Magalhaes) - Concession
Project overview	The airport is the principal gateway to the State of Bahia for travellers arriving by air, providing direct access to the largest cities in Brazil and regular scheduled international flights to and from four countries. The airport has 2 runways (3,003.05m x 45.04m and 1,517.62m x 45.01m) covers an area of 8,008,063 m ² and saw passenger traffic of 9.0 million and handled 23,248 tons of freight and mail in 2015, according to data from INFRAERO.
Additional information	Additional information on this project are available from the following website: http://www.aviacao.gov.br/assuntos/concessoes-de-aeroportos/novas-concessoes/banco-de-informacoes
Project location	Located in the City of Salvador (Bahia), the airport serves Salvador Metropolitan Region (including the boroughs of Camacari, Candeias, Dias d'Avila, Itaparica, Lauro de Freitas, Madre de Deus, Mata de Sao Joao, Pojuca, Salvador, Sao Francisco do Conde, Sao Sebastiao do Passe, Simoes Filho and Vera Cruz) and other cities in the State.
Project website	http://www.aviacao.gov.br/assuntos/concessoes-de-aeroportos/novas-concessoes
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)* CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 666.846.409,63
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	1st phase: project development studies (technical, economic and environmental impact assessment) 2nd phase: submit for approval by the Government Accountability Office (TCU) 3rd phase: Public Consultation 4th phase: Call for Bids 5th phase: Auction (TBC: 2nd half of 2016)
Institution responsible for the project	Civil Aviation Secretariat of the Ministry of Transports, Ports and Civil Aviation
Institution's address	Setor Comercial Sul – B (SCS-B), Quadra 9, Lote C Edificio Parque Cidade Corporate Torre C – 5º e 6º andares 70308200
State and Municipality which institution is located	Federal District/Brasilia
Website	http://www.transportes.gov.br/ http://www.aviacaocivil.gov.br/
Project coordinator	Regulatory Affairs and Competition Division, Secretariat of Civil Aviation Regulatory Policy/ +55 (61) 3311-7316/concessoes2015@aviacaocivil.gov.br

EXPORT PROCESSING ZONES – EPZ

I – GOALS OF THE BRAZILIAN SYSTEM OF EPZ

The Brazilian Regime of Export processing zones - ZPE appears as an alternative to the Country's economic and social development, since, through the development of national exports, promoting the generation of employment and income, technological innovation, and the reduction of regional imbalances, in addition to representing important contribution to attracting productive foreign direct investments to the national economy.

The EPZ Regime proves to be an opportunity for the best use of the major production and export potential of Brazil in the international scenario, through the attraction of investment in Industrial Projects that add value to a production chain.

Increasing national exports and the largest aggregation of value to exported products result in new business opportunities in the country, with increased employment and income generation, contributing to greater economic and social development of Brazil.

II - INCENTIVES

TYPE	INTERNAL MARKET	EXTERNAL MARKET
	Acquisition of goods and services in the internal market:	Acquisition of goods and services in the external market:
Tributaries	Suspension of the requirement for: <ul style="list-style-type: none"> • Tax and manufactured products (IPI); • Contribution for the financing of the social security (COFINS); e • Contribution on business payroll and public servant's financing program (PIS/PASEP). 	Suspension of the requirement for: <ul style="list-style-type: none"> • Import tax - II; • Additional freight charge for the renovation of the merchant navy - AFRMM; • Tax on manufactured products - IPI; • Contribution for the financing of the social security COFINS - import; e • Contribution on business payroll and public servant's financing program PIS/PASEP import.
Administratives	Import and export operations of companies located in EPZ are exempt from licensing and authorization on the part of the organs of the Federal Government. Exceptions: <ul style="list-style-type: none"> • Controls of interest of national security, health, and environment protection; and • Products intended for export to countries that Brazil Keep insurance payments; subject to the regime of export quotas; and of products subject to Export tax - IE. 	
Currency	The limits of article 1 of Law n° 11,371/2006 (maintenance, abroad, of the revenue obtained with exports) do not apply to the companies located in EPZ (sole paragraph of article 15 of the Lawon 11.508/2007). Note: currently, however, the solution CMN n° 3,719/2009 allows the exporter of goods or services maintain, abroad, the entirety of resources relation to receipt of exports.	

III – OTHER BENEFITS

According to the Law n° 11.508/2007, companies installed in EPZ can count even with the application of the following incentives or tax benefits:

- The planned for the areas of SUDAM (Amazon Region Development Agency) and SUDENE (Northeastern Brazil Development Agency), development programmes from the Midwest who aimed at the promotion of regional development.
- Those provided for in art. 9 of MP n°. 2.159-70 of 2001 (trade promotion abroad/reduction to zero Income tax): Possibility of reducing to zero the rate of incident on remittances abroad for payment of expenses related to market research abroad and promotion of Brazilian products.
- Those provided for in Law n°. 8.248 of 1991 (Law of computer science and Automation): companies that invest in research and development activities in information technologies may plead incentives for computer goods and automation.
- Those laid down in articles 17 to 26 of Law n°. 11.196 of 2005 (Digital inclusion program): Possibility of companies working in research and development of technological innovation to obtain the incentives linked to the expenditures made in P&D (full depreciation, amortization deduction, withholding tribute credit, reduction of remittances for record IRRF and maintenance of brands).

IV - Current status of the system (main information)

The 2016 year has represented a step in the consolidation of the EPZ in the country. From the expansion of the number of industrial projects approved for deployment in the EPZ in the country, and the beginning of operations and exports of industries installed in Pecém/CE EPZ, the regime has become an example of public policy that will benefit the industrial country through joint work between the Federal, State and Municipal Governments and the private sector.

The Brazilian EPZ are in different stages of implementation (= most advanced EPZ of Pecém/CE; EPZ of Acre/AC; and EPZ of Parnaíba/PI).

The EPZ of Acre and the Ceará were bonded by Customs Authority.

The following EPZ have approved industrial projects: Ceará (4); Acre (4); and Parnaíba/PI (4).



***Investment
Opportunities
at State and
Local Levels¹***

It considers an average exchange rate at 3,381 BRL per dollar.



Brazil

Population (2013): 201,032,714

Area: 8,515,767.049 sq. Km



State	Acre
Area	164,123.74 km ²
State capital	Rio Branco
Population of the capital	370,550
Total population	776,000 (2013)
Economically active population	337,000
Population growth rate	2.77%
Unemployment rate	8.7%
Real GDP	R\$11.44 billion (2013)
GDP per capita	R\$14,733.50 (2013)
Commerce and services (% share of state GDP)	78.1% (2013)
Industry (% share of state GDP)	10.6% (2013)
Agriculture (% share of state GDP)	11.3% (2013)
Average monthly wage (commerce and services sector)	R\$785.58
Number of technical colleges	6
Number of universities	11
Number of graduate courses	126
Number of graduates in areas related to commerce and services per year	Data not available
International schools	None
Average price of electricity	R\$/kWh 0.42514
Average monthly commercial rent	R\$750.00

Strengths

Acre's economy experienced an average annual growth rate of 5.4% between 1999 and 2008, despite weaker national economic growth during this period. More recently, the growth rate has remained above both the national rate for Brazil and that of the Northern Region of the country (in which Acre is located). The positive performance of Acre's economy has led to several positive effects, including raising GDP per capita from R\$3,334 in 1999 to R\$9,896 in 2008 and improving regional distribution of income, as shown by the Gini index for Acre's municipal GDP, which is the second best in Brazil and which registered the largest fall (5.4%) among Brazil's states between 2002 and 2008. Furthermore, the strengthening of private sector participation in state GDP is of note, with an increase in the share of activities such as manufacturing, IT services, agriculture, forestry and forest products. On the other hand there was a reduction in the share of the state's main activity, namely public service administration (including public healthcare, education and social security) from 36.0% to 33.4%.

Sources

Government of the State of Acre; IBGE; IBGE/PNAD; MEC; Federal Energy Regulatory Agency (Aneel).

PROJECT TITLE	Investment attraction strategy for Acre's Export Processing Zone
Project overview	<p>An Export Processing Zone is a bonded industrial area with special tax incentives. Companies that set up in the zone are eligible for reduced rates or exemption from certain federal taxes and contributions, as well as foreign exchange freedom (i.e. the ability to hold 100% of revenues abroad).</p> <p>Objectives:</p> <ul style="list-style-type: none"> -Attract Brazilian and foreign investment in export-related activities; -Enable local companies to compete on an equal footing with national competitors and those from other countries, which benefit from similar mechanisms; -Reduce regional inequalities; -Create jobs and distribute income; -Increase the value-added of regional commodities; -Spread the use of new technologies and modern management practices; -Ensure Acre's effective participation in Brazilian international trade policy. <p>With the conclusion of the Interoceanic Highway, which connects Brazil to ports on the Pacific coast, thereby connecting Acre with Andean markets, the US west coast and Asian markets, the Acre Export Processing Zone is an alternative for the state to be more than a simple transit corridor, but also one that contributes to Brazilian exports and the development of Brazil's Northern Region. The Export Processing Zone has been created for a 20 year period, renewable for 20 more, and is already fully prepared to receive company investment.*</p>
Additional information	<p>Acre's Export Processing Zone was the first in Brazil to receive bonded status from the Brazilian Revenue and Customs Service (Receita Federal), and is fully apt to receive investment. The Government of the State of Acre offers a series of incentives to industries interested in establishing a presence in the Zone, including exemption from state VAT (ICMS tax).</p>
Project location	<p>*cre's Export Processing Zone is located in the Municipality of Senador Guiomard, situated 24km from state capital Rio Branco. It sits off Interstate Highway BR-317 connecting Brazil and Peru and is very close to Interstate Highway BR-364, which connects Acre with the rest of Brazil. The Acre Export Processing Zone is situated 1,500km from the ports of Matarani in Peru, an important gateway for exports to American and Asian markets, not to mention land access to all of South America.</p>
Sectors of interest	Manufacturing (CNAE 10 to 33) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 9,586,291.60
Type of procurement/contract	Public-private partnership
Nature of investment	Public and private
Timeframe	The first company is expected to set up in the Zone during the first quarter of 2016.
Institution responsible for the project	State Secretariat of Forestry, Industrial and Commercial Development and Sustainable Services (Secretaria de Estado de Desenvolvimento Florestal, Indústria e Comercio e dos Serviços Sustentáveis)
Address	Avenida Getúlio Vargas, 1782 1070 69900640 - Senador Guiomard - Acre
Website	www.ac.gov.br
Coordinator	Marcos Vinicius Oliveira de Moraes/ +55 (68) 99672081/ marcos.moraes@ac.gov.br

Alagoas

Socio-Economic Data



State	Alagoas
Area	27,779.3 km ²
Capital	Maceio
Population of the capital	1,005,319 (2014)
Total population	3,301,000 (2013)
Economically active population	1,414,709 (2013)
Population growth rate	0.58%
Unemployment rate	9.90% (2012)
Real GDP	R\$37.22 billion (2013)
GDP per capita	R\$11,276.59 (2013)
Commerce and services (% share of state GDP)	72% (2013)
Industry (% share of state GDP)	17.6% (2013)
Agriculture (% share of state GDP)	10.4% (2013)
Average monthly wage (commerce and services sector)	R\$659.00
Number of technical colleges	22
Number of universities	30 (2012) – includes all third-level educational establishments
Number of graduate courses	321 (2012) – number of higher education courses
Number of graduates in areas related to commerce and services per year	Data not available
International schools	Data not available
Average price of electricity	Data not available
Average monthly commercial rent	Data not available
Strengths	<i>Alagoas is strategically located between two economic and population centers of Brazil's fastest-growing region: the Northeast. The state benefits from an environment propitious to receive investment. The Alagoas Integrated Development Program (PRODESIN) offers various incentives in a short period of time – up to 60 days. The state also has economic hubs well-suited to receiving companies. Furthermore, it is worth taking into account the state's competitive advantages in energy, infrastructure and logistics infrastructure, including 2,402km of federal roads considered in good or excellent condition. In addition, the state's human capital consists of a large number of competent professionals with technical training and university education in a wide array of areas. The State of Alagoas has chosen to structure its development around 5 priority sectors: the Sertao Canal, the Chemicals and Plastics Supply Chain, Metal and Mechanical Engineering, Naval Industries/Offshore and Energy and Tourism."</i>
Sources	Brazil Census Bureau (2010), SISTEC (2013), INEP (2012), SEPLANDE (2013) IBGE/Contas Regionais do Brasil 2013

2 PROJECTS

PROJECT TITLE	Alagoas Sertao Irrigation Canal
Project overview	The Alagoas Sertao Irrigation Canal was launched by the Government of the State of Alagoas in 1992 in order to promote socio-economic growth in the semi-arid sertao and sub-humid agreste biomes in the state. The project is being delivered through a partnership between the Federal Government (through the Ministry of National) and the Government of the State of Alagoas. Running for some 250km in length, the construction work spans 42 municipalities, located in 6 of the state's microregions, and is expected to benefit 1,076,242 residents by the time the project reaches its planning horizon (2035). The project aims to contribute to regional economic development by building upon existing irrigation schemes, creating job opportunities and generating income in fish farming, small-scale livestock farming, agroindustry and fruit growing. The goal is to turn the area served by the Canal into the richest and most fertile region of Alagoas by attracting medium-sized agroindustries and strengthening smallholder and family farming. Moreover, the project targets improving the state's water supply systems as a result of flow reversal and expanding and modernizing the pipeline systems of Alto Sertao, Bacia Leiteira, Agreste and Carangueja-Limeira through their being connected to the Canal. The Integrated System described above is beneficial from a number of perspectives. This includes improving smallholder productivity through reducing the period of drought in areas served by the Canal. As a result, food production and income generation can be facilitated by enabling low-cost production of high protein foods. Furthermore, the project is beneficial by enabling farming expansion through facilitating access to technical training in agricultural irrigation techniques and other modern processes, thereby avoiding rural exodus. Additional benefits from the project include promoting a community spirit through shared labor and using rural lands in a rational manner, avoiding land-use conflicts. The Alagoas Sertao Irrigation Canal has been delivered up to Stage 3 of the project, i.e. 93km in total. Stage 4, which runs from the 93km mark to the 123km mark is 50% completed, with an estimated completion date of December 2016. It covers the municipalities of Delmiro Gouveia, Agua Branca, Olho D'Agua do Casado and Inhapi. This will bring a sustainable development solution to Alagoas' semi-arid region, with social, economic, cultural and environmental benefits. The sertao irrigation canal is a public investment project. Private sector participation will be permitted once construction has been completed. This project aims to ensure regional economic development by building upon existing irrigation schemes, creating opportunities for investors in the field of agroindustry in regions benefiting from the project, where investors can avail of all available infrastructure.
Additional information	The value of the project covers the first four stages, i.e. up to 123km of the total length. Funds in relation to Stage 5 (from the 123.4km mark to the 150km mark) have not yet been earmarked. The final stage from the 150km mark to the 250km mark does not yet have an expected start date.
Project location	The Alagoas Sertao Irrigation Canal directly benefits the municipalities of Delmiro Gouveia, Pariconha, Agua Branca, Olho D'Agua do Casado, Inhapi, Senador Rui Palmeira, Sao Jose da Tapera, Monteiropolis, Olho D'Agua das Flores, Olivenca, Cacimbinhas, Dois Riachos, Major Isidoro, Minador do Negro, Palmeira dos Indios, Igaci, Craibas and Arapiraca.
Sectors of interest	Construction (CNAE 41 to 43); Agriculture, Livestock Farming, Forest Products, Fisheries and Aquaculture (CNAE 01 to 03) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 681,907,079.70
Type of procurement/contract	Public procurement
Nature of investment	Public
Timeframe	1.Stage 1 (zero km mark to the 45km mark) - Period: 1993 - 2012 2.Stage 2 (45km mark to the 64.7km mark) - Period: 2010 - 2012 3.Stage 3 - Step 1 (64.7km mark to the 77.82km mark) - Period: 2012-2014 4.Stage 3 - Step 2 (77.82km mark to the 92.93km mark) - Period: 2013-2014 5.Stage 4 (92.93km mark to the 123.4km mark) - Period: 2013 - 2015 6.Stage 5 (123.4km mark to the 150km mark) - Period: undetermined
Institution responsible for the project	Alagoas State Secretariat of Infrastructure (Secretaria de Estado da Infraestrutura de Alagoas)
Address	Rua Cincinato Pinto 530 57020050 – Maceio - Alagoas
Website	http://www.infraestrutura.al.gov.br/
Coordinator	MARIA APARECIDA DE OLIVEIRA BERTO MACHADO/ +55 (82) 3315-3780/ info@infraestrutura.al.gov.br

PROJECT TITLE Jaragua Information Technology, Communications and Services Hub

The ICT Hub will provide expert guidance, business support, physical space, relationship building and access to conditions needed for Small and Medium Enterprises (SMEs) to develop, grow stronger and consolidate activities in the State of Alagoas. To make this possible, entrepreneurs are frequently challenged to develop initiatives that contribute to innovation in their businesses.

Objectives: Incubate, develop and attract companies in the Information and Communication Technology (ICT) sector, including engineering specialized services and other activities with a high degree of technological content and high added value; Develop new technologies and encourage innovation through the generation and dissemination of academic knowledge to the productive sector; Integrate academic, industry and government activities in such a manner as to provide direction to joint efforts towards framing ICT policies.

Project overview

Impact: Establishing an ecosystem comprised of companies in the technology sector, capable of generating demand and delivery for high-value services, contributing to the state's economic development, job creation and income generation, as well as reducing labor informality in the sector; Increasing the supply of services related to the hub, improving the sector's competitiveness and the quality of services provided; Gradual substitution of services contracted outside the state with those offered by companies based in Alagoas; Strengthening of the Information Technology Cluster Project (APL da Tecnologia da Informação) and strengthening specialized services and engineering companies through incentivizing innovation culture in order to position Alagoas as a benchmark in this respect.

Structure: The Hub also has a role as an incubator of technology-based companies, especially those focused on developing information systems. The Hub will be created in a building of approximately 5,500m² and will be built in the Jaragua neighborhood (in the state capital Maceio), thereby contributing to the urban renewal of this area.

Benefits: Investor participation will take place once the project has been completed. One of the main principles of the hub is to encourage the incubation process for technology-based companies, especially those focused on developing information systems. Furthermore, angel investors and accelerators will have access to entrepreneurs, higher education institutions and the available infrastructure. The ICTS Hub is also an attractive option for investors in the telecommunications sector.

Additional information	This project is funded by the Brazilian Development Bank's 'Proinveste' Program.
Project location	Maceio, Alagoas.
Sectors of interest	ICT – Information and Communications Technology (CNAE 58 to 63) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 4,493,574.19
Type of procurement/contract	Public procurement
Nature of investment	Public
Timeframe	Phase 1: Planning permission (environmental licensing) - July 20, 2013 Phase 2: Contracting and developing ancillary projects - by December 17, 2013 Phase 3: Public procurement tender to determine the company responsible for construction - July 31, 2014 Phase 4: Acquisition of equipment - by May 20, 2015 Phase 5: Hub construction - by July 2016
Institution responsible for the project	State Secretariat of Science, Technology and Innovation (Secretaria de Estado da Ciência, da Tecnologia e da Inovação)
Address	Rua Prof. Carlos Sampaio 30 57020471 – Maceio – Alagoas
Website	http://www.cienciaetecnologia.al.gov.br/projetos
Coordinator	PABLO VIANA DA SILVA/ +55 (82) 3315-1577/ info@secti.al.gov.br

Amapa

Socio-Economic Data



State	Amapa
Area	142,828.52km ²
Capital	Macapa
Population of the capital	446,757 – 59.50% of the state total
Total population	735,000 (2013)
Economically active population	302,623
Population growth rate	3.44%
Unemployment rate	10.1% (IBGE – unemployment)
Real GDP	R\$12.76 billion (2013)
GDP per capita	R\$17,363.82 (2013)
Commerce and services (% share of state GDP)	84.6% (2013)
Industry (% share of state GDP)	13.2% (2013)
Agriculture (% share of state GDP)	2.2% (2013)
Average monthly wage (commerce and services)	R\$1,655.54 (economically active population) - R\$800.00 for commerce and services
Number of technical colleges	12
Number of universities	2
Number of graduate courses	114
Number of graduates in areas related to commerce and services per year	"2010 – 572; 2011 – 1,020; 2012 – 1,463"
International schools	01 - Fisheries Technical College (Amapa / French Guiana bilateral agreement)
Average price of electricity	R\$164.83/MWh (CEA)
Average monthly commercial rent	R\$950.00
Strengths	<p>Priority sectors for Amapa are: Forestry; Fisheries; Agroindustry and Tourism.</p> <p>Tax, credit and land incentives offered include: State Level: Up to 80% reduction in the calculation base for state VAT (ICMS tax) for activities of economic interest to the state; Up to 100% reduction in the calculation base for state VAT (ICMS tax) on the entry of fixed assets of domestic or foreign origin (aquisitions of machinery and equipment); Up to 4% reduction of the final tax burden on domestic exports from Amapa</p> <p>Federal Level: Up to 75% reduction on income tax and on additional non-refundables (calculated based on operational profit) can be sought by companies whose activities include economic sectors considered priorities for regional development;</p>
Sources	IBGE / Contas Regionais do Brasil 2013

No projects at time of publication.

Amazonas

Socio-Economic Data



State	Amazonas
Area	1,559,148.89 km ²
Capital	Manaus
Population of the capital	2,057,711
Total population	3,808,000 (2013)
Economically active population	1,682,947
Population growth rate	2.27%
Unemployment rate	7.6%
Real GDP	R\$83.29 billion (2013)
GDP per capita	R\$21,873.65 (2013)
Commerce and services (% share of state GDP)	55.5% (2013)
Industry (% share of state GDP)	37% (2013)
Agriculture (% share of state GDP)	7.5% (2013)
Average monthly wage (commerce and services)	R\$2,364.00
Number of technical colleges	8
Number of universities	22
Number of graduate courses	225
Number of graduates in areas related to commerce and services per year	Data not available
International schools	3
Average price of electricity	R\$401.30/Mwh
Average monthly commercial rent	R\$2,180.00

Priority sectors are: REGIONAL INDUSTRY: Naval Industrial Hub, Municipal Industrial Parks, Fisheries, Fish Leather, Fruit Growing (fruit pulp, cupuassu beans, guarana seeds, acai berries), Brazil Nuts, White Jute and Caesarweed Fibers, Heart of Palm, Extractive Industries (Oil & Gas, Bauxite, Cassiterite, Kaolin (China clay), Sylvinite, Limestone); MANUFACTURING: Electrical and Electronics (including IT goods), Vehicles, Metal and Mechanics, Chemicals, Thermoplastics, Metallurgy.

- FEDERAL TAXES: up to 88% reduction in import duties (II) for imports required in industrial processes; exemption from excise duty on industrial goods (IPI); up to 75% reduction in corporate income tax (IRPJ), including additional incentives for projects considered priorities for regional development, calculated based on adjusted net profit (Lucro da Exploração) up to 2013; Exemption from social security taxes (PIS/PASEP and COFINS) for internal operations within the Manaus Free Zone.

- STATE TAXES: The Government of Amazonas is an integral part of the institutional framework that supports the Manaus Free Zone (ZFM). The ZFM is structured by federal, state and municipal legislation which include a system of fiscal incentives related to state VAT (ICMS tax) primarily directed toward sustaining the Manaus Industrial District (PIM).

Sources SEPLANCTI/Am, IBGE - Contas Regionais do Brasil 2013

1 PROJECT

PROJECT TITLE	State of Amazonas Naval Industries Hub
Project overview	The Naval Industries Hub is of great economic importance for the State of Amazonas as it fits well with the state's physical geography. Amazonas is home to the world's largest river basin (Amazon River), spanning an area of almost 4,000,000 square kilometers with approximately 23,000 kilometers of navigable waterways that cross over state lines into the neighboring states of Acre, Rondonia, Roraima, Amapa, Para and northern Mato Grosso. Despite Manaus being Brazil's third-largest manufacturing center according to a 2010 survey by the Brazilian Census Bureau, the city is not connected by road to the rest of Brazilian territory, except for one road into the state of Roraima. As a result, the region's rivers are used for transportation, particularly communities in the West of the Amazon Region, which rely exclusively on this means of transport in order to move people and freight (the coastal and waterways authority (Capitania dos Portos) has approximately 65,000 small and medium-sized vessels registered in the region), or alternatively on air transport. Internal and external factors have combined to show that drivers of growth and progress were surfacing in the region, especially in Manaus, as a result of increasing demand and the evident benefits of waterway logistics in the Amazon region. A study carried out by COGEC – SUFRAMA (Technical Note #081/2010 dated December 30, 2010) stated that "[o]ver the course of the study it can be noted that the Naval Industries Hub, a sector in the Manaus Free Zone, represents one of the most (if not the most) promising value chains intrinsically linked with the socio-cultural, economic and historical characteristics of the region. The shipbuilding sector in Amazonas requires a new structure and administrative reordering in order to produce new investment that transforms possibilities into concrete results. In other words, the current physical structure of the shipyards needs to be changed through the creation of a much-sought Shipyard Industrial District in an area suited for complex operations, without replacing the simple site that currently exists on the banks of the Amazon River. The Naval Industries Hub could encompass up to 300 small and medium-sized shipbuilding companies. The main objective of the Hub is to consolidate the Amazonian naval industry's supply chain, ranging from naval parts, nautical and offshore activities to ship repair, producing goods for the Amazon Region, Brazil and the wider world.
Additional information	This project includes the construction of access roads, a port, industrial warehouses, slipway and drydock, workers' accommodation, a full-time technical college, and a commercial and services center located 35km from Downtown Manaus, with complete infrastructure for the functioning of this project portfolio in accordance with all legal requirements. The projects is designed to be implemented in two phases, with a total cost of R\$1.3 billion delivered through a public-private partnership. Total job creation is estimated to be in the region of 20,000 jobs.
Project location	On the banks of the Amazon River near the Manaus Free Zone's Industrial District (PIM). The Naval Industries Hub will be connected by access roads.
Sectors of interest	Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Education (CNAE 85) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 389,443,096.37
Type of procurement/contract	Public-private partnership
Nature of investment	Public and private
Timeframe	To be executed in two phases: 1. Public hearings, Audiências públicas, planning permission, elaboration of the project master plan, general studies, operating licenses, executive studies, initial construction, construction of access roads and all necessary infrastructure (energy, gas, logistics, sanitation, etc.). 2. Investment and establishment of production sites and support installations necessary for the functioning of the Hub.
Institution responsible for the project	State Secretariat of Budget, Economic Development, Science, Technology and Innovation (Secretaria de Estado de Planejamento, Desenvolvimento, Ciência, Tecnologia e Inovação – SEPLANCTI)
Address	Rua Major Gabriel 1870 Bairro: Praça 14 de Janeiro 69020060 – Manaus - Amazonas
Website	www.seplancti.am.gov.br
Coordinator	José Sandro da Mota Ribeiro/ +55 (92) 2126-1247/ jsmrbeiro@gmail.com.br

Bahia

Socio-Economic Data



State	Bahia
Area	564,733.17 km ²
Capital	Salvador
Population of the capital	2,921,087
Total population	15,044,000 (2013)
Economically active population	7,401,000
Population growth rate	0.55%
Unemployment rate	16.3%
Real GDP	R\$204.26 billion (2013)
GDP per capita	R\$13,577.74 (2013)
Commerce and services (% share of state GDP)	72.1% (2013)
Industry (% share of state GDP)	20.5% (2013)
Agriculture (% share of state GDP)	7.4% (2013)
Average monthly wage (commerce and services)	Average wage for manufacturing: R\$1,571.00; commerce (R\$1,069.00); services (R\$1,185.00)
Number of technical colleges	6 technology institutes: IFBA; SENAC; SENAI; SENAI/CETIND; SENAI/CIMATEC; and SENAR, spread across 48 sites in the state
Number of universities	118 (45 in the capital and 73 in the rest of the state)
Number of graduate courses	1,541 (630 in the capital and 911 in the rest of the state)
Number of graduates in areas related to commerce and services per year	35,346 in 2010 (those graduating from on-site courses in all disciplines)
International schools	Yes
Average price of electricity	R\$0.468 / kWh (B3)
Average monthly commercial rent	R\$10.00 to R\$20.00/m ²

Strengths

INCENTIVES: 1. 'DESENVOLVE' –Industrial Development and Economic Integration Program (State Law 7,980 of 2001 and State Decree 8,205 of 2002): provides for exemptions from state VAT (ICMS tax) on the acquisition of goods in respect of fixed assets; imported goods; internal state operations related to the acquisition of goods produced in Bahia; acquisition of goods from other states relative to the differential in rates; e deferral of tax levied on the internal acquisition inputs; 2. ESTIMATED TAX CREDITS (State Decree 6,734 of 1997): ICMS-related estimated tax credits can be applied to assembled or manufactured products considered priorities for Bahia; 3. IT, ELECTRONICS, ELECTRICAL GOODS AND TELECOMMUNICATIONS (State Decree 4,316 of 1995): ICMS is deferred on imports of components, parts and pieces, provided these are destined for use in the manufacture of IT, electrical and electronic or telecommunications goods or for the provision of technical assistance and maintenance services; 4. 'PROAUTO' – the Bahia Automotive Incentives Program (State Laws 7,537 of 1999 and 7,025 of 1997, and State Decrees 7,731 of 1999, 7,798 of 2000 and 7,989 of 2001): exemption from state VAT (ICMS tax) on the acquisition of imported goods in respect of fixed assets; exemption from state VAT on operations internal to the state of Bahia related to the acquisition of goods produced in Bahia; and exemption from state VAT on the acquisition of goods from other states.

Sources

IBGE(2014); PEDRMS(2014)-SEI, DIEESE, SEADE, MTE/FAT; MEC(2013); COELBA(2015); Sites Imobiliários(2015); Contas Regionais do Brasil 2013

3 PROJECTS

PROJECT TITLE	Ilheus Convention Center
Project overview	Inaugurated in June 2000, Ilheus Convention Center (CCLEM) occupies an area approximately 35,796.26m ² , facing the sea, beside the city bandstand. The building covers 4,550m ² of this space, with the capacity to simultaneously hold 4,350 people in three auditoriums, 14 rooms and adjacent air-conditioned spaces, as well as a 1,536m ² exhibition area, coffee shop and ticket offices. The Jorge Amado Auditorium is 1,574m ² in size, with the capacity to hold 1,250 people. It is a multifunctional space, able to be fitted out for conferences, receptions, congresses, as a music hall, lectures aulas and music shows. The complex has 278 parking spaces and three floors (ground floor is 3,850m ² , second floor 400m ² and third floor 300m ²), as well as 17 themed rooms. The Convention Center is located at the heart of Ilheus on the city's main thoroughfare, Soares Lopes street. Its establishment has been fundamental to the diversification and qualification of tourism in the entire region, strengthening the supply chain and combatting the negative effects of seasonality. The State Government is seeking partners to modernize Ilheus Convention Center and is open to proposals from potential investors.
Project location	Av. Soares Lopes, S/N - Centro 45.650-000 Ilhéus, Bahia, Brazil
Sectors of interest	Other Service Activities (CNAE 94 to 96); Construction (CNAE 41 to 43); Audiovisual - Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Activities (CNAE 69 to 75); Administrative Activities and Ancillary Services (CNAE 77 to 82) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	To be determined in line with the characteristics of the project proposal.
Type of procurement/contract	Public-private partnership
Nature of investment	Public and private
Timeframe	To be determined in line with the characteristics of the project proposal.
Institution responsible for the project	Bahia State Secretariat of Tourism (Secretaria de Turismo do Estado da Bahia)
Address	Av. Tancredo Neves 776 Caminho das Árvores 41820904 – Salvador - Bahia
Website	www.turismo.ba.gov.br/ www.bahia.com.br
Coordinator	Fernando Ferrero, Superintendent of Investment in Tourist Hubs/ +55 (71) 3116-4123/ fferrero@turismo.ba.gov.br

PROJECT TITLE	Bahia Convention Center
<i>Project overview</i>	Opened in 1979, Bahia Convention Center (CCB) in Salvador is comprised of a main building and an area for pavillions, as well as other smaller support buildings, such as for maintenance, and parking lots and access roads. From the moment it first opened its doors, the Convention Center has played a pivotal role in driving MICE tourism (meetings, incentives, conferences and events), thereby strengthening and expanding the tourism supply chain and combatting the negative effects of seasonality. With a privileged location and easy access to the main attractions in the city, the space is complete and designed to receive events of all sizes, including congresses, shows, international meetings, conventions, symposiums, seminars, exhibitions and even performances and large concerts. The CCB spans a plot of 153,000m ² in total, with buildings occupying 57,000m ² of that space. It includes a Show Pavillion and five floors in total, including the ground floor. The Show Pavillion is a multifunctional space, 15,773m ² in size, with ceiling height ranging between 5.90m and 8.60m. The second floor is home to the Center's administration and a restaurant. The third floor covers an area of 7,700m ² and the fourth an area of 2,280m ² , with infrastructure for holding exhibitions and congresses. Both are being refurbished to include air conditioning. Iemanjá Theater is located on the fourth floor. It can accommodate 1,904 people, with orchestra level seating for 1,183 and rear mezzanine seating for 721. The fifth floor, fully air conditioned, is made up of 34 auditoriums and support rooms, as well as 1,798m ² for exhibitions and events. The Government of Bahia is seeking partners to refurbish Bahia Convention Center and is open to proposals from potential investors.
<i>Project location</i>	Av. Simon Bolívar s/n - Jardim Armação, Salvador, Bahia, Brasil
<i>Sectors of interest</i>	Other Service Activities (CNAE 94 to 96) ; Construction (CNAE 41 to 43); Audiovisual - Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Activities (CNAE 69 to 75); Administrative Activities and Ancillary Services (CNAE 77 to 82) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	To be determined in line with the characteristics of the project proposal.
<i>Type of procurement/contract</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	To be determined in line with the characteristics of the project proposal.
<i>Institution responsible for the project</i>	Bahia State Secretariat of Tourism (Secretaria de Turismo do Estado da Bahia)
<i>Address</i>	Av. Tancredo Neves 776 Caminho das Árvores 41820904 – Salvador – Bahia
<i>Website</i>	www.turismo.ba.gov.br/ www.bahia.com.br
<i>Coordinator</i>	Fernando Ferrero, Superintendent of Investment in Tourist Hubs/ +55 (71) 3116-4123 / fferrero@turismo.ba.gov.br

PROJECT TITLE	Salvador Aquarium
<i>Project overview</i>	The State of Bahia is home to a wide variety of tropical marine and coastal ecosystems, inhabited by the main species found along the Brazilian coast. The Salvador Aquarium project is expected to follow the parameters for all aquariums in Brazil as defined by the Ministry of Tourism, which includes space for visitors, entertainment, studies and research, which replicates the complex diversity of sea creatures from around the world, representing four distinct habitats: the Atlantic, the Antarctic, the Pacific and the Indian Ocean. The aquarium will be located in the State of Bahia, which has the longest coastline among all Brazil's states, and in the capital, Salvador, which is a city built on the world's largest tropical bay with the largest variety of coral reefs in the Southwestern Atlantic. As such, it would be remiss not to include the diversity of the local habitat and for this reason it is essential that the aquarium's design reflects this natural richness. In this regard, the development of Salvador Aquarium will not only contribute to the conservation of marine ecosystems, but will also serve to diversify the range of tourist attractions on offer in Bahia. It will also serve to highlight coastal tourism and promote education while leveraging the state's economy in a sustainable manner. Preliminary studies for Salvador Aquarium have already been carried out recommend equipping the space to view marine wildlife, as well as a studies center for scientific research. These studies suggest the aquarium be divided into five visiting and study/research zones, of which four will be formed by four environments, each with nine tanks, and the fifth with six tanks designed for marine wildlife to recover. Management models used in Brazil and other countries have been used as a benchmark and the preliminary studies have identified three possible models: (a) public, (b) private and for-profit, and (c) private not-for-profit. As a starting point, these models consider costs associated with the establishment of aquariums in other locations, which range from R\$5.5/m ² to R\$26.3/m ² . Based on these values, the Salvador Aquarium project has an estimated cost of R\$147,928,400, of which R\$103,188,400 relates to construction and R\$44,740,000 for equipment, installations, signage, multimedia, advertising, and site development, among others.
<i>Project location</i>	Taking as a given that the aquarium should be built close to the sea, locations along All Saints' Bay and the state's Atlantic coast were considered, including the former Portuguese Club (Clube Português), the former Air Club (Aeroclube), the former sportsgrounds of soccer team Esporte Clube Bahia and Pituacu City Park; as well as sites belonging to the Brazilian Navy and Salvador Port Authority (CODEBA), including Fort Jequitaia, Fort Monte Serrat and surrounding areas. It was decided the area with the most potential is Fort Jequitaia.
<i>Sectors of interest</i>	Other Service Activities (CNAE 94 to 96); Education (Brazilian Economic Activity Classification Code CNAE 85); Construction (CNAE 41 to 43); Audiovisual - Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Activities (CNAE 69 to 75) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 44,315,149.34
<i>Type of procurement/contract</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Project implementation, as foreseen in preliminary studies, provides for three steps: – Phase 1: construction and installations, lasting from 12 months until the partial opening to the public. This phase accounts for approximately 70% of total project costs. – Phase 2: first expansion in order to add a new attraction for the public. This phase shall begin two years after operations commence, and is estimated to account for 15% of total project costs. – Phase 3: second expansion in order to add new attractions for the public. Works are expected to begin two years after operations on the first expansion commence and are expected to account for 15% of total project costs.
<i>Institution responsible for the project</i>	Bahia State Secretariat of Tourism (Secretaria de Turismo do Estado da Bahia)
<i>Address</i>	Av. Tancredo Neves 776 Caminho das Árvores 41820904 – Salvador – Bahia
<i>Website</i>	http://www.turismo.ba.gov.br/www.bahia.com.br
<i>Coordinator</i>	Fernando Ferrero, Superintendent of Investment in Tourist Hubs/+55 (71) 3116-4123 / fferrero@turismo.ba.gov.br

Ceará

Socio-Economic Data



State	Ceara
Area	148,886.30 km ²
Capital	Fortaleza
Population of the capital	2,571,896 (2014)
Total population	8,779,000 (2013)
Economically active population	3.73 million (2014)
Population growth rate	1.3% (2010)
Unemployment rate	6.6% (2014)
Real GDP	R\$108.79 billion (2013)
GDP per capita	R\$12,393.39 (2013)
Commerce and services (% share of state GDP)	74.4% (2013)
Industry (% share of state GDP)	20.5% (2013)
Agriculture (% share of state GDP)	5.2% (2013)
Average monthly wage (commerce and services)	R\$1,175.00 (general average monthly wage)
Number of technical colleges	98 – state government-owned training centers / 42 state government-owned institutes of technology
Number of universities	5 universities / 54 faculties
Number of graduate courses	Data not available
Number of graduates in areas related to commerce and services per year	Data not available
International schools	2 schools - Sandbox: www.sandboxfortaleza.com.br , Maple Bear Canadian School Fortaleza: www.maplebear.com.br , Fanor Devry Faculty: www.fanor.edu.br
Average price of electricity	R\$408.02/MWh
Average monthly commercial rent	Data not available
Strengths	Ceara has an investment attraction policy aimed at developing the economy, creating jobs and generating income, as well as improving the quality of living for all. The Government of the State of Ceara seeks to attract private investment in areas deemed strategic to the state's overall development. In order to encourage such investment, the state offers fiscal incentives – chiefly the deferral of state VAT (ICMS tax) from industrial activities through the Industrial Development Fund (FDI) – with deferral of up to 99% of ICMS with a return of 1% to 25% and a grade period of 3 years, corrected to the Brazilian Development Bank's Long-Term Interest Rate (TJLP). The State Secretariat of the Treasury (SEPLAG) is the entity responsible for raising funds.
Sources	Coelce / IBGE-Contas Regionais do Brasil 2013

9 PROJECTS

PROJECT TITLE	Fortaleza Subway and Rail System
Project overview	Public-private partnership for the renovation, operation and maintenance of the passenger rail transport system for the Fortaleza Metropolitan Area covering the Southern, Western and East Lines do sistema de transporte de passageiros sobre trilhos na Região Metropolitana de Fortaleza and the Parangaba-Mucuripe light rail transit line.
Additional information	Target audience: public transport users from the municipalities of Fortaleza, Maracanaú, Pacatuba and Caucaia. The investor shall be responsible for the operation, receiving remuneration through passenger transport fares, subsidized by the government.
Project location	Fortaleza Metropolitan Area; specifically the municipalities of Fortaleza, Maracanaú, Pacatuba and Caucaia
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 1,443,935,172.70
Type of procurement/contract	Public-private partnership
Nature of investment	Public and private
Timeframe	The project is being delivered in various stages: the Souther Line is currently in the assisted operation phase; the Western Line is operating as a light rail transit line (LRT) as part of the 'Pact for Urban Mobility' for electrification and modernization; the Parangaba Mucuripe LRT is under construction; and ground has been broken for the Eastern Line, with works due to be completed in 6 years.
Institution responsible for the project	Government of the State of Ceara – Secretariat of Infrastructure (SEINFRA)
Address	Av. Afonso Albuquerque Lima, s/n 00 Edifício Seinfra 60822325 – Fortaleza – Ceara
Website	www.seinfra.ce.gov.br
Coordinator	Eduardo Fontes Hotz/ +55 (85) 3101-7100/ eduardo.hotz@metrofor.ce.gov.br

PROJECT TITLE	Ceara Digital Belt (CDC)
Project overview	The CDC is a 3,087km 12-pair backbone fibre optic data transmission cable that que encircles the state of Ceara, travelling through 113 municipalities circunda o estado do Ceará passando por 113 municípios and connecting 78, including Fortaleza via the "GigaFor" network. The cable is suitable for data transmission for schools, hospitals and health clinics, police precincts, federal government offices, as well as transmitting and monitoring images, improving public service delivery, making VOIP calls, data storage, colocation and concession for internet providers to offer customer internet access. Two surplus cables were auctioned for use under concession agreement; a further 5 (five) are still available for tender.
Additional information	The fibre optic cable infrastructure is already installed. The investor shall be responsible to bear the lighting, distribution and/or expansion costs necessary for their business model. Return on investment, as well as profitability, shall be garnered from the cable's operation. The infrastructure may be used for private use or offered to third parties via service charge.
Project location	The CDC travels through 113 municipalities in Ceara.
Sectors of interest	ICT – Information and Communications Technology (CNAE 58 to 63) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 134,807,225.67
Type of procurement/contract	Concession
Nature of investment	Public and private
Timeframe	Step 1 - Establishment (8 months)
Institution responsible for the project	Government of the State of Ceara – Ceara Information Technology Corporation (Empresa de Tecnologia da Informação do Estado do Ceará)
Address	Av. Pontes Viêira 220 São João do Tauape – Fortaleza – Ceara
Project coordinator	Adalberto Albuquerque de Paula Pessoa/+55 (85) 3101-6601/ adalberto.pessoa@etice.ce.gov.br

PROJECT TITLE	Coal Discharging and Transportation System for the Pecem Port Industrial Complex
<i>Project overview</i>	Operations and maintenance (O&M) for ship discharge cranes and conveyor belts for coal between the Port of Pecem and the industrial part of Pecem Port and Industrial Complex. The project consists of two conveyor belts to carry coal; one costed by the local state government and the second by the private sector. In the case of the latter, investors can recoup their investment through revenue from the operation of both conveyor belts.
<i>Additional information</i>	Target audience includes operators of thermoelectric power plants, the Companhia Siderúrgica de Petróleo (CSP) and cement companies.
<i>Project location</i>	Pecem Port and Industrial Complex (CIPP) in Sao Goncalo do Amarante.
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 119,828,645.04
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Step 1 - Establishment (1 year) Step 2 - Operation (24 years)
<i>Institution responsible for the project</i>	Government of the State of Ceara – Secretariat of Infrastructure (SEINFRA)
<i>Address</i>	Av. Afonso Albuquerque Lima, s/n Edifício Seinfra 60822325 –Fortaleza – Ceara
<i>Website</i>	http://www.seinfra.ce.gov.br/
<i>Project coordinator</i>	Joaquim Firmino/+55 (85) 3216-3718/ joaquim.firmino@seinfra.ce.gov.br

PROJECT TITLE	Seawater Desalination Project
<i>Project overview</i>	Construction of a conduction and desalination plant to produce drinking water from seawater for sales distribution. The plant will be built in close proximity to the coast and will include the following infrastructure: seawater intake system; pre-treatment using self-cleaning filters and ultrafiltration (UF); reverse osmosis treatment system; post-treatment involving water remineralization in order to reach nutrient levels equivalent to mineral water for human consumption and underwater outflow responsible for eradicating concentrate flows in an environmentally-friendly manner.
<i>Additional information</i>	This project is part of Ceara's Water Transfer and Supply Program (Programa de Transferência Hídrica e Suprimento de Água). The project could be based in the Export Processing Zone (ZPE) located in the Port of Pecem. In this case, the private sector partner would be responsible for bearing the project costs, which would be recouped through sale of the drinking water produced at the plant.
<i>Project location</i>	City of Fortaleza, in a coastal location to be determined.
<i>Sectors of interest</i>	Sewage and Waste Treatment (CNAE 36 to 39)
<i>Total project cost</i>	USD 209,700,128.82
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Step 1 - Establishment (2 years) Step 2 - Operation (25 years)
<i>Institution responsible for the project</i>	Government of the State of Ceara – Department of Water Resources (SRH)
<i>Address</i>	Av. Afonso Albuquerque Lima, s/n 00 Edifício SRH 60822325 – Fortaleza – Ceara
<i>Website</i>	http://www.srh.ce.gov.br/
<i>Project coordinator</i>	Karine Machado/+55 (85) 3101-3996/ karine.machado@srh.ce.gov.br

PROJECT TITLE	Iron ore Discharging and Transportation System for the Pecem Port Industrial Complex
<i>Project overview</i>	Operations and maintenance (O&M) for ship discharge cranes and conveyor belts for coal between the Port of Pecem and the industrial part of Pecem Port and Industrial Complex. The project consists of two conveyor belts to carry coal; one costed by the local state government and the second by the private sector. In the case of the latter, investors can recoup their investment through revenue from the operation of both conveyor belts.
<i>Additional information</i>	Target audience: Companhia Siderúrgica do Ceará
<i>Project location</i>	Pecem Port and Industrial Complex (CIPP) in Sao Goncalo do Amarante.
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 119,828,645.04
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Step 1 - Establishment (1 year) Step 2 - Operation (24 years)
<i>Institution responsible for the project</i>	Government of the State of Ceara – Secretariat of Infrastructure (SEINFRA)
<i>Address</i>	Av. Afonso Albuquerque Lima, s/n 00 Edifício Seinfra – Fortaleza – Ceara
<i>Website</i>	www.seinfra.ce.gov.br/ www.adece.ce.gov.br/
<i>Project coordinator</i>	Joaquim Firmino/+55 (85) 3216-3718/ joaquim.firmino@seinfra.ce.gov.br

PROJECT TITLE	Oil Tanking Facilities for Pecem Port and Industrial Complex
<i>Project overview</i>	Construction of infrastructure to enable Discharging, Transportation, Storage and Distribution Implantação of petroleum derivatives at Pecem Port and Industrial Complex (CIPP).
<i>Additional information</i>	The investor shall be responsible for bearing construction costs and shall be able to recoup investment through leasing fees in respect of the tanks.
<i>Project location</i>	In the Port of Pecem and supporting area – Municipalities of Sao Goncalo do Amarante and Caucaia
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 239,657,290.08
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Total concession period: 25 years Construction/implementation: 2 years Operation: 23 years
<i>Institution responsible for the project</i>	Government of the State of Ceara – Department of Infrastructure (SEINFRA)
<i>Address</i>	Av. General Afonso Albuquerque Lima, s/n Bairro Cambéba – Fortaleza – Ceara
<i>Website</i>	www.seinfra.ce.gov.br/ www.adece.ce.gov.br/
<i>Project coordinator</i>	Joaquim Firmino / +55 (85) 3216-3718 / joaquim.firmino@seinfra.ce.gov.br

PROJECT TITLE	Port of Pecem Intermodal Freight Terminal
<i>Project overview</i>	Construction of logistics support infrastructure for operations in the Port of Pecem, such as container depots, truck parking facilities with rest area, etc. The project's target audience includes large industrial companies and logistics service providers, among others.
<i>Additional information</i>	This project is a public service concession preceded by construction works.
<i>Project location</i>	Port district of Pecem, in the municipality of Sao Goncalo do Amarante
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 59,914,322.52
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Construction/establishment: 3 years Operation: 14 years Total concession period: 17 years
<i>Institution responsible for the project</i>	Government of the State of Ceara – Department of Infrastructure (SEINFRA)
<i>Address</i>	Av. General Afonso Albuquerque Lima, s/n Cambeba 60822325 – Fortaleza – Ceara
<i>Website</i>	http://www.seinfra.ce.gov.br/
<i>Project coordinator</i>	Joaquim Firmino/+55 (85) 3216-3718/ joaquim.firmino@seinfra.ce.gov.br

PROJECT TITLE	Port Operations with Department of Infrastructure-Owned Granty Cranes
<i>Project overview</i>	Ship loading and unloading port operations and O&M involving port gantry cranes belonging to the Ceara Department of Infrastructure in the Port of Pecem.
<i>Additional information</i>	This activity is included in the Infrastructure and Logistics Program under the state's Multiannual Planning Framework (PPA) for the period 2016-2019, currently being drafted. The investor shall be responsible for supplies and operations and shall be authorized to recoup investment through revenue generated by gantry crane operations.
<i>Project location</i>	Port of Pecem – Municipality of Sao Goncalo do Amarante
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 74,892,903.15
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Step 1 - Establishment (1 year) Step 2 - Operations (24 years)
<i>Institution responsible for the project</i>	Government of the State of Ceara – Department of Infrastructure (SEINFRA)
<i>Address</i>	Av. Afonso Albuquerque Lima, s/n 00 Edificio Seinfra – Fortaleza – Ceara
<i>Website</i>	http://www.seinfra.ce.gov.br/
<i>Project coordinator</i>	Joaquim Firmino/+55 (85) 3216-3718/ joaquim.firmino@seinfra.ce.gov.br

PROJECT TITLE	Socio-Educational Centers for Adolescents in Conflict with the Law
<i>Project overview</i>	The project encompasses the restructuring of Ceara's Socio-Educational System Assistance Centers (refurbishment, construction and operation of Adolescent Assistance Centers as part of the state's socio-educational commitments) in order to give the state of Ceara and its community a system capable of helping adolescents in conflict with the law, withing the guidelines set out in Brazil's National Socio-Educational Assistance Program (SINASE), which aims to help with reintegrating youths back into their family units and the local community in order to help reduce crime rates in the state. In this respect this project is included within the scope of the 'Peaceful Ceara' (Ceará Pacífico) Program.
<i>Additional information</i>	The project involves the establishment and/or refurbishment of 17 centers spread throughout the state, all of which have an operations lease period of 18 years. The target audience is adolescents in accordance with socio-educational commitments. The private sector partner shall be responsible for making the necessary investment, which shall be recouped by means of monthly charges.
<i>Project location</i>	The centers differ in size and function and are located at various points throughout the state in the following municipalities: Fortaleza, Crateus, Iguatu, Juazeiro do Norte, Sobral and Aracati.
<i>Sectors of interest</i>	Education (CNAE 85) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 292,699,739.37
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Implementation: 5 years Operation: 13 years Total concession contract period: 18 years
<i>Institution responsible for the project</i>	Government of the State of Ceara – Department of Labor and Social Development (STDS)
<i>Address</i>	Rua Soriano Albuquerque 230 Joaquim Távora 60130160 – Fortaleza – Ceara
<i>Website</i>	http://www.stds.ce.gov.br/
<i>Project coordinator</i>	Sebastião Lopes/+55 (85) 3101-2092 /sebastiao.lopes@stds.ce.gov.br

Espirito Santo

Socio-Economic Data



State	Espirito Santo
Area	46,096.92km ²
Capital	Vitoria
Population of the capital	352,104 (2014 est.)
Total population	3,839,000 (2013)
Economically active population	1.95 million (IBGE, 2014)
Population growth rate	1.19% (IJSN, 2014)
Unemployment rate	6.6 % (IJSN, 2014)
Real GDP	R\$117.04 billion (2013)
GDP per capita	R\$30,484.96 (2013)
Commerce and services (% share of state GDP)	56.2% (2013)
Industry (% share of state GDP)	40.5% (2013)
Agriculture (% share of state GDP)	3.3% (2013)
Average monthly wage (commerce and services)	R\$1,708.52 (2014)
Number of technical colleges	25 centers that comprise the Espirito Santo Federal Institute of Education, Science and Technology (IFES) and 8 industrial sector apprenticeship training centers (SENAls)
Number of universities	1 university (Federal University of Espirito Santo, UFES), 3 colleges and 83 faculties
Number of graduate courses available	602 (Ministry of Education, 2010)
Number of graduates in areas related to commerce and services per year	16,474
International schools	4
Average price of electricity	Data not available
Average monthly commercial rent	R\$38.00m ²
Strengths	Located in Brazil's Southeastern Region, Espirito Santo spans a 1,200km radius of coastline from the capital Vitoria, which accounts for over half the state's GDP. The state is home to significant offshore oil and gas reserves. The economy of Espirito Santo is diverse and includes production chains for oil and gas (Espirito Santo being Brazil's second-largest producer), steel-making and mining (the state is the world's largest exporter of iron ore pellets and a large producer of steel), pulp and paper (the state is home to the world's largest bleached eucalyptus pulp producer) and structural and decorative dimension stone. Agribusiness is another sector of note, especially coffee production (the state is the second-largest producer and exporter in Brazil) and fruit growing. Vitoria Port Complex is one of the largest in Latin America. The state offers an investment incentives program (INVEST-ES) that aims to contribute to the expansion, modernization and diversification of local economic sectors, encouraging new investment, technology renewal and increasing the state's competitiveness. 28 municipalities in the north of the state are part of an area encompassed by the Northeastern Development Agency (SUDENE), which offers fiscal incentives for new investment.
Sources	Secretaria de Estado de Desenvolvimento do Espirito Santo – SEDES; IBGE, 2014; IJSN, 2012; MEC, 2010; IFES; SENAI. IBGE/Contas Regionais do Brasil 2013

6 PROJECTS

PROJECT TITLE	'Infovias Capixabas' (Espirito Santo Information Highways)
Project overview	<p>Aims to provide high-performance low-cost multimedia communications infrastructure in order to support the modernization of public services in the Vitoria Metropolitan Area and develop a complementary sharing model that can be rolled out to other parts of the state. The project also focuses on the development and strengthening of municipal economies and full free access for all.</p> <p>Desired final outcome: increase the level of competitiveness & total investment in STI relative to the state's GDP (% of investment in R&D/total investment in ST&I)</p> <p>Commitment or guidelines: designing a model for and implementation of a fibre optic network (Metro-Gvix) for the Greater Vitoria Metropolitan Area (RMGV) and designing a model for telecommunications infrastructure for the whole state.</p> <p>Scope</p> <ul style="list-style-type: none"> • Laying a fibre optic ring in Enseada do Sua (City of Vitoria) • Implementation of the Metro-Gvix network • Standardization of the data network ecosystem • Management model: sharing of public-private networks • Management model: sharing public networks" <p>Current situation for the Greater Vitoria area: Average circuit speed in Greater Vitoria 1.47 Mbps – Average cost R\$2,600.00 Annual cost R\$7,012,155. Number of municipalities served: 1</p> <p>Situation forecast for the Greater Vitoria area in 2018: Average circuit speed: 1,000 Mbps, Average circuit cost per month R\$280.49. Estimated annual cost for 491 points established in 2018: R\$548,448.00. Number of municipalities served in 2018: 5</p> <p>In order to reach the state's remaining 73 municipalities, the government is considering sharing (fibre swaps) and additional supply offered through a public-private partnership (PPP).</p>
Additional information	<p>Espirito Santo already has one fibre optic network located on Vitoria Island, called METROVIX. It is currently expanding to other municipalities in the Greater Vitoria metropolitan area (METROGVIX).</p> <p>From this point, and in concert with state suppliers, vai mapear o que se poderá ser atendido com troca de fibra e planejar como será a abordagem com fibra óptica para o restante do estado para que cada um dos 78 municípios possa ser atendido. Neste estudo estaremos considerando uma PPP ou uma concessão.</p>
Project location	<p>Greater Vitoria Metropolitan Area – includes the municipalities of Vitoria, Vila Velha, Cariacica, Viana and Serra: fibre optic cable deployment will be delivered in accordance with the final project design (Metro-Gvix network).</p> <p>Rest of the state – 73 municipalities: development of a business model (public-private) for high-speed data communications infrastructure for the remaining areas of Espirito Santo.</p>
Sectors of interest	Public Administration, Defense and Social Security (CNAE 84); Professional, Scientific and Technical Services (CNAE 69 to 75); Education (CNAE 85); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Healthcare (CNAE 86 to 88); ICT – Information and Communication Tecnology (CNAE 58 to 63); Tourism – Bed and Breakfast (CNAE 55 to 56); Agriculture, Livestock Farming, Forestry, Fisheries and Aquaculture (CNAE 01 to 03) * CNAE is the Brazilian Economic Activity Classification Code.
Total project cost	USD 11,982,864.50
Procurement/contract model	Other
Nature of investment	Public and private
Timeframe	<p>Laying a fibre optic ring in Enseada do Sua (in progress – March 31, 2016)</p> <p>Implementation of Metro-Gvix (in progress - November 23, 2018)</p> <p>- 2015: conclusion of conceptual design phase</p> <p>- 2016: 131 points of presence implemented and operating in Vila Velha</p> <p>- 2017: 135 points implemented and operating in Cariacica and 39 points implemented and operating in Viana</p> <p>- 2018: 142 points implemented and operating in Serra and 44 points implemented in Vitória</p> <p>Standardization of the data network ecosystem (November 01, 2015-August 09, 2016)</p> <p>Management model: public-private network sharing (September 06, 2016-January 03, 2017)</p> <p>Management model: public network sharing (January 16, 2017-September 28, 2017)</p>
Institution responsible for the project	Espirito Santo Information and Communication Technology Institute (PRODEST)
Address	Av. João Batista Parra 465 29050925 – Vitoria – Espirito Santo
Website	www.prodest.es.gov.br
Project coordinator	Maria Sylvia Abaurre/+55 (27) 3636-7152/ sylvia.abaurre@prodest.es.gov.br

PROJECT TITLE	Municipality of Vila Velha Universal Sewage System
<i>Project overview</i>	The project aims to deliver commitments under the Municipality of Vila Velha's Basic Sanitation Plan. Sewage service coverage currently stands at 52%. Over the coming 10 years the objective is to raise this level to 98% by expanding drainage systems by 1,000km, draining pipe connections at 50,000 service points, expansion of sewage treatment capacity from 400 l/s at present to 900 l/s in the Aracas System and from 30 l/s to 300 l/s in the Ulisses Guimaraes System, with a view to serving 700,000 residents by the plan's expiry date.
<i>Additional information</i>	Assessment studies that will be used to structure this public-private partnership are currently underway. For this reason, some data are based on estimates, such as the total project cost and the length of the concession period.
<i>Project location</i>	Sewage system coverage for the whole urban region of the Municipality of Vila Velha.
<i>Sectors of interest</i>	Sewage and Waste Treatment (CNAE 36 to 39) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 174,650,250.14
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Preliminary timeframe: November 2015 – conclusion of technical studies and public hearing; January 2016 – publication of tender documents.
<i>Institution responsible for the project</i>	Espirito Santo Water Authority (Companhia Espirito Santense de Saneamento)
<i>Address</i>	Avenida Governador Bley 186 3º andar, Centro 29010150 – Vitoria – Espirito Santo
<i>Website</i>	www.cesan.com.br
<i>Project coordinator</i>	Luiz Claudio Victor Rodrigues/+55 (27) 2127-6751/ luiz.rodrigues@cesan.com.br

PROJECT TITLE	PPP for Vitoria City Street Lighting
<i>Project overview</i>	Concession of investment and operations for Vitoria City's public street lighting system, with estimated investment of R\$250 million in respect of 32,000 street lights, with a maximum compensation of R\$18 million per year guaranteed by funds from the COSIP (Public Lighting Costs Tax). The PPP shall be responsible for installing LED street lighting, thereby contributing to energy cost savings and forming part of the city's smart grid.
<i>Additional information</i>	A Call for Tender (PMI) was launched in January 2015. 14 companies responded, of which 7 provided studies that were used to frame the final model for tender documentation, which was released for public hearing in October 2015.
<i>Project location</i>	City of Vitoria
<i>Sectors of interest</i>	ICT – Information and Communication Technology (CNAE 58 to 63); Other Service Activities (CNAE 94 to 96); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Electricity and Gas (CNAE 35); Administrative Activities and Complementary Services (CNAE 77 to 82) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 74,892,903.15
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	December 2015 – publication of tender February 2016 – award of tender (contracting process) April 2016 – start of operations
<i>Institution responsible for the project</i>	Vitoria Development Corporation (Companhia de Desenvolvimento de Vitória)
<i>Address</i>	Rua Fortunato Ramos 30 4o andar, Santa Lucia 29056020 – Vitoria – Espirito Santo
<i>Website</i>	www.cdvtoria.com.br
<i>Project coordinator</i>	André Gomyde/ +55 (27) 99652-0176/ andregomyde@cdvtoria.com.br

PROJECT TITLE	State of Espirito Santo Airports Program
<i>Project overview</i>	Airport development and operation for regional flights in order to complement the state system and connect the main regions of Espirito Santo with the rest of Brazil: -Linhares Airport -Cachoeiro do Itapemirim Airport -Sao Mateus Airport -Colatina Airport
<i>Additional information</i>	The project is part of the 'Program for Investment in Logistics: Regional Airports (PIL)'. Airport operation is expected to benefit from both public and private resources. The expectation is for passenger numbers of around 400,000.
<i>Project location</i>	The municipalities of Linhares; Cachoeiro do Itapemirim; Sao Mateus; and Colatina
<i>Project website</i>	www.sedes.es.gov.br
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 61,711,752.19
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public
<i>Timeframe</i>	TBD
<i>Institution responsible for the project</i>	Espirito Santo Department of Development (Secretaria de Estado de Desenvolvimento)
<i>Address</i>	Av Nossa Senhora da Penha 714 3º andar 29055310 – Vitoria – Espirito Santo
<i>Website</i>	www.sedes.es.gov.br
<i>Project coordinator</i>	Ketrin Kelly Alvarenga/ +55 (27) 3636-9716/ ketrin.alvarenga@sedes.es.gov.br

PROJECT TITLE	Vitoria Metropolitan Technology Park
<i>Project overview</i>	Vitoria Metropolitan Technology Park is a site in the Goiabeiras neighbourhood. The Park is divided into four sectors: (a) shared research laboratories; (b) technology-based companies; (c) an Innovation Center; and (d) technology-based industries. The City of Vitoria lacks the real estate for traditional industries or agriculture. Its economic strengths are based in the provision of services in support of innovation. In this respect, the Technology Park is vital to maintain the city's economic dynamism. The Technology Park has a natural vocation to serve in the development of the oil and gas, metal and mechanics, biotech, nanotech and robotics sectors.
<i>Additional information</i>	Architectural and supporting projects in respect of the Innovation Center have been finalized and approved by the Ministry of Science, Technology and Innovation; Zoning for Sector 1 (non-profit activities) is at an advanced stage; Zoning for Sector 2 has been granted; A plot allocation project for Sector has been registered and a building permit has been issued. An Invitation to Bid for the Innovation Center is being drafted.
<i>Project location</i>	The approximately 311,459.00 m ² area sits adjacent to the Federal University of Espirito Santo's campus. There are currently few constructions on the site, which is zoned under urban land use laws as a technology park area (ZPT). The proposed Vitoria Technology Park project encompasses a wider area, totalling approximately 415,810.00 m ² , of which almost 311,459.00 m ² is comprised of areas that can be used for activities linked directly to Vitoria Metropolitan Technology Park.
<i>Sectors of interest</i>	Healthcare (CNAE 86 to 88); ICT – Information and Communication Technology (CNAE 58 to 63); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Extractive Industries (CNAE 05 to 09); Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Professional, Scientific and Technical Services (CNAE 69 to 75) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 35,948,593.51
<i>Procurement/contract model</i>	Other
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Define management model – October 2014 (completed); Begin construction work on the Innovation Center – February 2016; First tenants in Sector 1 – December 2016; First tenants in Sector 2 – July 2016; Conclusion of implementation phase – December 2017; Start of operations – January 2018.
<i>Institution responsible for the project</i>	Vitoria Development Corporation (Companhia de Desenvolvimento de Vitória)
<i>Address</i>	Rua Fortunato Ramos 30 4o andar, Santa Lucia 29056020 – Vitoria – Espirito Santo
<i>Website</i>	www.cdvtoria.com.br
<i>Project coordinator</i>	André Gomyde/ +55 (27) 99652-0176/ andregomyde@cdvtoria.com.br

PROJECT TITLE	State Highway Concessions
<i>Project overview</i>	870 kilometers of highway under state administration shall be granted to the private sector in various parts of the State of Espirito Santo.
<i>Additional information</i>	The project involves concessions of highway under state authority radiating from three 'hub' cities: Aracruz, Cachoeiro and Colatina. There are 3(three) concession contracts of 30 (thirty) year duration. The value of the concession shall be determined by estimated revenue from a pre-determined toll rate. It is important to bear in mind that the final tariff value and maximum concession value could be lower as a result of impact assessment studies and possible discounts resulting from the auction process.
<i>Project location</i>	1. Colatina Hub – about 277km of highway based around the municipality of Colatina. 2. Aracruz Hub – over 200km of highway based around the municipality of Aracruz. 3. Cachoeiro Hub – over 350km of highway based around the municipality of Cachoeiro do Itapemirim
<i>Project website</i>	www.der.es.gov.br
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 1,797,429,675.56
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	The program will be developed in 2015/2017 with a view to grant the concession contracts and begin implementation in 2017.
<i>Institution responsible for the project</i>	Espirito Santo State Highway Authority (DER-ES)
<i>Address</i>	Av. Marechal Mascarenhas de Moraes 1501 Ilha de Santa Maria 29051015 – Vitoria – Espirito Santo
<i>Website</i>	www.der.es.gov.br
<i>Project coordinator</i>	Director General/ +55 (27) 3636-4401/ halpher.luiggj@der.es.gov.br

Federal District

Socio-Economic Data



State	Federal District
Area	5,779.99km ²
Capital	Brasilia
Population of the capital	2,914,830 (2015)
Economically active population	1,531,000*
Population growth rate	2.2% p.a. (estimated 2014-2015 change)
Unemployment rate	13.4% (DIEESE - CODEPLAN)
Real GDP	R\$175.36 billion (2013)
GDP per capita	R\$ 62,859.43 (2013)
Commerce and services (% share of state GDP)	93.3% (2013)
Industry (% share of state GDP)	6.5% (2013)
Agriculture (% share of state GDP)	0.3% (2013)
Average monthly wage (commerce and services)	R\$1,718.00 (DIEESE - CODEPLAN)
Number of technical colleges	53 (Ministry of Education - 2014)
Number of universities	78 (includes universities, colleges and faculties – Ministry of Education)
Number of graduate courses	669 (INEP - Sinopses Estatísticas - 2013)
Number of graduates in areas related to commerce and services per year	21,000
International schools	Yes
Average price of electricity	R\$369.31/MWh (ANEEL)
Average monthly commercial rent	R\$31.05/m ² (August 2015)
Strengths	<p>Priority Sectors for the Federal District: Services (financial, logistics, tourism and healthcare); Entertainment and Leisure; Healthcare Industry; ICT/ Electrical and Electronics Sector; Automotive Industry; Food Industry; Beauty and Personal Care Industry; National Defense Industry.</p> <p>Incentives: Economic, fiscal and credit.</p> <p>Financing: FCO ('Midwest Region Constitutional Financing Fund') and FDCO (Midwest Region Development Fund).</p>
Sources	DIEESE/CODEPLAN/ IPEA/ MEC/ ANEEL / INEP/ IBGE/Contas Regionais do Brasil 2013

1 PROJECT

PROJECT TITLE	Brasilia International Airport City
Project overview	Inframerica, the company that owns the concession over Brasilia International Airport, has hired AECOM, the world's largest engineering company, to develop a master and economic impact assessment for real estate development and the creation of a logistics hub in an area spanning 200 hectares adjacent to the airport. This work includes creating the project identity, land-use planning, defining urban features, land parcelling strategy, size of the plots of land, setting the nature of the investments, financial viability analysis, as well as the timeframe for project development. Once the master plan has been completed, Inframerica will bring a new global trend to Brasilia: an 'aerotropolis' consisting of an airport city with offices, a shopping mall, convention centers, hotels, high value-added clean industry, among others, complete with integrated public transportation infrastructure (BRT, LRT, etc).
Additional information	<p>Phase One:</p> <ul style="list-style-type: none"> Logistics (Logistics and High Tech Hub) – Industrial Airport: Clean air area; IT; Pharmaceuticals; Research hub; Large dry port; Customs area (with direct access to runways); Storage areas; Manufacturing areas. Real estate development: Commercial district (buildings and offices); Large convention center; Training areas; Shopping malls.
Project location	The Airport City is located in Brasilia in Brazil's Federal District adjacent to Juscelino Kubitscheck International Airport, in a 200 hectare plot of land. Located close to the national capital, the project goal is to create a new business hub for Latin America.
Project website	www.inframerica.aero
Sectors of interest	Construction (CNAE 41 to 43); Retail; Vehicle and Motorcycle Repair (CNAE 45 to 47); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); ICT – Information and Communications Technology (CNAE 58 to 63); Real Estate (CNAE 68) * CNAE is the Brazilian Economic Activity Classification Code
Nature of investment	Public and private
Timeframe	November 2012 to April 2013 – Master planning and economic impact assessment. By 2020: development of 500,000m ² of Gross Leasable Area
Institution responsible for the project	Inframérica Concessionária do Aeroporto de Brasília S/A (company that owns the concession over Brasilia International Airport)
Address	Aeroporto Internacional Juscelino Kubitscheck 71608900 – Brasilia – Federal District
Website	www.inframerica.aero
Project coordinator	Antônio Droghetti Neto/ +55 (61) 3214-6790/ adroghetti@inframerica.aero

Goias

Socio-Economic Data



State	Goias
Area	340,111.78km ²
Capital	Goiania
Population of the capital	1,412,364
Total population	6,434,000 (2013)
Economically active population	3,433,000
Population growth rate	1.34 %
Unemployment rate	5.53 %
Real GDP	R\$151.01 billion (2013)
GDP per capita	R\$23,470.48 (2013)
Commerce and services (% share of state GDP)	61.8% (2013)
Industry (% share of state GDP)	25.8% (2013)
Agriculture (% share of state GDP)	12.3% (2013)
Average monthly wage (commerce and services)	R\$1,791.11
Number of technical colleges	2
Number of universities	88
Number of graduate courses	283
Number of graduates in areas related to commerce and services per year	No available data
International schools	No available data
Average price of electricity	R\$543.80
Average monthly commercial rent	No available data
Strengths	<p>*Priority sectors for investment attraction are: aviation; storage and auxiliary transport activities (Distribution Center and Logistics); forestry; mining; maintenance, repair and installation of machinery and equipment; decontamination and other waste management services; information technology services; information services; scientific research and development; other scientific and technical professional activities (including design services); agriculture and livestock; postharvest activities; education; healthcare; activities integrating healthcare and care services provided in collective and private residences; arts and events; activities linked to the cultural and environmental heritage.</p> <p>All commerce and services matters are catered for by the Midwest Constitutional Fund (FCO), except those that are specifically excluded from the Fund's ambit in its rules.</p> <p>The sectors with competitive advantages and growth prospects in the state with opportunities for future investment are (1) value-added activities for agribusiness, such as R&D, maintenance, repair and installation of machinery and equipment, and logistics; (2) new products and new designs; (3) training and development of human capital; (4) distribution centers; and (5) information and communication technology.</p>
Sources	IBGE/2015 INSTITUTO MAURO BORGES - IMB/2015 MEC/2015 FIRJAN/2015. IBGE/Contas Regionais do Brasil 2013

4 PROJECTS

PROJECT TITLE	Logistics Hub in the Municipality of Aparecida de Goiania
Project overview	<p>A business district to enable logistics and/or transportation companies to benefit from a privileged location in Aparecida de Goiania, situated at the intersection of important transport corridors in Brazil. The district is located on federal highway BR-153 and with access to federal highway BR-060, which connects Brazil's Northern, Southern and Southeastern regions.</p> <p>The project is expected to create an estimated 20,000 jobs, including 6,000 direct jobs 14,000 indirect. The investment has an initial estimated budget of R\$150 million.</p>
Additional information	<p>The Municipality of Aparecida de Goiania is among the 10 best emerging municipalities in Brazil. According to a study carried out by consulting firm Urban Systems and published in Brazilian business magazine Exame (April 30, 2015 edition) entitled 'The Best Cities for Business in Brazil', Aparecida de Goiania is ranked 7th overall with a score of 5.77 out of 14. The Municipality of Parauapebas in the state of Para tops the list with a score of 7.46.</p>
Project location	<p>The project shall be created in a plot of land of approximately 1 million square meters (in two stages), located in close proximity to the following industrial parks: Dimag, Daiag, Goias Business Park (Polo Empresarial Goiás), Vice President Jose Alencar Industrial Park and Recycling Center, All Park, and the Metropolitan Business Complex (Complexo Empresarial Metropolitan).</p>
Project website	www.aparecidatec.com.br
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 44,935,741.89
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	<p>Elaboration of Technical and Economic Feasibility Study (2016)</p> <p>Approval of Regulatory Framework (2016)</p> <p>Development of Architectural Project (2016)</p> <p>Start of Works (2017)</p>
Institution responsible for the project	Aparecida de Goiania Department of Industry, Commerce, Science and Technology (Secretaria de Industria, Comercio, Ciencia e Tecnologia de Aparecida de Goiania)
Address	Eixo Viário, Quadra 01, Lote 02 0 Complexo DAIAG 74993440 – Aparecida de Goiania – Goias
Project coordinator	Ralph Vicente/+55 (62) 3545-5251/ gabinete.industria@aparecida.go.gov.br

PROJECT TITLE	Antares Executive Airport in Aparecida de Goiania
<i>Project overview</i>	Aparecida de Goiania Executive Airport is a project that meets the demands of the executive aviation sector in Brazil. Goias currently plays a key role in small and medium-sized aircraft maintenance operations due to its privileged location at the heart of Brazil and due to the well-known capacity of aircraft maintenance companies based in the State of Goias the project aims to meet demand from Brazil's Midwest Region, as well as serving as a benchmark for Brazil's North and Northeastern Regions. Serves as the sole support airport to Goiania International Airport - Santa Genoveva. Aparecida de Goiania executive airport has received authorization from the Brazilian Civil Aviation Agency (ANAC) and is already making an impact on the national stage. Aparecida Airport is designed to cater for a poorly served demand for protective storage and maintenance of aircraft in Goiania. Average medium to long-term growth in the aviation market shows that over the the coming 15 years the number of aircraft in Brazil is expected to continue to grow to 25,000 and is on track to become the fifth largest fleet in the world by 2022. Given this backdrop, the municipal government of Aparecida de Goiania, through its Secretariat of Industry and Commerce and in partnership with the Brazilian Civil Aviation Agency (ANAC) carried out impact assessment studies for the construction of an aerodrome in the city to meet regional demand and to allow the construction of hangars for aircraft maintenance. The project born out of this labor is now a public-private partnership, for which the municipality will provide political, legal and technical support. On the investment side, over R\$40 million in private resources is estimated for the construction of Goiania Executive Airport. The construction will take up an area of approximately 200 hectares.
<i>Additional information</i>	Average medium to long-term growth in the aviation market shows that over the the coming 15 years the number of aircraft in Brazil is expected to continue to grow to 25,000 and is on track to become the fifth largest fleet in the world by 2022.
<i>Project location</i>	Located in the southeast quadrant of the Municipality of Aparecida de Goiania, in close proximity to the Vice President Jose de Alencar Industrial Park of Aparecida.
<i>Project website</i>	www.aparecidatec.com.br
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 13,480,722.57
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Schedule: start of construction work in 2016
<i>Institution responsible for the project</i>	Aparecida de Goiania Municipal Secretariat of Industry, Commerce, Science and Technology (Secretaria de Industria, Comercio, Ciência e Tecnologia de Aparecida de Goiânia)
<i>Address</i>	Eixo Viário, Quadra 01, Lote 02 0 Complexo DAIAG 74993440 – Aparecida de Goiania – Goias
<i>Project coordinator</i>	Marcos Alberto Luiz de Campos/ +55 (62) 3546-8300/ gabinete.industria@aparecida.go.gov.br

PROJECT TITLE	Aparecidatec Technology Park
<i>Project overview</i>	APARECIDATEC Technology Park is designed to serve as a privileged space for the development of innovation networks that function as conduits for the formation of RD&I clusters among technology-based companies in Brazil's Midwest. The Park will have a broader impact on the regional economy through the provision of services, a business and innovation-friendly environment, employment for highly-qualified labor specialized in new technologies, including post-graduate professionals, and through improving the quality of living in the local area. Such effects favor the development of new high value-added activities in the region and contribute to productivity gains in local companies through technology transfer. The objective at the core of the technology park project is the formation of a strategic alliance of linkages between Science and Technology Institutes, companies and public bodies in order to promote better interaction between teaching centers through exchanges of experiences and the creation, transfer and diffusion of information technology knowledge.
<i>Additional information</i>	The APARECIDATEC Technology Park project aims for close interaction with companies in order to identify their technology needs and meet this demand. This will contribute to the growth of companies and science and technology institutes, as well as society in general. New needs are emerging that must be identified and channelling into the scope pf the project undertaken by APARECIDATEC Technology Park between universities, associations, federations, foundations and government departments linked to RD&I.
<i>Project location</i>	"The Technology Park shall be built in Goias Business Estate, located close to Goias State University and Goias Federal Institute.
<i>Project website</i>	aparecidatec.com.br
<i>Sectors of interest</i>	Manufacturing (CNAE 10 to 33); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical Services (CNAE 69 to 75); Education (CNAE 85) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 7,489,290.31
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Schedule: Approval of regulatory framework in 2015 Preparation of the architectural and engineering work in 2015 Beginning of construction work in 2016 Call for Tender to be published in 2016
<i>Institution responsible for the project</i>	Aparecida de Goiania Municipal Secretariat of Industry, Commerce, Science and Technology (Secretaria de Industria, Comercio, Ciência e Tecnologia de Aparecida de Goiânia)
<i>Address</i>	Eixo Primário, Qd. 01, Lote 2 DAIAG 74993440 – Aparecida de Goiania – Goias
<i>Project coordinator</i>	Marcos Alberto Luiz de Campos/ +55 (62) 3545-5251/ gabinete.industria@aparecida.go.gov.br

PROJECT TITLE	Anapolis Convention Center
<i>Project overview</i>	Construction of Anapolis Convention, Cultural and Agricultural Center so as to provide a suitable premises for the development of business and hosting cultural events in Anapolis and the wider area. The Convention and Cultural Centers located in the cities of Goiania and Brasilia are facing demand that outstretches their capacity, underscoring the urgent need for this project and the fact that Anapolis Convention, Cultural and Agricultural Center will be in high demand, positioning it as a reference point in the State of Goias as well as an important alternative to the convention centers in Goiania and Brasilia.
<i>Project location</i>	"Located between the state capital Goiania and the national capital Brasilia, Anapolis is situated at the intersection of two major transport corridors: Highway BR-153 on the north-south axis and Highway BR-060 on the east-west axis. It is also located at the junction between the North-South Railroad and the Mid-Atlantic Railroad. Adding to this strategic location is the Anapolis Agroindustrial District (DAIA), located in the vicinity, which is the largest of its kind in the midnorth of the country. The District's strengths are in the pharmaceutical, automotive and defense sectors.
<i>Sectors of interest</i>	Tourism - Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 37,065,856.63
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public
<i>Timeframe</i>	To be determined in accordance with project requirements (tender for construction works)
<i>Institution responsible for the project</i>	Goias Transport and Public Works Agency (Agência Goiana de Transportes e Obras)
<i>Address</i>	Av. Gov. José Ludovico de Almeida, nº 20 (BR-153, Km 3,5) – Goiania – Goias
<i>Website</i>	http://www.agetop.go.gov.br/
<i>Project coordinator</i>	Luiz Antônio – Diretor de Obras Cívicas – AGETOP/ +55 (62) 3265-4000/ diretoriadeobrascivilis@hotmail.com

Maranhao

Socio-Economic Data



State	Maranhao
<i>Area</i>	331,937.45m ²
<i>Capital</i>	Sao Luis
<i>Population of the capital</i>	1,073,893
<i>Total population</i>	6,794,000 (2013)
<i>Economically active population</i>	3,098,965
<i>Population growth rate</i>	0.78%
<i>Unemployment rate</i>	6.4%
<i>Real GDP</i>	R\$67.59 billion (2013)
<i>GDP per capita</i>	R\$9,948.47 (2013)
<i>Commerce and services (% share of state GDP)</i>	69.6 % (2013)
<i>Industry (% share of state GDP)</i>	19% (2013)
<i>Agriculture (% share of state GDP)</i>	11.4% (2013)
<i>Average monthly wage (commerce and services)</i>	R\$946.00
<i>Number of technical colleges</i>	16
<i>Number of universities</i>	4
<i>Number of graduate courses</i>	172
<i>Number of graduates in areas related to commerce and services per year</i>	4
<i>International schools</i>	1
<i>Average price of electricity</i>	325.58
<i>Average monthly commercial rent</i>	60.00/m ²

Strengths

Brazil's Northeast region has been growing at a fast pace and has stood out from among Brazil's other regions in this respect. In the context of structural changes in Brazil, the state of Maranhao offers a promising outlook.

Like other states in the Northeast, Maranhao is experiencing a robust period of economic growth that began in 2009 as a result of major infrastructure works and a package of private investment that surpassed a total of R\$100 billion over the following 5 years. Among Brazil's states, Maranhao stands out as having one of the best private investment portfolios; with an estimated total in excess of R\$85 billion, invested by major private Brazilian and foreign companies across a wide array of economic sectors, such as oil refining, natural gas, energy generation (hydro, thermal, biomass and wind energy), paper and pulp, sugarcane and ethanol, cement, steelmaking, among others. These investments have redefined the state's profile as a new, dynamic economy in the region. Furthermore, Maranhao benefits from natural attributes such as the state's privileged geographic location, a vast expanse of territory and abundant freshwater, which is married to port, railway, highway, and energy infrastructure. This infrastructure is currently the object of a rigorous expansion and modernization process.

Sources

PNAD 2012/ IBGE/ Contas Regionais do Brasil 2013

PROJECT TITLE	Santa Ines Industrial Park
Project overview	<p>Santa Ines Industrial Park is planned to initially host industries in the food and beverage; footwear; dairy; forest products; ceramics; beauty and personal care segments, among others;</p> <ul style="list-style-type: none"> • Each Industrial Zone is expected to host 30 companies on average; • Environmental permits required to zone the industrial park shall be the responsibility of the Maranhao Department of Industry and Commerce (SEINC); • Sale of real estate plots for the establishment of companies in the industrial zones shall also be the responsibility of SEINC; • Companies interested in setting up in the Industrial Zones should submit a Letter of Interest (Carta Consulta), available on SEINC's website; • Companies established in the park will be entitled to benefit from two incentive programs, namely 'MAIS EMPRESAS' and the Supplier Development Program (PDF), as well as support for professional skills training, called "Maranhão Profissional"; • The engineering blueprint and environmental impact assessment shall quantify and specify in detail the infrastructure requirements for the efficient functioning of each Industrial Zone; • These Industrial Zones shall occupy an average area of 50ha, which shall be purchased by the state government or local municipal governments. The zones are to have infrastructure suited for their purpose including basic infrastructure such as electricity, paving and access roads, water supply and drainage, communications network, administration and training centers, etc., which will be planned and detailed in accordance with the engineering blueprint; • Maintenance fees will be levied on tenants with support from and oversight by SEINC.
Additional information	Maranhao Industrial Parks are designed to organize the establishment of industries in areas with legal title and the basic infrastructure required for various types of economic activities.
Project location	The Santa Ines Industrial Park is located in Santa Ines municipality, which has a total population of 78,182 and is situated 250km from the state capital on Highway BR-316 and the Carajas Railway. The local economy is driven primarily by commerce. Santa Ines is the commercial headquarters for activities in various neighboring communities in a radius of 200km. Besides commerce, other sectors of note include services, agriculture and, more recently, real estate development.
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2,097,001.29
Procurement/contract model	Call for Bids
Nature of investment	Public
Timeframe	Project currently under development
Institution responsible for the project	Maranhao Department of Industry and Commerce (Secretaria de Estado de Indústria e Comércio)
Address	Av Carlos Cunha s/n Calhau Ed Nagib Haickel 1º andar 65076820 – Sao Luis – Maranhao
Website	http://www.seinc.ma.gov.br/
Project coordinator	Lúcio Maia/ +55 (98) 3235-8621/ luciomaia@seinc.ma.gov.br

PROJECT TITLE	Sao Luis Export Processing Zone
Project overview	In accordance with the National Manufacturing Development Policy (PNDP), Sao Luis Export Processing Zone (ZPE) is designed as a bonded industrial area under the purview of the Brazilian Revenue and Customs Agency (Receita Federal) with special tax incentives, including exemption from import duties (II), excise duty (IPI), social security contributions, including on imports (Pis/Pasep and Confins) and tax on sea freight (AFRMM), in addition to fiscal incentives offered by the state and municipal governments. Companies that set up in the zone are exempt from permits or authorizations required by federal bodies, with the exception of sanitary control, national security and environmental protection. They are also eligible to hold 100% of revenue from exports abroad. 80% of all that the company produces in the Zone must be exported, with the remaining 20% eligible for retail on the Brazilian domestic market. Sao Luis ZPE is administered by a corporation (S.A.) owned by the state government.
Additional information	"ZPEs are industrial areas benefitting from special tax incentives. Companies that set up in the zone are eligible for reduced rates or exemption from certain federal taxes and contributions, as well as foreign exchange freedom (i.e. the ability to permanently hold 100% of revenues from exports abroad) and simplified administrative procedures, provided that 80% of all the company produces in the ZPE is exported.
Project location	Sao Luis Area/District/Port Zone, with access to Highway BR-135; the Transnortheastern and Carajas Railways; and 20km from Sao Luis Airport.
Project website	Under construction
Sectors of interest	Electricity and Gas (CNAE 35); Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 5,991,432.25
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Project currently under development
Institution responsible for the project	Maranhao Department of Industry and Commerce (Secretaria de Estado de Indústria e Comércio)
Address	Av Carlos Cunha s/n Calhau Ed Nagib Haickel 1º andar 65076820 – Sao Luis – Maranhao
Website	http://www.seinc.ma.gov.br/
Project coordinator	Expedito Rodrigues/ +55 (98) 3235-8621/ gabinete@sedinc.ma.gov.br

PROJECT TITLE	Timon Business Park
Project overview	<p>Timon Business Park is planned to initially host industries in the food and beverage; footwear; dairy; forest products; ceramics; beauty and personal care segments, among others;</p> <ul style="list-style-type: none"> • Each Industrial Zone is expected to host 30 companies on average; • Environmental permits required to zone the industrial park shall be the responsibility of the Maranhao Department of Industry and Commerce (SEINC); • Sale of real estate plots for the establishment of companies in the industrial zones shall also be the responsibility of SEINC; • Companies interested in setting up in the Industrial Zones should submit a Letter of Interest (Carta Consulta), available on SEINC's website; • Companies established in the park will be entitled to benefit from two incentive programs, namely 'MAIS EMPRESAS' and the Supplier Development Program (PDF), as well as support for professional skills training, called "Maranhão Profissional"; • The engineering blueprint and environmental impact assessment shall quantify and specify in detail the infrastructure requirements for the efficient functioning of each Industrial Zone; • These Industrial Zones shall occupy an average area of 50ha, which shall be purchased by the state government or local municipal governments. The zones are to have infrastructure suited for their purpose including basic infrastructure such as electricity, paving and access roads, water supply and drainage, communications network, administration and training centers, etc., which will be planned and detailed in accordance with the engineering blueprint; • Maintenance fees will be levied on tenants with support from and oversight by SEINC.
Additional information	Maranhao Industrial Parks are designed to organize the establishment of industries in areas with legal title and the basic infrastructure required for various types of economic activities. Currently, there are industrial parks operating in Sao Luis, Imperatriz, Porto Franco, Bacabal and Grajau (completed in 2011).
Project location	The municipality of Timon has a total population on 155,460 and is situated 450km from the state capital on Highway BR-316. The city's main industries are ceramics and furniture, due to its proximity to Teresina, the state capital of Piaui.
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 1,777,118.72
Procurement/contract model	Call for Bids
Nature of investment	Public
Timeframe	Under development
Institution responsible for the project	Maranhao Department of Industry and Commerce (Secretaria de Estado de Indústria e Comércio)
Address	Av Carlos Cunha s/n Calhau Ed Nagib Haickel 1º andar 65076820 – Sao Luis – Maranhao
Website	http://www.seinc.ma.gov.br/
Project coordinator	Lúcio Maia/ +55 (98) 3235-8621/ lucio.maia@seinc.ma.gov.br

PROJECT TITLE	Estreito Industrial Park
Project overview	<p>Estreito Industrial Park is planned to initially host industries in the food and beverage; footwear; dairy; forest products; ceramics; beauty and personal care segments, among others;</p> <ul style="list-style-type: none"> • Each Industrial Zone is expected to host 30 companies on average; • Environmental permits required to zone the industrial park shall be the responsibility of the Maranhao Department of Industry and Commerce (SEINC); • Sale of real estate plots for the establishment of companies in the industrial zones shall also be the responsibility of SEINC; • Companies interested in setting up in the Industrial Zones should submit a Letter of Interest (Carta Consulta), available on SEINC's website; • Companies established in the park will be entitled to benefit from two incentive programs, namely 'MAIS EMPRESAS' and the Supplier Development Program (PDF), as well as support for professional skills training, called "Maranhão Profissional"; • The engineering blueprint and environmental impact assessment shall quantify and specify in detail the infrastructure requirements for the efficient functioning of each Industrial Zone; • These Industrial Zones shall occupy an average area of 50ha, which shall be purchased by the state government or local municipal governments. The zones are to have infrastructure suited for their purpose including basic infrastructure such as electricity, paving and access roads, water supply and drainage, communications network, administration and training centers, etc., which will be planned and detailed in accordance with the engineering blueprint; • Maintenance fees will be levied on tenants with support from and oversight by SEINC.
Additional information	Maranhao Industrial Parks are designed to organize the establishment of industries in areas with legal title and the basic infrastructure required for various types of economic activities. Currently, there are industrial parks operating in Sao Luis, Imperatriz, Porto Franco, Bacabal and Grajau (completed in 2011).
Project location	Estreito is a Brazilian municipality located in the state of Maranhao. It covers an area of 2,718.978km² and is situated at latitude 06°33'38" south and longitude 47°27'04" west, at an altitude of 153 meters and 750km from the state capital, Sao Luis.
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2,097,001.29
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Project currently under development
Institution responsible for the project	Maranhao Department of Industry and Commerce (Secretaria de Estado de Indústria e Comércio)
Address	Av Carlos Cunha s/n Calhau Ed Nagib Haickel 1º andar 65076820 – Sao Luis – Maranhao
Website	http://www.seinc.ma.gov.br/
Project coordinator	Lúcio Maia/ +55(98) 3235-8621/ lucio.maia@seinc.ma.gov.br

PROJECT TITLE	Capinzal do Norte Industrial Park
Project overview	<p>Capinzal do Norte Industrial Park is planned to initially host industries in the food and beverage; footwear; dairy; forest products; ceramics; beauty and personal care segments, among others;</p> <ul style="list-style-type: none"> • Each Industrial Zone is expected to host 30 companies on average; • Environmental permits required to zone the industrial park shall be the responsibility of the Maranhao Department of Industry and Commerce (SEINC); • Sale of real estate plots for the establishment of companies in the industrial zones shall also be the responsibility of SEINC; • Companies interested in setting up in the Industrial Zones should submit a Letter of Interest (Carta Consulta), available on SEINC's website; • Companies established in the park will be entitled to benefit from two incentive programs, namely 'MAIS EMPRESAS' and the Supplier Development Program (PDF), as well as support for professional skills training, called 'Maranhão Profissional'; • The engineering blueprint and environmental impact assessment shall quantify and specify in detail the infrastructure requirements for the efficient functioning of each Industrial Zone; • These Industrial Zones shall occupy an average area of 50ha, which shall be purchased by the state government or local municipal governments. The zones are to have infrastructure suited for their purpose including basic infrastructure such as electricity, paving and access roads, water supply and drainage, communications network, administration and training centers, etc., which will be planned and detailed in accordance with the engineering blueprint; • Maintenance fees will be levied on tenants with support from and oversight by SEINC.
Additional information	Maranhao Industrial Parks are designed to organize the establishment of industries in areas with legal title and the basic infrastructure required for various types of economic activities. Currently, there are industrial parks operating in Sao Luis, Imperatriz, Porto Franco, Bacabal and Grajau (completed in 2011).
Project location	Capinzal do Norte has a population of 10,698 and is situated 284km from the state capital on Highway BR-135. The city is an important producer of natural gas.
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2,097,001.29
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Project in its final stage, including company investment phase.
Institution responsible for the project	Maranhao Department of Industry and Commerce (Secretaria de Estado de Indústria e Comércio)
Address	Av Carlos Cunha s/n Calhau Ed Nagib Haickel 1º andar 65076820 – Sao Luis – Maranhao
Website	http://www.seinc.ma.gov.br
Project coordinator	Lucio Maia/ +55 (98) 3235-8621/ luciomaia@seinc.ma.gov.br

PROJECT TITLE	Presidente Dutra Industrial Park
Project overview	<p>'Presidente Dutra Industrial Park is planned to host services for companies such as PGN Parnaíba Gás Natural, Eneva and Petra, as well as companies in the beauty and personal care; furniture; forest products; ceramics; and food and beverage segments, among others. The Park is already operational and NUTRILAR, a cleaning and hygiene products company derived from babassu palm, has set up in the Park and has created 200 direct jobs;</p> <ul style="list-style-type: none"> • Each Industrial Zone is expected to host 30 companies on average; • Environmental permits required to zone the industrial park shall be the responsibility of the Maranhao Department of Industry and Commerce (SEINC); • Sale of real estate plots for the establishment of companies in the industrial zones shall also be the responsibility of SEINC; • Companies interested in setting up in the Industrial Zones should submit a Letter of Interest (Carta Consulta), available on SEINC's website; • Companies established in the park will be entitled to benefit from two incentive programs, namely 'MAIS EMPRESAS' and the Supplier Development Program (PDF), as well as support for professional skills training, called 'Maranhão Profissional'; • The engineering blueprint and environmental impact assessment shall quantify and specify in detail the infrastructure requirements for the efficient functioning of each Industrial Zone; • These Industrial Zones shall occupy an average area of 50ha, which shall be purchased by the state government or local municipal governments. The zones are to have infrastructure suited for their purpose including basic infrastructure such as electricity, paving and access roads, water supply and drainage, communications network, administration and training centers, etc., which will be planned and detailed in accordance with the engineering blueprint; • Maintenance fees will be levied on tenants with support from and oversight by SEINC;
Additional information	Maranhao Industrial Parks are designed to organize the establishment of industries in areas with legal title and the basic infrastructure required for various types of economic activities. Currently, there are industrial parks operating in Sao Luis, Imperatriz, Porto Franco, Bacabal and Grajau (completed in 2011).
Project location	The municipality of Presidente Dutra has a total population of 45,154 and is located 355km from the capital on Highway BR-135. The city is situated in a region that produces natural gas, for which local company PGN is responsible. Natural gas exploration and production also extends to the neighboring municipality of Santo Antonio dos Lopes, where the Parnaiba Thermoelectric Complex is being built by local companies ENEVA Energia and Petra Energia, which is a thermoelectric power plant fired by natural gas. The municipality sits in a privileged location at the intersection of Highway BR-135 and Highway BR-226.
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2,097,001.29
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Project currently under development
Institution responsible for the project	Maranhao Department of Industry and Commerce (Secretaria de Estado de Indústria e Comércio)
Address	Av Carlos Cunha s/n Calhau Ed Nagib Haickel 1º andar 65076820 – Sao Luis – Maranhao
Website	http://www.seinc.ma.gov.br
Project coordinator	Lucio Maia/ +55 (98) 3235-8621/ luciomaia@seinc.ma.gov.br

PROJECT TITLE	Codo Industrial Park
Project overview	<p>Codo Industrial Park is planned to initially host industries in the food and beverage; footwear; dairy; forest products; ceramics; beauty and personal care segments, among others;</p> <ul style="list-style-type: none"> • Each Industrial Zone is expected to host 30 companies on average; • Environmental permits required to zone the industrial park shall be the responsibility of the Maranhao Department of Industry and Commerce (SEINC); • Sale of real estate plots for the establishment of companies in the industrial zones shall also be the responsibility of SEINC; • Companies interested in setting up in the Industrial Zones should submit a Letter of Interest (Carta Consulta), available on SEINC's website; • Companies established in the park will be entitled to benefit from two incentive programs, namely 'MAIS EMPRESAS' and the Supplier Development Program (PDF), as well as support for professional skills training, called "Maranhão Profissional"; • The engineering blueprint and environmental impact assessment shall quantify and specify in detail the infrastructure requirements for the efficient functioning of each Industrial Zone; • These Industrial Zones shall occupy an average area of 50ha, which shall be purchased by the state government or local municipal governments. The zones are to have infrastructure suited for their purpose including basic infrastructure such as electricity, paving and access roads, water supply and drainage, communications network, administration and training centers, etc., which will be planned and detailed in accordance with the engineering blueprint; • Maintenance fees will be levied on tenants with support from and oversight by SEINC.
Additional information	Maranhao Industrial Parks are designed to organize the establishment of industries in areas with legal title and the basic infrastructure required for various types of economic activities.
Project location	The municipality of Codo has a total population of 118,072 and is located 290km from the state capital on Highways BR-316 and MA-026 and by rail on the Transnortheastern Line. Codo has been a major cotton producer since colonial times, playing a key role in the state's textile sector.
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2,097,001.29
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Project currently under development
Institution responsible for the project	Maranhao Department of Industry and Commerce (Secretaria de Estado de Indústria e Comércio)
Address	Av Carlos Cunha s/n Calhau Ed Nagib Haickel 1º andar 65076820 – Sao Luis – Maranhao
Website	http://www.seinc.ma.gov.br
Project coordinator	Lucio Maia/ +55 (98) 3235-8621/ lucio.maia@seinc.ma.gov.br

PROJECT TITLE	Chapadilha Industrial Park
Project overview	<p>Chapadilha Industrial Park is expected to initially serve services for companies in the supply chain of Suzano Energia Renovável (a renewable energy company) as well as companies in the food and beverage; footwear; dairy; forest products; ceramics; beauty and personal care segments, among others;</p> <ul style="list-style-type: none"> • Each Industrial Zone is expected to host 30 companies on average; • Environmental permits required to zone the industrial park shall be the responsibility of the Maranhao Department of Industry and Commerce (SEINC); • Sale of real estate plots for the establishment of companies in the industrial zones shall also be the responsibility of SEINC; • Companies interested in setting up in the Industrial Zones should submit a Letter of Interest (Carta Consulta), available on SEINC's website; • Companies established in the park will be entitled to benefit from two incentive programs, namely 'MAIS EMPRESAS' and the Supplier Development Program (PDF), as well as support for professional skills training, called "Maranhão Profissional"; • The engineering blueprint and environmental impact assessment shall quantify and specify in detail the infrastructure requirements for the efficient functioning of each Industrial Zone; • These Industrial Zones shall occupy an average area of 50ha, which shall be purchased by the state government or local municipal governments. The zones are to have infrastructure suited for their purpose including basic infrastructure such as electricity, paving and access roads, water supply and drainage, communications network, administration and training centers, etc., which will be planned and detailed in accordance with the engineering blueprint; • Maintenance fees will be levied on tenants with support from and oversight by SEINC.
Additional information	Maranhao Industrial Parks are designed to organize the establishment of industries in areas with legal title and the basic infrastructure required for various types of economic activities. Currently, there are industrial parks operating in Sao Luis, Imperatriz, Porto Franco, Bacabal and Grajau (completed in 2011).
Project location	The municipality of Chapadilha has a total population of 74,273 and sits 245km from the state capital on Highway BR-222. The city is an important producer of biomass pellets.
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2,097,001.29
Procurement/contract model	Call for Bids
Nature of investment	Public and Private
Timeframe	Project currently under development
Institution responsible for the project	Maranhao Department of Industry and Commerce (Secretaria de Estado de Indústria e Comércio)
Address	Av Carlos Cunha s/n Calhau Ed Nagib Haickel 1º andar 65076820 – Sao Luis – Maranhao
Website	http://www.seinc.ma.gov.br
Project coordinator	Lucio Maia/ +55 (98) 3235-8621/ lucio.maia@seinc.ma.gov.br

Mato Grosso

Socio-Economic Data



State	Mato Grosso
Area	903,378.29km ²
Capital	Cuiaba
Population of the capital	575,480
Total population	3,182,000 (2013)
Economically active population	1,625,000
Population growth rate	1.28% p.a.
Unemployment rate	6.20%
Real GDP	R\$89.12 billion (2013)
GDP per capita	R\$28,007.75 (2013)
Commerce and services (% share of state GDP)	58.80% (2013)
Industry (% share of state GDP)	17.70% (2013)
Agriculture (% share of state GDP)	23.50% (2013)
Average monthly wage (commerce and services)	R\$1,896.00
Number of technical colleges	14
Number of universities	66
Number of graduate courses	236
Number of graduates in areas related to commerce and services per year	0
International schools	0
Average price of electricity	R\$630.72
Average monthly commercial rent	R\$900.00
Strengths	Mato Grosso is the largest grains producer in Brazil. The technology applied in agriculture is among the most modern in the world. Opportunities from value adding processes are boundless and are yet to be fully explored.
Sources	IBGE 2014/2015 SEPLAN 2015 FIEMT 2015 IMEA 2015 MEC 2015 FRIJAN 2015 IBGE/Contas Regionais do Brasil 2013

2 PROJECTS

PROJECT TITLE	Justino Malheiros Municipal Aquarium (Cuiaba)
Project overview	The project is to enlarge Cuiaba's Municipal Aquarium, which is integrated with Hid Alfred Scaff Cuiaba River Museum, in order to develop the region's tourism potential through the creation of a new tourist attraction for the municipality of Cuiaba. This space is projected to occupy approximately 200m ² and houses around 50 species of fish and reptiles from the rivers in the Platina and Pantanal Basin. The new proposal for the Aquarium is for a two floor building, totalling 4,429.82m ² , which is 4,229.82m ² larger than the current building. This space will house species from all river basins in the region, such as the Araguaia, the Pantanal and the Amazon, as well as from the local mountain and chapada regions. Companies interested in the project to enter into a public-private partnership for the construction of a municipal aquarium will receive remuneration. Furthermore, municipal authorities will grant the company that assumes responsibility for managing the project the use of the local parking lot (and a right of first refusal in case of contract renewal) located on the banks of the Cuiaba River in the tourist complex of Cuiaba Port, which has parking for 3,000 (three thousand) vehicles.
Additional information	Budget plans and architectural blueprint explanations can be found on the following website: http://www.cuiaba.mt.gov.br/secretarias/turismo/projetos/
Project location	Avenida Beira Rio, Port Quarter, City of Cuiaba, capital of the State of Mato Grosso.
Sectors of interest	Healthcare (CNAE 86 to 88); Sewage and Waste Treatment (CNAE 36 to 39); Agriculture, Livestock, Forest Production, Fisheries and Aquaculture (CNAE 01 to 03); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Other Services (CNAE 94 to 96); Education (CNAE 85); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Public Administration, Defense and Social Security (CNAE 84) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 5,991,432.25
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	The timeframe can be found on the following website: http://www.cuiaba.mt.gov.br/secretarias/turismo/projetos/
Institution responsible for the project	Cuiaba Municipal Secretariat of Tourism (Secretaria Municipal de Turismo de Cuiabá)
Address	RUA JESSÉ PINTO FREIRE 114 CENTRO SUL 78020506 – Cuiaba – Mato Grosso
Website	http://www.cuiaba.mt.gov.br/secretarias/turismo/projetos/
Project coordinator	Jeferson Moreno/ +55 (65) 9981-7764/ jeferson@cuiaba.mt.gov.br

PROJECT TITLE

Caceres Export Processing Zone

Export Processing Zones (ZPEs) are at the heart of successful export development processes. Concept: A defined and bonded plot of land where exporters benefit from tax and currency-based incentives as well as simplified customs procedures, subject to oversight by and compliance with rules of the Brazilian Revenue and Customs Service (Receita Federal). The State of Mato Grosso is one of the largest producers of commodities in Brazil, and with Caceres Export Processing Zone, the focus on industrialization of companies is to invest so that this process grows, with the capacity to become the center of economic development and diversification, including via trade with Andean markets, especially neighboring Bolivia.

Objectives:

1. Contribute to regional integration;
2. Support and spur industrialization in the State of Mato Grosso;
3. Contribute to value added production in the State;
4. Create jobs and generate income;
5. Establish new technologies;
6. Provide incentives to the production of inputs;
7. Increase the State's exports;
8. Support regional development;
9. Attract foreign investors.

Incentives for companies established in the ZPE:

- Exemption from import duties (II), excise duty (IPI), tax on sea freight (AFRMM), social security taxes (PIS/COFINS), including those levied on imports and used equipment and machinery.
- Exemption from state VAT (ICMS tax) in accordance with National Financial Policy Council (CONFAZ) Agreements 099/98 and 97/2012.
- Simplified export and import procedures (general waiver of requirements for permits from federal bodies).
- Foreign exchange freedom: ability to permanently hold 100% of revenues from exports abroad (at least 80% of total gross earnings per calendar year must be generated by gross revenues from exports and earnings must be kept abroad)
- Conditions are guaranteed for a period of up to 20 years. Legal certainty ("stable rules of the game").
- Ability to sell up to 20% of zone-based production to the Brazilian domestic market (full taxes are levied).
- 75% reduction in income tax on profits for 10 years (Amazon, Northeast and Midwest Regional Economic Development Agencies – SUDAM/SUDENE/SUDECO).

Total area: 2,396,902.50m²

Registry: 44,160

Module 1: 515,831.17m² (70 plots)

Modulo 2: 423,429.75m² (66 plots)

Modulo 3: 431,952.72m² (75 plots)

Modulo 4: 704,625.05m² (96 plots)

Modulo 5: 321,045.99m² (42 plots)

Infrastructure:

- 1 – ZPE Administration (AZPEC)
- 01A - Services
- 2 – Canteen
- 3 – Pedestrian access control
- 4 – Vehicle access control
- 5 – Brazilian Revenue and Customs Service (Receita Federal)
- 6 – Storage warehouses
- 7 – Front gate guard hut.

Project overview

Additional information	Master plan completed by the Mato Grosso Department of Municipal Affairs (SECID)
Project location	Municipality of Caceres
Sectors of interest	Electricity and Gas (CNAE 35); Administrative Activities and Support Services (CNAE 77 to 82); Sewage and Waste Treatment (CNAE 36 to 39); Agriculture, Livestock, Forest Production, Fisheries and Aquaculture (CNAE 01 to 03); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Other Services (CNAE 94 to 96); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Extractive Industries (CNAE 05 to 09); Manufacturing (CNAE 10 to 33); Education (CNAE 85); Construction (CNAE 41 to 43); Professional, Scientific and Technical Services (CNAE 69 to 75); Real Estate (CNAE 68); Public Administration, Defense and Social Security (CNAE 84) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 17,974,296.76
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	Implementation phases: Stage 1 = 51.84ha; Stage 2 = 42.3ha; Stage 3 = 43.20ha; Stage 4 = 70.46ha; Stage 5 = 32.10ha. Investment for Stage 1 = 7,458,365.00
Institution responsible for the project	Mato Gross Department of Economic Development
Address	Av Getúlio Vargas 1077 Centro 78032000 – Cuiaba – Mato Grosso
Website	www.sedec.mt.gov.br
Project coordinator	Seneri Kernbeis Paludo, Industrial Policy Superintendency/ +55 (65) 3613-0000/ gabinete@sedec.mt.gov.br

Mato Grosso do Sul

Socio-Economic Data



State	Mato Grosso do Sul
Area	357,145.53 Km ²
Capital	Campo Grande
Population of the capital	853,622
Total population	2,587,000 (2013)
Economically active population	1,363,493
Population growth rate	1.65%
Unemployment rate	No available data
Real GDP	R\$69.11 billion (2013)
GDP per capita	R\$26,714.57 (2013)
Commerce and services (% share of state GDP)	60.1% (2013)
Industry (% share of state GDP)	22.2% (2013)
Agriculture (% share of state GDP)	17.7% (2013)
Average monthly wage (commerce and services)	R\$1,053.00
Number of technical colleges	No available data
Number of universities	5
Number of graduate courses	No available data
Number of graduates in areas related to commerce and services per year	No available data
International schools	No available data
Average price of electricity	404.42
Average monthly commercial rent	No available data
Strengths	No available data
Sources	State database: www.semade.ms.gov.br IBGE/Contas Regionais do Brasil 2013

1 PROJECT

PROJECT TITLE	Management of Varzeas do Rio Ivinhema State Park
Project overview	Mato Grosso do Sul is one of Brazil's richest states in terms of biodiversity. Protected Conservation Areas are therefore an indispensable means for preserving this biodiversity, as well as promoting learning and environmental interpretation, leisure, outdoor recreation, ecotourism, scientific research and environmental monitoring. Due to the importance of protected conservation areas, the state government has decided to launch a pilot project involving management of state parks and other protected areas that have potential to be managed under a PPP model. Among such areas, Varzeas do Rio Ivinhema State Park was chosen for the pilot project. This area was selected due to its investment potential, not only in terms of tourism potential, but also due to its strengths with respect to physical structure, current revenues and practically all zoning procedures settled.
Project location	Municipality of Ivinhema
Sectors of interest	Tourism – Accommodation and Food (CNAE 55 to 56); Other Services (CNAE 94 to 96); Education (CNAE 85); Construction (CNAE 41 to 43); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Services (CNAE 69 to 75); Real Estate (CNAE 68); Administration and Support Services (CNAE 77 to 82) * CNAE is the Brazilian Economic Activity Classification Code
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	Still under consideration
Institution responsible for the project	Mato Grosso do Sul Department of the Environment (SEMADE)
Address	Parque dos Poderes Bloco 03 79031310 – Campo Grande – Mato Grosso do Sul
Website	www.semade.ms.gov.br
Project coordinator	Jaime Elias Verruck/ +55 (67) 3318-4053/ gabinete@semade.ms.gov.br

Minas Gerais

Socio-Economic Data



State	Minas Gerais
Area	586,522.12 km ²
Capital	Belo Horizonte
Population of the capital	2,502,557
Total population	20,593,000 (2013)
Economically active population	10,842,000 (2012)
Population growth rate	1.41% p.a.
Unemployment rate	5.7% (June 2015)
Real GDP	R\$486.95 billion (2013)
GDP per capita	R\$23,646.21 (2013)
Commerce and services (% share of state GDP)	63.7% (2013)
Industry (% share of state GDP)	30.7% (2013)
Agriculture (% share of state GDP)	5.6% (2013)
Average monthly wage (commerce and services)	R\$1,416.00 (2013)
Number of technical colleges	1,206
Number of universities	22
Number of graduate courses	374
Number of graduates in areas related to commerce and services per year	No available data
International schools	Yes
Average price of electricity	R\$309.76/MWh
Average monthly commercial rent	R\$42.16/m ²

Strengths

Minas Gerais is the 2nd most populous state in Brazil (20.5 million inhabitants – 10% of the national total) and has the 3rd largest GDP (gross domestic product) among Brazil's states (9.2% of the total). The state has a privileged geographic location in Brazil's Southeast, which is the region that contributes the over 50% of Brazil's GDP, as well as being located close to the Midwest and Northeast Regions – the fastest-growing regions in Brazil – which makes Minas Gerais the logistics center of Brazil. Furthermore, the state is home to the largest highway and railway network in Brazil, the largest electricity distribution company in Latin America and renowned economic development model coordinated by the state Department of Economic Development (SEDE). Linked to SEDE is the Integrated Economic Development Institute (INDI), which is the state's investment support and development agency.

Sources

FJP 2014, IBGE 2010 – estimativa 2014, E-MEC 2013, SEE 2013, IPEAD – UFMG 2013, PNAD – 2013. IBGE/Contas Regionais do Brasil 2013

No projects at time of publication.

Para

Socio-Economic Data



State	Para
Area	1,247,954.32km ²
Capital	Belem
Population of the capital	1,432,844
Total population	7,970,000 (2013)
Economically active population	3,798,044
Population growth rate	2.05%
Unemployment rate	7.2%
Real GDP	R\$120.94 billion (2013)
GDP per capita	R\$15,176.18 (2013)
Commerce and services (% share of state GDP)	53.6% (2013)
Industry (% share of state GDP)	33.2% (2013)
Agriculture (% share of state GDP)	13.2% (2013)
Average monthly wage (commerce and services)	R\$1,275 (commerce); R\$1,971 (services)
Number of technical colleges	106
Number of universities	34
Number of graduate courses	768
Number of graduates in areas related to commerce and services per year	3,153
International schools	0
Average price of electricity	R\$525.39MW/h
Average monthly commercial rent	R\$45.00/m ²
Sources	IBGE FAPESPA MTE/RAIS INEP ANEEL. IBGE/Contas Regionais do Brasil 2013

Priority sectors for investment in Para are:

- Logistics and Infrastructure;
- Biocosmetics;
- Agribusiness;
- Mining;
- Energy;
- Tourism and Gastronomy

Strengths

- Technology Park with plots available for: Biotech; Information Technology; Energy; Environmental Solutions; Mining Technology;
- Chemical products companies;
- Acai, Cacao (Fruit Growing);
- Fisheries (in expansion);

- Para has the largest buffalo herd and the 5th largest cattle herd in Brazil: market for meat companies, the leather goods industry, etc.

- Para is the largest producer of kaolin, a mineral used for the production of ceramics, medicaments, the pulp industry, etc.

State incentives include:

- Incentives are granted following analysis of a project proposal for the establishment of new business activities or the diversification of existing business activities.

Conditions for incentives:

- Job creation and income generation;
- Local acquisitions;
- Value added;
- High-tech and investment in R&D;

Incentives:

- Estimated credit (crédito presumido) of up to 95%;
- Reduction of the tax calculation basis by up to 95%;
- State VAT (ICMS tax) deferral;
- Federal incentives: Amazon Economic Development Agency (SUDAM) analyses and authorizes incentives to production to benefit companies with plans to invest or expand existing investments.

PROJECT TITLE	Para Railway (FEPASA) Public-Private Partnership Project
Project overview	The Para Railway Project (FEPASA) is designed to close gaps in the Brazil's infrastructure and logistics sector. The railway will play a crucial role in strengthening supply chains in Para's mining and agriculture sectors. The railway is planned to be 1,600km in length, of which 1,250km of main line and 350km of branch line, all with electric traction. The railway begins in Barcarena and crosses the state's palm producing region; continues through the municipalities of Paragominas and Rondon do Para, a region of soybean cultivation and rich in bauxite and alumina; before reaching Maraba and ending in Santana do Araguaia, a soybean producing area but also one with mineral deposits. Investors shall be responsible for implementing the project, as well as operations and maintenance. In return the investor will be able to receive all profits from the project, which will be fully remunerated by transport tariffs. As the project is a normal procurement bid and not a PPP, there is no remuneration provided by the government.
Project location	The FEPASA Railway passes through the following strategic municipalities: Barcarena, Moju, Santana do Araguaia, Colares, Redencao, Xinguara, Eldorado dos Carajas, Maraba, Santa Luzia, Rondon do Para and Paragominas.
Project website	www.sedeme.com.br
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2,396,572.90
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Under study by the Government of Para. Under consideration is the following division of project implementation: 1st stage: stretch from Maraba to Barcarena; 2nd stage: stretch from Santana to Araguaia-Maraba. Current status: technical, economic and environmental feasibility studies (EVTEA) are under development and due to be completed by December 2015
Institution responsible for the project	Para Department of Economic Development, Mining and Energy (SEDEME).
Address	Avenida Senador Lemos 290 - CEP: 66.050-000 – Belem – Para
Website	www.sedeme.com.br
Project coordinator	Alfredo Barros/ +55 (91) 3110-2581/ aavbarros@gmail.com

PROJECT TITLE	Mangueirao Complex
Project overview	An ambitious project to manage the Para Olympic Stadium ("Magueirão") and the adjoining Multisports Gymnasium ("Mangueirinho"). The complex is made up of a hotel district, a small shopping mall, commercial buildings, a museum and ample parking lots.
Project location	Avenida Augusto Montenegro, one of the main thoroughfares in the City of Belem.
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	Under study by the Government of Para
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Institution responsible for the project	Para Department of Economic Development, Mining and Energy (SEDEME)
Address	Avenida Senador Lemos 290 66050000 – Belem – Para
Website	www.sedeme.com.br
Project coordinator	Alfredo Barros/ +55 (91) 3110-2581/ aavsbarros@gmail.com

PROJECT TITLE	Barcarena Export Processing Zone (ZPE)
Project overview	Barcarena Export Processing Zone is designed to enable value adding processes to mining, agroindustry and other sectors with a view to export. In this respect various incentives have been provided by Act of Congress 11,508 of 2007 (as amended by Act of Congress 11,732 of 2008) for support infrastructure to enable the establishment of industrial plants, inspection services, customs control and user support services. Area: 925 hectares Zoning: metallic and non-metallic mineral ores, food, services, industrial logistics and others. Available area: 340 hectares.
Additional information	Barcarena ZPE is administered by the Barcarena Export Processing Zone Administration Corporation (CAZBAR), a subsidiary of the Economic Development Corporation of Para (CODEC), a semi-public company in which the State of Para is the majority shareholder with 98.5% of share capital. CAZBAR is responsible for administering the free zone, assisting customs authorities, investment attraction, build and provide necessary support in an orderly manner.
Project location	Highway PA-483, at the 11km mark. Municipality of Barcarena. Highway access from Para Beltway (Highway PA-483), Highway PA-151, and Highway PA-483. River access via the Port of Vila do Conde, which has accommodate Panamax ships. Distance from the city center: 6km Distance from the state capital: 120km Distance from the airport: 120km
Sectors of interest	Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); ICT – Information and Communication Technology (CNAE 58 to 63); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Extractive Industries (CNAE 05 to 09); Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Construction (CNAE 41 to 43); Real Estate (CNAE 68); Public Administration, Defense and Social Security (CNAE 84) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 10,185,434.83
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	Zoning: concluded Project: completed Environmental permit: December 2015 Building construction: (administrative center, customs center, warehouses, weigh station and inspection center - 2016/2017 Construction of road network, support infrastructure and inspection area for the Brazilian Revenue and Customs Service (Receita Federal) - 2018/2019.
Institution responsible for the project	Barcarena Export Processing Zone Administration Corporation (CAZBAR)
Address	ROD. PA 483, KM 11 66000000 – Barcarena – Para
Project coordinator	RAIMUNDO DE ALMEIDA WANDERLEY/ +55 (91) 98407-8470/ derleybel@yahoo.com.br

PROJECT TITLE Construction of a Regasification Terminal in the Municipality Barcarena

	<p>Regasification Process</p> <p>Regasification terminal to receive LNG in specialized ships and store this LNG in cryogenic tanks, and vaporize it in order to feed the natural gas into pipelines for onward distribution to the consumer market. The terminal is planned to deliver a specific volume of natural gas for distribution and maintain a reserve capacity of LNG. The volume of this reserve capacity shall depend on anticipated delays in the delivery of LNG, seasonal variations in the supply and consumption of natural gas and strategic reserve requirements necessary for when the terminal is in a position to substitute another source of natural gas.</p>
Project overview	<p>Outlook for Natural Gas Demand in the State of Para.</p> <p>Studies carried out by Para Gas Company indicate that potential demand for natural gas in Para stands at a volume of 8.0 million cubic meters per day. The primary consumers are industry, commerce and automotive, which collectively account for 3 million cubic meters per day. The thermoelectric sector is expected to account for an additional 5 million cubic meters a day given the forecast impact of two 600MW thermogeneration plants associated with the present project that are due to increase demand when activated to meet electricity needs on Brazil's electrical grid. Based on this outlook, a regasification terminal with capacity to deliver 8 million cubic meters of LNG per day (equivalent to 2.2 million tons per year) has been planned.</p> <p>Total investment for the regasification plant, including port installations. The investor in the gasification terminal will sign long-term contracts with Para Gas Company and with free consumers of gas, which include consumers that account for natural gas demand above 500,000 cubic meters per day.</p> <p>This minimum 15-year contract is for regasification of all natural gas imported by the companies described above, including the odorization stage and delivery via gas pipeline through the City Gate Station, as well as to the Para Gas Company's future compressor station to be built on the same land as the City Gate Station.</p>
Additional information	<p>Name: Para Gas Company (Companhia de Gás do Pará)</p> <p>Share capital: R\$5,000,000.00 (25.5% owned by the Government of the State of Para and 74.5% by Termogás)</p> <p>Date of incorporation: 2006</p> <p>Corporate purpose: exclusive concession for providing distribution, transportation and retail of natural gas in the State of Para</p>
Project location	<p>The area evaluated for the construction of a Receiving, Storage and Regasification Terminal for imported LNG is a lot owned by Eletronorte (a state-owned electricity company) of approximately 36 hectares located in Barcarena Industrial District on the banks of the Para River, close to the Port of Vila do Conde, some 100km from Belem.</p> <p>The site's proximity to the Port of Vila do Conde, designed for international trade, offers a series of benefits.</p>
Sectors of interest	Electricity and Gas (CNAE 35) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 143,794,374.05
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Operations are due to begin in 2019.
Institution responsible for the project	Companhia do Gás do Pará
Address	Avenida Senador Lemos 443 Edif. Village Executive, Sala 1001, bairro Umarizal 660500 – Belem – Para
Project coordinator	Dr. Cláudio L R Conde/ +55 (91) 98116-7620/ claudiolconde@gmail.com

Paraíba

Socio-Economic Data



State	Paraíba
Area	56,469.74 km ²
Capital	Joao Pessoa
Population of the capital	791,438 (2015 estimate)
Total population	3,914,000 (2013)
Economically active population	1,719,000
Population growth rate	0.75 % y/y
Unemployment rate	8.1%
Real GDP	R\$46.32 billion (2013)
GDP per capita	R\$11,834.54 (2013)
Commerce and services (% share of state GDP)	77.6% (2013)
Industry (% share of state GDP)	17.9% (2013)
Agriculture (% share of state GDP)	4.5% (2013)
Average monthly wage (commerce and services)	R\$1,491.60
Number of technical colleges	14
Number of universities	38 universities/faculties
Number of graduate courses	381
Number of graduates in areas related to commerce and services per year	No available data
International schools	Yes
Average price of electricity	No available data
Average monthly commercial rent	No available data

Strengths

Paraíba is located in the heart of Brazil's Northeast Region. Its economy is dominated by services, which account for 65.79% of the state's GDP. Its territory extends from the coast to the semi-arid sertao. Paraíba is bordered by the states of Rio Grande do Norte and Pernambuco. Its strategic location and twinned, well-maintained highways favor company logistics. The Port of Cabedelo, in addition to its proximity to the Port of Suape in Pernambuco, allows for ample versatility in supplying and transporting production. The state works to guarantee a business-friendly environment, integrated and focused on consolidating innovative investment. New agricultural technologies, such as colored cotton, help to bring value added to Paraíba's agriculture. This development is concentrated in the rural areas of the state, with a large technology centre in Campina Grande, where the IT sector produces knowledge and technological innovation that has become a national benchmark. Responsible for educating 250 electrical and computer engineers per year, there are job and investment opportunities in this sector for both the domestic and international markets. Renowned for its beautiful beaches, Paraíba stands out as a model for business tourism. With investments in the state's Convention Center, the business tourism sector has positive growth outlook, as does the strengthening of the leisure tourism and event promotion sectors.

Sources

MEC/ IDEME/ IBGE / Contas Regionais do Brasil 2013

PROJECT TITLE	Compartimento da Borborema Export Processing Zone (ZPE)
<i>Project overview</i>	Create a special environment that allows export-oriented companies to benefit from specific legislation-based fiscal and financial incentives, i.e. a free trade zone. Establishing the Export Processing Zone (ZPE) in the Municipality of Compartimento da Borborema is designed to spur regional development in the semi-arid region of the Brazilian states Paraíba, Rio Grande do Norte and Pernambuco by increasing export flows, diversifying and vertically integrating local supply chains in the inland regions of these states, notably output concentrated on the cities of Campina Grande (Paraíba), Caruaru (Pernambuco), Currais Novos and Caico (both in Rio Grande do Norte).
<i>Project location</i>	Campina Grande (Borborema Region)
<i>Project website</i>	http://paraiba.pb.gov.br/planejamento-e-gestao
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Procurement/contract model</i>	Other
<i>Nature of investment</i>	Public and private
<i>Institution responsible for the project</i>	Paraíba Department of Budget and Management (Secretaria de Estado do Planejamento e da Gestão)
<i>Address</i>	Av. João da Mata Centro Administrativo Estadual, Bloco IV, 6º andar, Jaguaribe 58015020 – Joao Pessoa – Paraíba
<i>Website</i>	http://paraiba.pb.gov.br/planejamento-e-gestao
<i>Project coordinator</i>	Tárcio Handel Rodrigues da Silva Pessoa, Secretário/ +55 (83) 3218-4825/ ouvidoria@arpb.pb.gov.br

Project title	Compartimento da Borborema Regional Dry Port
<i>Project overview</i>	Enable the operation of a Dry Port as a public-use bonded terminal for the storage and processing of imported goods or goods for export in order to facilitate international trade operations. The establishment of Compartimento da Borborema Regional Dry Port is an important mechanism for supporting the development of Brazil's Northeast Region, in that it allows to reduce the current comparative gap with Brazil's more developed regions. In particular, this initiative is aimed to spur development in the semi-arid region covering the States of Paraíba, Rio Grande do Norte and Pernambuco by diversifying and vertically integrating local supply chains in the inland regions of these states (notably textiles and clothing industries; shoe leather; metal and mechanical goods; mining; and IT), led by industries in the cities of Campina Grande (Paraíba), Caruaru (Pernambuco), Currais Novos and Caico (both in Rio Grande do Norte).
<i>Project location</i>	Based in the City of Campina Grande
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 35,948,593.51
<i>Procurement/contract model</i>	Other
<i>Nature of investment</i>	Public and private
<i>Institution responsible for the project</i>	Paraíba Department of Budget and Management (Secretaria de Estado do Planejamento e da Gestão)
<i>Address</i>	Av. João da Mata Centro Administrativo Estadual, Bloco IV, 6º andar, Jaguaribe 58015020
<i>State</i>	Paraíba
<i>Municipality</i>	Joao Pessoa
<i>Website</i>	http://paraiba.pb.gov.br/planejamento-e-gestao
<i>Project coordinator</i>	Secretary Tárcio Handel Rodrigues da Silva Pessoa/ +55 (83) 3218-4825/ ouvidoria@arpb.pb.gov.br

PROJECT TITLE	Caapora Industrial Park
<i>Project overview</i>	Construction of an industrial park in the Municipality of Caapora Construção, located in the Southern Forest Area of Paraíba, in order to provide infrastructure necessary for the establishment of new industries in the region. Occupying an area spanning 314 hectares, the facilities are planned to offer complete infrastructure, including a logistics condominium, hotel, electricity, paved roads, fibre optic network, sewage and natural gas. The Park is designed to meet demand resulting from economic growth in the region on the state line between Paraíba and Pernambuco, which is driven notably by the cement, metal and mechanical goods, automotive, glass and sugarcane and ethanol sectors.
<i>Project location</i>	Municipality of Caapora, Paraíba Southern Forest Area
<i>Sectors of interest</i>	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 13,780,294.18
<i>Procurement/contract model</i>	Other
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	1st stage: completed. 2nd stage: ongoing, due to be completed in 2016. Completion: by 2018
<i>Institution responsible for the project</i>	Paraíba Development Agency (Companhia de Desenvolvimento da Paraíba)
<i>Address</i>	Rua Feliciano Cirne 50 Jaguaribe 58015570 – Joao Pessoa – Paraíba
<i>Website</i>	www.cinep.pb.gov.br
<i>Project coordinator</i>	Tatiana Domiciano, President of the Paraíba Development Agency (CINEP)/ +55 (83) 3208-3995/ cinep@cinep.pb.gov.br

PROJECT TITLE	Construction of Port of Cabedelo Passenger Terminal
<i>Project overview</i>	Private sector construction and operation of a cruise ship berth and passenger terminal. The project aims to provide modern port infrastructure for receiving passengers in an area of approximately 2,700m ² , facilitating access to Fortaleza de Santa Catarina, an attractive tourist area in the City of Cabedelo. Investors shall be able to operate the terminal for a period of 25 years, renewable once for the same duration. In return, the investor shall be able to charge user tariffs.
<i>Project location</i>	City of Cabedelo.
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Institution responsible for the project</i>	Paraíba Port Authority (Companhia Docas da Paraíba)
<i>Address</i>	Av. Presidente João Pessoa Centro - CEP: 58.310-000 – Cabedelo – Paraíba
<i>Website</i>	http://portodecabedelo.com.br
<i>Project coordinator</i>	Gilmara Pereira Temóteo (Executive President & CEO)/ +55 (83) 3250-3010/ chefegabinete@docaspb.com.br

PROJECT TITLE	Construction of Port of Cabedelo Multipurpose Terminal
<i>Project overview</i>	This project consists of private sector construction and operation of a new 102,605.64m ² terminal for handling and storing container freight and break bulk cargo to be located in the northern quadrant of the Port of Cabedelo, as well as the construction of new berths of 600m in length with capacity for receiving vessels of up to 50,000 gross tonnage and 12-meter operating draft. Investors are able to operate this terminal for a period of 25 years, renewable once for the same duration. In return, the operator is able to charge user tariffs. This project is of vital importance for the development of Paraiba's port sector in order to integrate the State with national and international logistics chains.
<i>Project location</i>	City of Cabedelo
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 107,845,780.53
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Institution responsible for the project</i>	Paraiba Port Authority (Companhia Docas da Paraiba)
<i>Address</i>	Av. Presidente João Pessoa, Centro - CEP: 58.310-000 – Cabedelo – Paraiba
<i>Website</i>	http://portodecabedelo.com.br
<i>Project coordinator</i>	Gilmara Pereira Temóteo (Executive President & CEO)/ +55 (83) 3250-3010/ chefegabinete@docaspb.com.br

Parana

Socio-Economic Data



State	Parana
<i>Area</i>	199,307.94 km ²
<i>Capital</i>	Curitiba
<i>Population of the capital</i>	1,751,907
<i>Total population</i>	10,997,000 (2013)
<i>Economically active population</i>	5,587,968
<i>Population growth rate</i>	0.89% p.a.
<i>Unemployment rate</i>	6.1%
<i>Real GDP</i>	R\$332.83 billion (2013)
<i>GDP per capita</i>	R\$30,264.90 (2013)
<i>Commerce and services (% share of state GDP)</i>	63.4% (2013)
<i>Industry (% share of state GDP)</i>	26.2% (2013)
<i>Agriculture (% share of state GDP)</i>	10.4% (2013)
<i>Average monthly wage (commerce and services)</i>	R\$2,098.62
<i>Number of technical colleges</i>	42
<i>Number of universities</i>	57
<i>Number of graduate courses</i>	289
<i>Number of graduates in areas related to commerce and services per year</i>	71,364
<i>International schools</i>	5
<i>Average price of electricity</i>	Average of R\$11.00KW/h – depending on the time of day
<i>Average monthly commercial rent</i>	R\$28.00
<i>Strengths</i>	<p>1) Infrastructure/ Agroindustry/ Services / Industry</p> <p>2) Fiscal incentives: The State of Parana offers fiscal incentives including remission period for the payment of state VAT (ICMS tax) for new investment or expansion of existing investment. Also offered under the Paraná Competitive program is the possibility to defer payment of ICMS tax on electricity and exemption from ICMS tax on the import of machinery and equipment.</p> <p>3) Quality of life: Parana has a HDI of 0.746, which is considered to be among the best averages in Brazil. Curitiba, the state capital, is considered one of the best cities in Brazil in which to live. Technological Assets: The State has a structure of research centers, universities and technology parks that sufficiently cater for corporate research in innovation."</p>
<i>Sources</i>	Fontes: PIA/IBGE - RAIS/MTE - IPARDES(Instituto Paranaense de Pesquisas), IBGE/Contas Regionais do Brasil 2013

PROJECT TITLE	Highway Network PRC-101
Project overview	PRC-101 is a federal highway that crosses 12 Brazilian states. The road practically follows Brazil's eastern coastline in a north-south direction. The only stretch of highway that has not yet been built runs from the town of Garuva in the State of Santa Catarina to Cananeia in Sao Paulo. Parana is the only state that does not yet have any infrastructure for Highway PRC-101. This stretch is to be developed as Highway PRC-101, a stretch of approximately 73km. The project aims to connect the Santa Catarina stretch of Federal Highway BR-101 near the town of Garuva with Federal Highway BR-116, near the town of Bocaiuva do Sul, bypassing heavy goods vehicle traffic on the Curitiba Beltway. Construction works are to be divided into three stages, with the first stage (a 73km stretch) currently out for pre-tender, which links Garuva with Federal Highway BR-277. The construction of a highway bridge at Guaratuba as an alternative to the local ferry service, is part of this stage. Construction of a coastal highway that connects Santa Catarina to Sao Paulo, providing improved access to the ports of Parana.
Additional information	The project is currently in the planning phase, with a Call for Expressions of Interest (PMI) due to be released soon.
Project location	Coast of the State of Parana
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 629,100,386.45
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	The Call for Expressions of Interest shall define the economic and financial details of the project.
Institution responsible for the project	Parana Department of Infrastructure and Logistics (Secretaria de Estado de Infraestrutura e Logística)
Address	Avenida Iguacu, 420 420 2º Andar 8023002 – Curitiba – Parana
Website	http://www.infraestrutura.pr.gov.br/
Project coordinator	Rejane Karam/ +55 (95) 98119-5889/ rejane@seil.pr.gov.br

PROJECT TITLE	Port of Paranagua Expansion and Modernization
Project overview	Restructuring the export Corridor: the project consists of building a network of berthing piers for four ships. The T-shaped piers, to be built perpendicular to the current wharves, are planned to be larger than those currently found in the Port, allowing for an increase in mooring capacity to 16,000 tons per hour, thereby freeing up three break bulk berths. A second network of bulk cargo piers shall be built in the western quadrant of the commercial wharves, also with mooring capacity for four ships. Expansion of two berths for the quays in the Port of Paranagua; New berth for PCCs and passenger ships, including construction of a tourist passenger terminal and support area of 310,000m ² .
Additional information	Engineering Project complete.
Project location	Municipality of Paranagua, coast of Parana
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 209,700.13
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	The Engineering Project is complete and foresees a 600-day construction period.
Institution responsible for the project	Paranagua and Antonina Ports Authority
Address	Avenida Ayrton Senna da Silva, D. Pedro 161 83203800 – Paranagua – Parana
Website	http://www.portosdoparana.pr.gov.br/modules/conteudo/conteudo.php?conteudo=159
Project coordinator	Luiz Henrique Tessuti Dividino/ +55 (41) 3420-1143/ luiz.dividino@appa.pr.gov.br

Project title	Vehicle Identification and Monitoring System
Project overview	Engaging a specialized company via PPP for the provision of production, distribution and control of vehicle license plates, which are to be traceable from the time of production until their installation on Parana-registered vehicles through license plate chips and windshield tags. This will allow the monitoring of irregular or illegal vehicles. The project is structured into two stages. The first stage shall see the start of new license plate production and distribution. The second stage shall see the installation of (mobile) data reading and collection points, as well as information management systems. The main planned improvements are as follows: Traffic: Provide competent authorities with better management and control of traffic (measured by congestion points, traffic jams, etc.). Control: Allow for speed control and identification and apprehension of contravening vehicles with respect to licensing; Security: Allow for stolen or "cloned" vehicles to be identified by automatic license plate technology, allowing for responsive actions for these infractions. The main objectives of this project are: - Allow tracking from the moment of production to the attachment of plates and tags on vehicles through control and monitoring by a sole concession holder and accredited stamping agents; - Reorganize the system; - Establish a centralized manufacturing facility and distribution points strategically located throughout Parana; - Organize the accredited stamping facilities; - Contribute to improving the image of the civil service; - Combat fraud and production of counterfeit plates; - Prevent intermediaries in license plate sales to end consumers, thereby eliminating overcharging and other forms of profiteering. The project's targets are: - Establish and operate for a period of 20 years via PPP: - 1 production facility in Curitiba or surrounding metropolitan area; - 8 distribution units throughout Parana (Curitiba, Guarapuava, Pato Branco, Ponta Grossa, Cascavel, Umuarama, Maringa and Londrina), ensuring full coverage of the state's 399 municipalities; - Organize and accredit current and new stamping facilities in Parana, covering each municipality's needs; - Replace all license plates of vehicles registered in the state and fit tags valid for up to 60 months, in a process to be set by the Highway Traffic Safety Administration (DETRAN); Regularly produce reflective plates with embedded chips for new vehicles, vehicle transfers and replacements during the PPP concession period; - Identify possible Points of Interest in the state; - Install and operate gantry traffic enforcement and vehicle data points and manage the information systems associated with this data.
Additional information	Proposed innovations - Highly efficient and controlled production process, centralized in a single production facility; - Quality control systems throughout the entire process; - Security and monitoring of the production process by recording (CCTV and supervision); - Final product control: plates will be attributed a unique serial number and fitted with an electronic chip (tag) and seals (via numerical code). For more information, please contact us.
Project location	Throughout the state.
Sectors of interest	ICT – Information and Communication Technology (CNAE 58 to 63) * CNAE is the Brazilian Economic Activity Classification Code
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Currently under study.
Institution responsible for the project	Parana Department of Budget and General Coordination (Secretaria do Planejamento e Coordenação Geral)
Address	Rua Jacy Loureiro de Campos Palácio das Araucárias 80530140 – Curitiba – Parana
Website	http://www.planejamento.pr.gov.br/
Project coordinator	Elton Augusto dos Anjos/ +55 (41) 3313-6814/ eltonaugusto@sepl.pr.gov.br

PROJECT TITLE	Highway PR-280 Corridor
<i>Project overview</i>	Twinning, operation and maintenance of 288.23km of state highways PR-280, PR-182, PR-483 and PR-180, of which twinning accounts for 129.09km; 23.44km of frontage roads, 78.3km of shoulder, 34 turnaround junctions, 8 intersections at-grade, 18 interchanges and 10 footbridges during the first 5 years of the concession. After the 22nd year, a further 104.4km of highway will be required for twinning, according to highway traffic volume. The project is currently being amended and restructured in order to make it compatible with the Brazilian Common Concession model.
<i>Additional information</i>	Following the conclusion of background studies the project, consisting of highway twinning, improvement and maintenance scheme will be put up for a 25-year concession via a call for bids. Details on the total investment cost, tariffs, traffic demand and operational costs are currently being measured by the State.
<i>Project location</i>	State highways PR-280, PR-182, PR-483 and PR-180.
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Currently under study
<i>Institution responsible for the project</i>	Parana Department of Budget and General Coordination (Secretaria do Planejamento e Coordenação Geral)
<i>Address</i>	Rua Jacy Loureiro de Campos Palácio das Araucárias 80530140 – Curitiba – Parana
<i>Website</i>	http://www.planejamento.pr.gov.br/
<i>Project coordinator</i>	Elton Augusto dos Anjos/ +55 (41) 3313-6814/ eltonaugusto@sepl.pr.gov.br

PROJECT TITLE	“Pé Vermelho” Railway
<i>Project overview</i>	The “Pé Vermelho” Railway is planned to be a regional passenger line connecting the cities of Ibipora and Paicandu, linking 13 small and mid-sized towns along the way in the north of Parana in Brazil's Southern Region, taking in the region's largest cities: Londrina and Maringa. The project aims to provide a public transit solution for the region, directly serving approximately two million inhabitants and 3.5 million potential users considering the project's catchment area. The project's technical and economic impact assessment shows that due to proximity to these cities, the influence of universities, faculties and local companies, there is a high level of human mobility in the region. The train is forecast to make almost 14 million journeys per year.
<i>Additional information</i>	The Technical, Economic and Environmental Impact Assessment (EVTEA) contracted by the federal Ministry of Transportation has been completed and approves the project. The Engineering Project is being contracted using resources from the Federal Government (Ministry of Municipal Affairs). The economic and financial model to be adopted is expected to be detailed from the moment the final designs have been completed.
<i>Project location</i>	Ibiporã – Paicandu Axis (13 cities - Ibipora, Londrina, Cambe, Rolândia, Araçongas, Apucarana, Cambira, Jandaia do Sul, Mandaguari, Marialva, Sarandi, Maringa e Paicandu) - Parana - Brazil
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 200,712,980.44
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	The Executive Design and Engineering Projects are currently being contracted for the Maringa and Londrina stretches of track with resources from the Ministry of Municipal Affairs – Growth Acceleration Program (PAC) – total of BRL 10,730,000.00.
<i>Institution responsible for the project</i>	Parana Department of Budget and General Coordination (SEPL)
<i>Address</i>	Palácio das Araucárias - Rua Jacy Loureiro de Campos Praça Nossa Senhora de Saete 80530140 – Curitiba – Parana
<i>Website</i>	www.sepl.pr.gov.br
<i>Project coordinator</i>	Mauro Jose Corbellini/ +55 (41) 3313-6290 /mauro.corbellini@sepl.pr.gov.br

Pernambuco

Socio-Economic Data



State	Pernambuco
Area	98,148.32km ²
Capital	Recife
Population of the capital	1,608,488
Total population	9,209,000
Economically active population	4,122,000
Population growth rate	3.1%
Unemployment rate	8.5%
Real GDP	R\$140.7 billion (2013)
GDP per capita	R\$15,282 (2013)
Commerce and services (% share of state GDP)	74.9% (2013)
Industry (% share of state GDP)	21.6% (2013)
Agriculture (% share of state GDP)	3.5% (2013)
Average monthly wage (commerce and services)	R\$981 (commerce)/ R\$1,561 (services)
Number of technical colleges	286
Number of universities	98
Number of graduate courses	760
Number of graduates in areas related to commerce and services per year	41,885
International schools	2
Average price of electricity	0.39524 (R\$/KW)
Average monthly commercial rent	R\$30.00/m ²

Strengths

Information and Communication Technology: Pernambuco is a leader in the ICT sector. The state's "Digital Port" (Porto Digital) brings together 200 companies that account for collective earnings of R\$1 billion and generate 7,000 jobs (80% of which are third-level professionals).

Automotive: the state has a well consolidated metal and mechanical goods cluster, with anchor companies such as Fiat Chrysler as well as small and medium-sized enterprises.

Oil, Gas, Shipbuilding and Offshore: Among the sector's headline projects are: the Abreu e Lima Refinery, the South Atlantic Shipyards, the PROMAR Shipyards, Petrobras and Suape Petrochemicals. Chemicals firm Mossi & Ghisolfi have built the world's largest plastic bottle resin plant in the Suape Complex.

Renewable Energy: The sector's cluster employs 3,400 and consists of over R\$420 million in investments. Leaders in the cluster include LM Wind Power and GESTAMP, with IMPSA currently in restructuring.

Metal and mechanical goods: The strengthening of the industries referred to above is reflected in the positive performance of the metal and mechanical sector in Pernambuco.

Healthcare: The State is home to one of Brazil's largest healthcare clusters, responsible for R\$250 million in earnings in 2013 and over 100,000 jobs, placing Pernambuco in second place in terms of healthcare services in Brazil.

Infrastructure and Logistics: In addition to the Port of Suape, headline projects include the Transnortheastern Railway (R\$5.4 billion) and the Sao Francisco River Transfer project (R\$6 billion). Besides the Port of Suape, the Port of Recife is fully operational for freight and passenger traffic.

Sources CONDEPE/FIDEM /MEC/ INEP/MEC - CELPE/ IBGE 2013 Contas Regionais

11 PROJECTS

PROJECT TITLE	Pernambuco Gas Pipeline: Belo Jardim – Araripina Trunk Line
Project overview	The project is designed to increase the infrastructure available for the distribution of natural gas to areas of Pernambuco outside the capital, with a specific focus on the Araripina region, in order to substitute the use of firewood in plasterwork kilns. The project is currently in an early stage of development, with technical and economic impact assessment studies being carried out. For such a project it is common to divide the pipeline's trunk line into a number of stretches. This division will only be determined during the planning phase once the project receives approval from a viability standpoint. The first stretch is likely to run from Belo Jardim to the Municipality of Arcoverde.
Additional information	During the impact assessment stage it is necessary to hire market-based research in order to gather and update data on potential consumer demand from the regions serviced by the project. The project will be implemented by a construction company following a procurement process or via PPP (Public-Private Partnership)
Project location	The project is likely to run between the Municipality of Belo Jardim, located in Pernambuco's agreste region, and the Municipality of Araripina – in the State's sertao region. The trunk line follows the path of federal highways BR-232 and BR-316 through the towns of Pesqueira, Sertania, Custodia, Serra Talhada, Salgueiro, Parnamirim, Ouricuri, Trindade and Ipubi, to name a few, with the possibility of an interconnector with the Salgueiro to Petrolina and Sao Caetano to Garanhuns pipelines. The latter is to be connected to the Recife-Caruaru line.
Sectors of interest	Electricity and Gas (CNAE 35) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 215,691,561.07
Procurement/contract model	Public-private partnership
Nature of investment	Public
Timeframe	At the present time the precise stages in the project have yet to be defined. The project's Technical and Economic Impact Assessment is currently in the planning phase. The timeframe will be defined from the background studies and will include the following steps: Call for Bids in respect of the project, Permit Applications and Authorizations, Call for Bids in respect of the construction work, Execution of Construction Work, Commissioning and Operating the Gas Pipeline. Total execution period is estimated at 6 (six) years from the baseline year – i.e. the year in which the project put out for tender. At present, the pipeline runs from Recife to Caruaru.
Institution responsible for the project	Pernambuco Gas Company (Companhia Pernambucana de Gás – COPERGAS)
Address	Avenida Mascarenhas de Moraes, Bairro Imbiribeira 533 CEP: 51-150.906 – Recife – Pernambuco
Website	www.copergas.com.br
Project coordinator	Jailson Galvão/ +55 (81) 3184-2037/ manoj.henrique@copergas.com.br

PROJECT TITLE	Construction of Waterway Transport Corridors on the Capibaribe and Beberibe Rivers
<i>Project overview</i>	Project for the implementation of waterway transportation corridors on the Capibaribe and Beberibe Rivers. In addition to dredging works in the western and northern channels of the Capibaribe and Beberibe river navigation corridors, 7 landings are to be built for embarking/disembarking along the river channels, as well as all necessary nautical signage. The aim is to link the river channels with the Integrated Structured System (Sistema Estruturado Integrado), which brings together various forms of public transit including bus, subway and cycle paths, thereby benefiting from other investments being implemented by Recife City Hall and the Government of Pernambuco, as well as envisaging cleaning up and rehabilitating the river and its banks. The project's operating model is currently under review, but is expected to fall into one of the contract models that bring together the public and private sectors, such as public-private partnerships or common concessions. The private sector can be responsible for the system's maintenance and conservation under the project, as well as investment in future expansions.
<i>Project location</i>	The river channels under the project run parallel to two heavily-used bus lanes bringing passengers to Downtown Recife, namely Rui Barbosa/Rosa e Silva Avenues (for the whole length) and from Downtown Recife to the junction with the Beberibe River located at the Salgadoinho Complex, which is also the junction with the North-South Corridor of the Integrated Structured System.
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 81,783,050.24
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public
<i>Timeframe</i>	Currently being determined.
<i>Institution responsible for the project</i>	Pernambuco Department of Municipal Affairs (Secretaria das Cidades do Estado de Pernambuco)
<i>Address</i>	Rua Gervásio Pires Bairro Boa Vista 50050070 – Recife – Pernambuco
<i>Website</i>	http://www2.setra.pe.gov.br/web/setra
<i>Project coordinator</i>	André de Paula/ +55 (81) 3181-7051/ alessandra.cavalcanti@cidades.pe.gov.br

PROJECT TITLE	Special Engineering Structures on the East/West Corridor, Obras de arte especiais do Corredor LESTE/OESTE, PE-05 Divided Highway, Improving IT Systems for Camaragibe and the North/South Corridor, Agamenon Section
<i>Project overview</i>	Prioritize use of the Public Transit System for corridors that form part of the Integrated Structured System by means of implementing a Bus Rapid Transit (BRT) system, guaranteeing faster, quality public transit for users, characterized by its safety, punctuality, dependability and integration with all other forms of transport. To achieve this objective it will be necessary to deliver an improved integrated passenger terminal; build special engineering structures along the East-West BRT Corridor on Avenida Caxanga; build a divided highway on State Highway PE-05 (Avenida Belmino Correia); refurbish and expand 3 integrated passenger terminals and a downtown center on the stretch of the North-South BRT between Igarassu and Tacaruna; and build a new stretch of the North-South BRT between Tacaruna and Joana Bezerra. The project's operating model is currently under review, but is expected to fall into one of the contract models that bring together the public and private sectors, such as public-private partnerships or common concessions. The private sector can be responsible for the system's maintenance and conservation under the project, as well as investment in future expansions.
<i>Additional information</i>	Operating the BRTs shall fall to private companies chosen through a competitive bidding process under Brazil's public concession model.
<i>Project location</i>	Recife Metropolitan Area
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 94,594,307.10
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public
<i>Timeframe</i>	Currently being determined.
<i>Institution responsible for the project</i>	Pernambuco Department of Municipal Affairs (Secretaria das Cidades do Estado de Pernambuco)
<i>Address</i>	Rua Gervásio Pires Bairro Boa Vista 399 50050070 – Recife – Pernambuco
<i>Website</i>	www.setra.pe.gov.br
<i>Project coordinator</i>	André de Paula/ +55 (81) 3181-7051/ alessandra.cavalcanti@cidades.pe.gov.br

PROJECT TITLE	Digital Port (Porto Digital) Expansion Project and Amplifying the Range of Qualified Services to support Improvements and Competitiveness of Companies based in the Technology Park
<i>Project overview</i>	"Digital Port Technology Park (Porto Digital) is one of the pillars of the new economy in Pernambuco. It is organized around two activities highly intense in knowledge and innovation, which are (i) software and information and communication services; and (ii) the creative economy, especially video games, multimedia, cinema/video/animation, music, design and photography. The Digital Park has a unique characteristic that sets it apart from most technology parks – its territoriality. It manages to combine an urban and open park while serving as a hub for software development companies and the creative economy. The Digital Port is the result of coordinated action between industry, government and the academic world that resulted, 12 years after its foundation in 2001, in one of the leading spaces for innovation in Brazil. Currently, the Digital Port is home to approximately 240 companies and associated services organizations, 3 company incubators, 1 higher education establishment and 2 research institutes. Among these is CESAR – the Centro de Estudos e Sistemas Avançados do Recife (Recife Studies and Advanced Systems Center) – which has been twice awarded the accolade of best Science and Technology institution in Brazil by FINEP, the Brazilian Innovation Agency. The Digital Port is currently entering a new phase of development despite its relatively recent foundation. Having expanded from hosting 3 to 236 companies, and from 46 to 7,100 jobs in approximately 12 years, the Digital Port has a target of hosting 20,000 jobs in software development and the creative economy by 2022. The Digital Port is not just another technology park. It is also a public policy mechanism that continues to make a significant contribution to repositioning Pernambuco's economy by fostering the growth of knowledge and innovation-intensive activities. Earnings from companies based in the Digital Port totalled over R\$1 billion in 2012, which is testament to the economic impact of the Digital Port. In order to continue fulfilling its mandate, the Digital Port needs the support of its partners (both public and private sectors) in order to fine-tune its fundamentals that have taken the Digital Port to where it is today. Infrastructure and qualified services need to be expanded in order to boost capacity and create new jobs, attract investment-ready projects, and implement initiatives to improve company productivity efficiency standards and competitive capabilities. In the latest update to its Strategic Plan (2010), the Digital Port reaffirmed its role (i.e. to serve as a platform for the development of the local knowledge economy); updated its targets (including the creation of 20,000 professional jobs by 2022); and reconfigured its strategy. Through almost 40 projects the Digital Port is carrying out activities that focus on both company development as well as improving the quality of the technology park's environment.
<i>Additional information</i>	The project aims to meet demand for physical space for new investment; qualified labor; projects to support startups and wealth-generating innovation; income and local jobs; consolidating the widely renowned excellence of IT services produced at the Digital Port, and expanding this concept to the Creative Economy.
<i>Project location</i>	Digital Port is located in Recife, the state capital of Pernambuco in the city's historic center in a plot of land based in the Santo Amaro quarter. The Park sits 13km from Recife International Airport, 56km from the Port of Suape, 14.5km from the Federal University of Pernambuco (UFPE), 6.8km from Pernambuco Polytechnical College (Universidade Politécnic de Pernambuco) and 2.5km from the Port of Recife. It hosts important institutions from the public and private sector in the fields of ICT and the knowledge economy.
<i>Sectors of interest</i>	ICT – Information and Communication Technology (CNAE 58 to 63); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 8,987,148.38
<i>Procurement/contract model</i>	Other
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	The timeframe for implementing the Digital Port project foresees a 4-year period and is presented in a succinct manner.
<i>Institution responsible for the project</i>	Digital Port Management Center (Núcleo de Gestão do Porto Digital)
<i>Address</i>	Rua do Apolo 181 Bairro do Recife 5003022 – Recife – Pernambuco
<i>Website</i>	http://www.portodigital.org/
<i>Project coordinator</i>	Guilherme Calheiros/ +55 (81) 3419-8017/ guilherme@portodigital.org

PROJECT TITLE	Pernambuco Pharma and Biosciences Technology Park
Project overview	<p>A Technology Park for companies to avail of laboratories characterized by their very high complexity (4 NB1 laboratories, 2 NB2 and 1 NB3; a synthesis laboratory, clinical tests diagnostic and structural character). The park is to be built on a 5 hectare area and will include a training center for the Latin American region, a pharmaceutical development plant, a building to house medicinal plant and herbal remedies laboratories and a building to house companies, an incubator and additional laboratories. The estimated value of the project is R\$90 million. With capacity to host 27 companies in the park's administrative headquarters and additional space for large-sized companies outside the park but with access to all its benefits.</p> <p>Estimated impact for the Park:</p> <ul style="list-style-type: none"> - Expand economic activity through the establishment of new technology-based companies and leveraging existing investment to produce goods of greater added value for the state and Brazilian economies, as well as promote the competitiveness of the pharmaceutical and medicaments sectors; biosciences and biotechnology; and herbal remedies and medicinal plants sectors. - Contribute to highly qualified job creation and greater income distribution in the region, principally (but not exclusively) due to innovation and professionalisation in the local herbal remedies and medicinal plants sector. - Developing the scientific network and capabilities to provide services of high complexity in the pharmaceutical and medicaments and biosciences sectors as a result of laboratories of a high standard of excellence foreseen in the current project and those already established at the Federal University of Pernambuco. - Fostering a culture of innovation, incentives to applied research, making available the best quality products and processes at the most accessible prices for the poorest communities, thereby contributing to general well-being. - Incentivizing technological entrepreneurship, encouraging young people to become scientists and entrepreneurs through an incubator and accelerator for companies. - Increase the availability of qualified labor in order to meet the sector's growing demand due to major investments in the State. - Create a new paradigm linked scientific and economic independence for the Technology Parks. The freedom to think and research is part of the Parks' core values. Economic autonomy is achieved through private investments, dedicating space for research, providing high added value services, offering professional training courses that meet companies' needs and offering specialized courses in the sectors of activity in the Park at technical and post-graduate levels, thanks to interacting with local and national universities.
Project location	The Park shall be located in Recife Metropolitan Area beside the Electric and Electronic Technology Park (ParqTel), which is near the Federal University of Pernambuco (UFPE), Pernambuco Technology Institute (ITEP), the Northeast Strategic Technologies Center (CETENE), the Federal Institute of Pernambuco (IFPE), the Federal Agricultural College of Pernambuco (UFRPE), 'Cidade da Copa' (future campus of Pernambuco University – UPE), the Integrated Passenger Terminus, the subway and various residential projects, as well as being located 10km from the airport, 12km from the 'Digital Port', 11km from the University of Pernambuco (UPE), 37km from the Port of Suape and 60km from the Pharmaceutical and Hemobras Cluster.
Sectors of interest	Manufacturing (CNAE 10 to 33); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Education (CNAE 85); Healthcare (CNAE 86 to 88) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 26,961,445.13
Procurement/contract model	Other
Nature of investment	Public and private
Institution responsible for the project	Pernambuco Department of Science and Technology (SECTEC)
Address	Rua Vidal de Oliveira, 32 Bairro do Recife 5003037 – Recife – Pernambuco
Website	http://www2.sectec.pe.gov.br/web/sectec
Project coordinator	Alexandre Stamford da Silva/ +55 (81) 3183-5553/ alexandre.stamford@sectec.pe.gov.br

PROJECT TITLE	Pernambuco Electric and Electronic Technology Park (ParqTel) – Institutional Strengthening
Project overview	<p>The project's goal is to strengthen ParqTel's institutional environment and organizational fabric, such as governance and management of the local electric and electronic innovation system in the State of Pernambuco. Strengthening ParqTel will enable the conditions necessary for it to function as a relationship catalyser between organizations and companies in the electric and electronic sector by attracting and retaining talent, connecting competences, partnerships with global entities and attracting new companies to the heart of the creative and knowledge economy. The strong links between ParqTel and Pernambuco's existing industrial base, including new anchor investments currently being deployed in the state that have the potential to boost local qualified demand (such as the Abreu e Lima Refinery, the South Atlantic Shipyards, plastic bottle resin plants and textile fiber factories, as well as the companies setting up in Suape that are linked to these projects), allows Pernambuco's electric and electronic sector to leverage competitiveness gains flowing from the increased investment in innovation. ParqTel's conceptual model is predicated on industrial development organized around Suape Industrial Complex and new investments in the Pernambuco's Northern Forests Region creating new opportunities for the electric and electronics industry. Furthermore, the Park recognizes the political willpower to structure this sector in the state based on locally developed companies and investments from other regions as a means of further developing and heightening the Park's competitiveness. A partir disso, ParqTel's strategic positioning is to organize as an innovation hub in order to identify and meet demand for products and services from the State's dynamic industrial hubs, from the government, and generate and accelerate new enterprising initiatives for the global market. In order to defend this position, the Park's territoriality concept consists of extending its reach to include a broader scope of activity and as a result allow the Park to benefit more companies and support partners. ParqTel comprises some 16 hectares of land with eight companies operating in the park, as well as a Technology and Administrative Management Center, which is linked to the Pernambuco Department of Science and Technology. This center includes an auditorium and areas for company incubation and technology transfer, as well as laboratories under construction. This project consists of structuring the park's governance, implementing the company incubator, the technology transfer unit, the micromanufacturing and nanotechnology laboratory, the electric and electronic laboratory, as well as developing a new brand for Parqtel that communicates the changes to the park's scope and conceptual model in order to associate this brand with structural development projects in the state of Pernambuco.</p>
Project location	ParqTel is located in the City of Recife, adjacent to the Curado Industrial District, which is located 15km from Downtown, 12km from Recife-Guararapes International Airport and 6km from the Federal University of Pernambuco, the Federal Education, Science and Technology Institute of Pernambuco and Pernambuco Technology Institute. Curado has easy access to a transportation network comprising federal highways BR-408, BR-232 and BR-101; by the North Branch Line Railway (Tronco Norte) and the subway, the terminus of which is located some 500m from ParqTel.
Sectors of interest	Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical Services (CNAE 69 to 75) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 1,797,429.68
Procurement/contract model	Other
Nature of investment	Public and private
Timeframe	<p>Schedule in setting process</p> <ul style="list-style-type: none"> - Draft incubation model – from the first month of the project to the sixth - Establish the legal basis and outline the physical installations for ParqTel's incubator – from month 7 to month 16 - Call for partners and selection of proposals: Inicio – from month 18 to month 21 - Management, training and provision of other services for companies under incubation – from month 22 to month 36 - Offer Intellectual Property training courses – from month 6 to month 17 - Establish the Micromanufacturing and Nanotechnology Laboratory: from month 1 to month 36 - Expand and modernize the Electric and Electronic Laboratory – from month 3 to month 18 - Planning and operation for ParqTel's management model – from month 1 to month 36 - Develop and disseminate a brand for the "New Parqtel" – from month 6 to month 12 - Carry out technical-scientific events in ParqTel's Technology and Administrative Management Center – from month 6 to month 36
Institution responsible for the project	Pernambuco Department of Science and Technology (SECTEC)
Address	Rua Vidal de Oliveira 32 bairro do Recife 5003037 – Recife – Pernambuco
Project coordinator	Alexandre Stamford da Silva/ +55 (81) 3183-5553/ alexandre.stamford@sectec.pe.gov.br

PROJECT TITLE	State of Pernambuco Metal and Mechanical Technology Park (PTMM)
<i>Project overview</i>	Pernambuco Metal and Mechanical Technology Park shall be comprised of four areas: 1. Associated Laboratories; 2. Incubator for companies in the metal and mechanical sector; 3. Metal and Mechanical Technology Center; and 4. Construction and Assembly Center. In the case of associated laboratories, the project targets 10 companies that have or are in the process of setting up in the Suape Industrial Complex that need to complete technology-based projects. The Park will include space for 15 incubated companies, a Technology Center which is part-funded by the federal Ministry of Education (MEC) and a Construction and Assembly Center, which is to be managed by the Polytechnical School at the University of Pernambuco. The Technology Park is intended to be the primary source of generating and adapting technologies and knowledge for the oil and gas; shipbuilding; petrochemicals; plastics; renewable energies; and automotive industries in Pernambuco and the wider Northeast Region. The Park will benefit from direct activities carried out by the Federal University of Pernambuco (UFPE), the University of Pernambuco (UPE), the Federal Institute of Pernambuco (IFPE), the Pernambuco Technology Institute (ITEP) and private universities active in research and engineering, as well as foreign partners such as Texas A&M University and the University of Nebraska-Lincoln, and Brazilian partners from other states, such as Cenpes (Petrobras' research center), the Federal University of Santa Catarina (UFSC), the Federal University of Rio Grande do Sul (UFRGS) and the Federal University of Rio de Janeiro (UFRJ), among others.
<i>Project location</i>	The project is located on the Federal University of Pernambuco campus in Recife. It aims to support not only companies based in Suape, but also companies in the automotive sector located in Goiana.
<i>Sectors of interest</i>	Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Construction (CNAE 41 to 43); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 29,058,446.42
<i>Procurement/contract model</i>	Other
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Currently under review due to the project's transfer from from Suape Industrial Park to the Federal University of Pernambuco and Pernambuco Technology Institute campus in order to also provide support to companies in the automotive sector based in Goiana.
<i>Institution responsible for the project</i>	Pernambuco Technology Institute (ITEP)
<i>Address</i>	Rua Prof. Luiz Freire 700 5054054 – Recife – Pernambuco
<i>Website</i>	www.itep.br
<i>Project coordinator</i>	José Geraldo Eugênio de França/ +55 (81) 3183-4297/ geugenio@itep.br

PROJECT TITLE	Modernization of Cultural Installations around the Parvis of St. Peter of the Clerics Co-Cathedral (Pátio de São Pedro)
<i>Project overview</i>	The Parvis of St. Peter's (Pátio de São Pedro) contains 07 (seven) cultural installations; the Co-Cathedral of St. Peter of the Clerics; and 02 (two) low-cost restaurants serving local specialties. The project aims to modernize the parvis through providing an audio guide service and IT resources in order to develop the cultural and religious heritage of Recife, in one of the city's most important historic quarters.
<i>Project location</i>	The Parvis of St. Peter's is an important historic area dating from the 18th century, in which each colonial era building has been converted into cultural centers, museums and restaurants. It is important to note that the Co-Cathedral of St. Peter of the Clerics (Concatedral de São Pedro dos Clérigos) is a rare example of Brazilian baroque architecture.
<i>Sectors of interest</i>	Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 299,571.61
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	<ul style="list-style-type: none"> - Mapping of tourist attractions; - Procurement of audio guides and IT resources; - Construction work; - Training; - Inauguration. Currently being re-validated
<i>Institution responsible for the project</i>	Recife City Hall
<i>Address</i>	Avenida Cais do Apolo 925 SETUR-L / 7º Andar 50030230 – Recife – Pernambuco
<i>Project coordinator</i>	Camilo Simões/ +55 (81) 3355-8125/ camilo.simoies@recife.pe.gov.br

PROJECT TITLE	Recife Movie Theaters
<i>Project overview</i>	Project to build 2 public movie theaters in Iburá (CINE IBURÁ) and Casa Amarela (CINE CASA AMARELA) neighborhoods in Recife.
<i>Project location</i>	<ul style="list-style-type: none"> - CINE IBURÁ: project to build a public cinema located on Rua da Ladeira da Cohab in Iburá neighborhood, in the Sacolart Quarter. - CINE CASA AMARELA: project to build a public cinema located on Avenida Norte in the Casa Amarela neighborhood, beside the Praça do Trabalho.
<i>Sectors of interest</i>	Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 898,714.84
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Currently under review
<i>Institution responsible for the project</i>	Recife City Hall
<i>Address</i>	Avenida Cais do Apolo 925 SETUR-L / 7º Andar 50030230 – Recife – Pernambuco
<i>Project coordinator</i>	Camilo Simões/ +55 (81) 3355-8125/ camilo.simoies@recife.pe.gov.br

PROJECT TITLE	Recife do Alto ('Recife from the Air')
<i>Project overview</i>	The project consists of a tethered balloon as a tourist attraction, attached to a platform and rising to a height of 150 meters, enabling a 360° view over the quays on Rua da Aurora in Recife. The project would be the first tourist attraction of its kind on such a scale in Latin America.
<i>Project location</i>	Located on the Aurora Quays (Cais da Aurora) on the Capibaribe River, which is a privileged spot in Recife as it is one of the main gateways to the city's historic district. The site offers a panoramic view over the three islands that sit at the heart of the city, with their period architecture, and stretching out to a radius of over 10km to the city limits.
<i>Sectors of interest</i>	Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 1,348,072.26
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Currently under review
<i>Institution responsible for the project</i>	Recife City Hall
<i>Address</i>	Avenida Cais do Apolo 925 SETUR-L / 7º Andar 50030230 – Recife – Pernambuco
<i>Project coordinator</i>	Camilo Simões/+55 (81) 3355-8125/ camilo.simoes@recife.pe.gov.br

PROJECT TITLE	Recife Tourist Information Points
<i>Project overview</i>	Project of an informative nature to install electronic tourist information points within a 01km radius providing information on nearby tourist attractions in accordance with established historic information, to be provided in three languages (English, Spanish and French).
<i>Project location</i>	To be installed in the boroughs of Old Recife, Santo Antonio and Sao Jose, which together comprise the historic district of the City of Recife.
<i>Sectors of interest</i>	Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 299,571.61
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	- Mapping of tourist attractions; - Layout of the electronic tourist information points; - Preparation; - Installation; - Inauguration. Currently under review
<i>Institution responsible for the project</i>	Recife City Hall
<i>Address</i>	Avenida Cais do Apolo 925 SETUR-L / 7º Andar 50030230 – Recife – Pernambuco
<i>Project coordinator</i>	Camilo Simões/+55 (81) 3355-8125/ camilo.simoes@recife.pe.gov.br

Piauí

Socio-Economic Data



State	Piauí
<i>Area</i>	251,611.93 km ²
<i>Capital</i>	Teresina
<i>Population of the capital</i>	844,245
<i>Total population</i>	3,184,000 (2013)
<i>Economically active population</i>	1,726,000
<i>Population growth rate</i>	1.1%
<i>Unemployment rate</i>	11.6%
<i>Real GDP</i>	R\$31.24 billion (2013)
<i>GDP per capita</i>	R\$9,811 (2013)
<i>Commerce and services (% share of state GDP)</i>	81.3% (2013)
<i>Industry (% share of state GDP)</i>	12.4% (2013)
<i>Agriculture (% share of state GDP)</i>	6.4% (2013)
<i>Average monthly wage (commerce and services)</i>	R\$1,122.00
<i>Number of technical colleges</i>	60
<i>Number of universities</i>	2
<i>Number of graduate courses</i>	482
<i>Number of graduates in areas related to commerce and services per year</i>	1,291
<i>International schools</i>	0
<i>Average price of electricity</i>	R\$0.43987 KWh
<i>Average monthly commercial rent</i>	No available data

Strengths

Piauí is a state located in Brazil's Northeast Region. Its territory spans 251,577km² with a population of 3,204,028, of which approximately 63% live in built-up areas. The state's economy is based around services, agricultura (soybeans, cotton, rice, sugarcane and manioc), extensive cattle ranching and industry, which accounts for 27.3% of GDP, notably honey, cashew, carnauba wax, leather hides and pelts, medicaments, ceramic goods, chemicals and foodstuffs. In 2013 the Gross Domestic Product of the State of Piauí grew by 2.4% compared to the previous year. In current prices, reaching R\$31,240 million. After posting a growth rate of 5.3% in 2012, Piauí has continued to grow, although the pace of growth has progressively slowed due largely to problems in the agricultural sector. From 2011 to 2013, the state's accumulated growth rate was 13.4%, or 4.46% on average per year, while during the same period the rest of Brazil accumulated growth of 9.1%, or 3.0% on average per year. In the transportation sector, the state has a highway network that reaches 224 municipalities, most of which is paved, as well as highways that connect to neighboring states and the rest of Brazil. The state also is served by three airports in the cities of Teresina, Parnaíba and São Raimundo Nonato. Furthermore, a railway called the New Transnortheastern Line is currently being built that will connect Piauí to the Port of Pecém in Ceará and the Port of Suape in Pernambuco – a total distance of 1,728km. There is also an Export Processing Zone being implemented close to the Port of Luis Correia, the construction of which is currently out for tender.

Sources

Fundação CEPRO; Piauí em Números - 9ª edição; Cempre 2011; Inep; IBGE - 2013 Contas Regionais

PROJECT TITLE	City of Teresina Water and Sewage Services Subconcession Project
<i>Project overview</i>	Subconcession for Water and Sewage Services for the City of Teresina
<i>Additional information</i>	No additional information.
<i>Project location</i>	City of Teresina
<i>Project website</i>	http://www.ppp.pi.gov.br/pppteste/index.php/projetos/estudo-de-viabilidade/saneamento-teresina/
<i>Sectors of interest</i>	Sewage and Waste Treatment (CNAE 36 to 39) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 509,271,741.41
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Background studies to be approved in September 2015
<i>Institution responsible for the project</i>	Teresina Municipal Government
<i>Address</i>	Av. Antonino Freire, 1476, Ed. Dona Antonieta Araújo 1476 – Teresina – Piauí
<i>Website</i>	www.segov.pi.gov.br
<i>Project coordinator</i>	VIVIANE MOURA BEZERRA/ +55 (86) 3216-5003/ gestao@ppp.pi.gov.br

PROJECT TITLE	Increasing Infrastructure for the Teresina Business Hubs
<i>Project overview</i>	Teresina Business Hubs (Polos Empresariais de Teresina) are public areas under management by Teresina City Hall, namely the Municipal Department of Economic Development and Tourism (SEMDEC). They have been created by law as a support mechanism for the establishment and organization of an industrial park. At present there are two hubs in operation. The Southern Hub is 140 hectares in size (located 15km from downtown Teresina) and contains 73 empresas, either operational or in various stages of becoming operational, and a 'Dry Port' that has been created in partnership with the Government of Piauí. Infrastructure is currently incomplete, with rain drainage systems in particular in need of work. The Northern Hub is 220 hectares in size (located 23km from downtown) and is still in the construction phase, with water supply and rain drainage systems currently being built, but already it is home to two companies, both of which are in operation. The project is being carried out under the auspices of Municipal Law 2,528 of 1997 (as amended). This concession is in respect of public real estate (undeveloped) that will be gifted (alienação não onerosa) to the winning company with a reserve of eminent domain during the first ten years of the contract, except in cases of clear interest to commercialize the property as evidenced by guarantee of financing for the construction or expansion of installations. In this instance, the transfer of legal title can be immediate. The state is seeking an investor to allow the Business Hubs to become fully operational. With respect to the Southern Business Hub, taking into account the framework of Public-Private Partnership legislation, it is possible to envisage remuneration along the lines of a PPP-administrative concession. This option, in principle, is based on the fact that the physical space of the Hub is almost entirely complete and there is no potential for adding new tariff-based services having regard to current levels of demand. Established companies have production characteristics that avoid using water as part of their industrial processes. This condition aims to meet local water shortages, since treatment of any liquid runoff resulting from industrial processes for disposal does not have any compatible existing discharge point. At the time of construction, such a facility was considered unviable due to the significantly high investment required, making mostrou-se inviável em função do investimento significativamente elevado. A decision was made to select "dry industries" as a result. PPP financing is planned for the remainder of the project, following the administrative concession model, which does not permit user tariffs. As such, remuneration for the investment relies on public authority. In respect of the Northern Business Hub, the project proposal is being structured as a typical sponsored concession. The investment shall be made for the construction of the water supply system, including water catchment, piping, reservoirs, treatment and distribution. Water rates shall be charged on users in accordance with the volume consumed. The model envisaged for the Northern Business Hub is a sponsored PPP.
<i>Project location</i>	City of Teresina. Capital of Piauí and location of the Greater Teresina Integrated Development Region (RIDE) that spans 13 municipalities in Piauí and neighboring Maranhão. The city is considered an influential area in the midnorth of Brazil due to its location at the confluence of major highways. RIDE encompasses a population of 1.3 million. The areas that form part of the project take in the Northern Business Hub located in the north of the Municipality of Teresina in rural lands, approximately 23km from downtown Teresina.
<i>Sectors of interest</i>	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 9,885,863.22
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	1. Creation of the public-private partnership. March 2015; 2. Identification of Projects. August 2015; 3. Construction work. October 2015 to December 2018
<i>Institution responsible for the project</i>	Teresina City Hall
<i>Address</i>	Praça Marechal Deodoro 860 64000000 – Teresina – Piauí
<i>Website</i>	www.teresina.pi.gov.br
<i>Project coordinator</i>	Fábio Henrique Ferreira Nery/ +55 (86) 3215-7474/ fabio.hfn@hotmail.com

Rio de Janeiro

Socio-Economic Data



State	Rio de Janeiro
<i>Area</i>	43,780.17 km ²
<i>Capital</i>	Rio de Janeiro
<i>Population of the capital</i>	6,453,682
<i>Total population</i>	16,369,000 (2013)
<i>Economically active population</i>	7,814,727
<i>Population growth rate</i>	0.54%
<i>Unemployment rate</i>	5.7% (metropolitan area - 2015)
<i>Real GDP</i>	R\$626.3 billion (2013)
<i>GDP per capita</i>	R\$38,262 (2013)
<i>Commerce and services (% share of state GDP)</i>	69.1% (2013)
<i>Industry (% share of state GDP)</i>	30.5% (2013)
<i>Agriculture (% share of state GDP)</i>	0.5% (2013)
<i>Average monthly wage (commerce and services)</i>	R\$981.00 (commerce); R\$1,705.00 (services)
<i>Number of technical colleges</i>	587
<i>Number of universities</i>	152 higher education institutions, of which 124 are private and 28 are public. Of this total, 18 are universities; 12 private and 6 public.
<i>Number of graduate courses</i>	380
<i>Number of graduates in areas related to commerce and services per year</i>	No available data
<i>International schools</i>	Public: CE Matemático Joaquim Gomes de Souza (China); CE Hispano Brasileiro João Cabral de Melo Neto (Spain); CIEP 117 Carlos Drummond de Andrade (United States); CIEP 449 Leonel de Moura Brizola (France); Private: EARJ (American School of Rio de Janeiro); EAC (Corcovado German School); The British School (United Kingdom); ESB (Swiss-Brazilian School); Liceu Moliere (French-Brazilian College); Colégio Liessin (Jewish Brazilian School); International Christian School; Our Lady of Mercy School; Maple Bear Niterói
<i>Average price of electricity</i>	R\$653.27 /MWh
<i>Average monthly commercial rent</i>	R\$44.70/m ²
<i>Strengths</i>	With a vibrant, diverse and growing economy, Rio is considered an innovation champion in Brazil. Over 50% of market capitalization of Brazil is from companies located in Rio, including world-class companies such as Petrobras, Vale and Eletrobras. The energy capital of Brazil, Rio concentrates over 75% of the oil and around 40% of gas production in the country. Furthermore, about 60% of pre-salt oil reserves recently found are located off the state's coast. The outlook for the sector sees production of 50 billion barrels of light oil and over US\$300 billion in investments by 2020. The State has 6 thermoelectric plants and 2 nuclear plants (Angra 1 and 2). The audiovisual industry is widely developed, generating more than 30,000 direct jobs. Besides being home to the largest media company in the country, 55% of all national movies released were produced in Rio. The State hosts 2 of the 3 main Brazilian movie distributors, 7 of the 10 largest movie producers and 3 major production centers, and the most important film festival in Latin America takes place annually in Rio. In the telecommunications sector, Rio hosts the headquarters of the most important companies, such as Oi, Embratel and Vivo. In Media and Entertainment, the largest studio in Latin America is PROJAC, owned by the GLOBO Network.
<i>Sources</i>	IBGE/ CEPERJ/ IMPRENSA RJ/ Rio Preto energia/IBGE 2013 Contas Regionais

5 PROJECTS

PROJECT TITLE	Rio de Janeiro Beltway (Anel Viário)
<i>Project overview</i>	<p>The Rio Beltway Project was authorized by Rio City Hall and published in the city's Official Gazette (Diário Oficial) on July 30, 2013. Technical assessment studies have been completed as required under a concession contract or public-private partnership. The project aims to complete and integrate a beltway around the city. Two options were considered during the background studies phase: (i) build, maintain and operate Section 6; and (ii) build, maintain and operate Section 6 and improve, maintain and operate Section 4 and Section 5. The background studies were carried out based on guidelines provided in the notice published in the Official Gazette and had the support and guidance of technical experts from Rio City Hall. The studies aimed devise a model whereby passenger traffic from the periphery would be collected into to a central area, safely and reliably decongesting the internal road network.</p> <p>The completion of Rio Beltway takes into account the following guidelines:</p> <ul style="list-style-type: none"> - Finalize and integrate Rio Beltway through the construction of Section 6 between Estrada da Pedra and Avenida Brasil; - Ensure integration with urban planning and transportation projects for the region as a whole; - Offset environmental impact. <p>In 1999, Rio City Hall drafted a beltway project for the city. Sections 4 and 5 have recently been built, leaving only section 6 that connects two highways (Estrada da Pedra and Avenida Brasil), which will complete the beltway.</p> <p>Section 6 is responsible for channelling long-distance public transit and passenger traffic via Bus Rapid Transport (BRTs) lanes between Barra da Tijuca to the south (TRANSOESTE) and Downtown Santa Cruz to the north via Avenida Brasil (a complementary section to the TRANSBRASIL corridor). Section 6 is the main structural axis road providing broad access to the City of Rio de Janeiro, but the West Zone in particular. Together with other concentric beltways, collectors and cycle paths, it will allow the entire accessibility and mobility system in the Borough of Santa Cruz to be restructured and better preparing the local area to meet future demand due to the investments made by CSA (steel mills), construction of the Rio Metropolitan Beltway (Arco Metropolitano), operations at the Port of Itaguaí and other investments in the region.</p>
<i>Additional information</i>	The study was carried out using simulation tools consisting of a flow network representing the transportation system's supply and models of demand developed by the Long-Term Urban Transportation Plan for Rio Metropolitan Area (PDTU/RMRJ 2005), which has been successively updated in 2006 (PDTU/RJ 2006), again ahead of the 2007 Pan-American Games and for the 2016 Olympics.
<i>Project location</i>	The project connects the existing Section 4 and Section 5 to Section 6, which is to be built incorporating a BRT system. This connection aims to alleviate traffic congestion in downtown Santa Cruz and link with the Avenida Brasil highway and federal highway BR-101.
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 329,528,773.85
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	The timeframe considers a 4-year construction period and a further 6 months to make the project operational in respect of Section 6. In parallel, Sections 4 and 5 (TransOeste) are to undergo road improvement schemes.
<i>Institution responsible for the project</i>	Rio Municipal Department of Concessions and Public-Private Partnerships (Secretaria Especial de Concessões e Parcerias Público-Privadas)
<i>Address</i>	Rua Sacadura Cabral 133 Saúde 20081261 – Rio de Janeiro – Rio de Janeiro
<i>Website</i>	http://www.rio.rj.gov.br/web/secpar
<i>Project coordinator</i>	Jorge Luiz de Souza Arraes/ +55 (21) 2153-1400/ arraes.secpar@gmail.com

PROJECT TITLE	Rio Municipal Parking (Vagas Inteligentes do Rio)
Project overview	<p>Considering the need to rationalize the use of vehicles and improve the use of public area in accordance with the short- to medium-terms strategies contained in Rio's Municipal Strategic Plan, Rio City Hall has adopted a new policy regarding municipal parking.</p> <p>This policy is part of a functioning structure of services designed to ensure effective and competitive management of roads in the city. This policy aims to meet the following broad objectives:</p> <ol style="list-style-type: none"> 1. Help reduce traffic jams – by using a new management system for on-street parking, current technology and new methods allow for a reduction in traffic jams caused by motorists looking for a parking space, thereby reducing the number and length of car journeys during rush hour; 2. Improve the speed and reliability of public transportation – by reducing delays caused by double parking and traffic jams, the speed and reliability of public transportation should improve as a result; 3. Improve air quality – through reducing traffic jams and the number of car journeys, there is consequentially an improvement in air quality as a result of the reduction in exhaust fumes; 4. Improve public satisfaction with the service provided by the city – finally, by improving the satisfaction and experience of drivers in the city by making parking easier and more convenient, it is hoped that there will be an increase in public satisfaction with services provided. <p>To achieve these objectives, such a mobility system needs to be operated over a street hierarchy network with the capacity to regulate traffic flows based on parking purpose, occupancy and the type of vehicles using parking spaces in order to meet inter-city requirements and connect with passenger and goods traffic flows from outside the city.</p> <p>To achieve this, it has been decided to implement traffic management policies and actions using cutting-edge technology to mitigate diverse impacts resulting from high-volume traffic flows, which include traffic jams, air pollution and deterioration in road safety conditions, among others, which impact the quality of life of residents and visitors.</p> <p>Furthermore, the administration of parking spaces in public areas aims to allow various vehicles to use the same parking space throughout the day, in order to improve fairness in the use of public property and facilitating retail, services and commercial offices in general.</p> <p>Rio de Janeiro has approximately 37,000 public parking spaces. The City of Sao Paulo has a slightly smaller number, despite being a larger city in population terms. Rio City Hall has decided to design a project using the latest technology and based on similar experiences from Europe and the United States.</p>
Additional information	Parking spaces are to be divided into two lots. In both cases, the concession holder apply to the concession granting authority for an extension in the number of parking spaces under their administration from the third year of the concession contract, provided they have met the targets stipulated in the contract at that point.
Project location	<p>Lot 1 : Phase 1 – Boroughs of Copacabana and Lagoa (9,458 spaces) Phase 2 – Barra da Tijuca (7,318 spaces) Phase 3 – Remainder of the city's Western Zone (5,350 spaces)</p> <p>Lot 2: Phase 1 – Boroughs of Botafogo and Downtown (7,945 spaces) Phase 2 - Greater Tijuca Area (3,146 spaces) Phase 3 – Northern District (3,865 spaces)</p>
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); ICT – Information and Communication Technology (CNAE 58 to 63) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 213,631,337.59
Procurement/contract model	Concession
Nature of investment	Public and private
Timeframe	<p>Lot 1 : Phase 1 – Southern District - 6 months Phase 2 - Barra da Tijuca - 1 year Phase 3 – Remainder of the Western Zone – 1.5 years</p> <p>Lot 2 : Phase 1 – Southern District (boroughs of Botafogo and Downtown) - 6 months Phase 2 - Greater Tijuca - 1 year Phase 3 – Northern District – 1.5 years</p>
Institution responsible for the project	Rio Municipal Department of Concessions and Public-Private Partnerships (Secretaria Especial de Concessões e Parcerias Público-Privadas)
Address	Rua Sacadura Cabral 133 Saúde 20081261 – Rio de Janeiro – Rio de Janeiro
Website	http://www.rio.rj.gov.br/web/secpar
Project coordinator	Jorge Luiz de Souza Arraes/ +55 (21)2153-1400/ arraes.secpar@gmail.com

PROJECT TITLE	Downtown Niteroi Urban Regeneration Project
Project overview	<p>Regeneration of downtown Niteroi, including cultural spaces and urban mobility, among others.</p> <p>The project encompasses seven boroughs - Downtown, Sao Lourenco, Ponta D'Areia, Sao Domingos, Gragoata, Boa Viagem and Bairro de Fatima, as well as the Morro do Estado and Favela do Sabão communities. The project spans a total area of 3.8 million square meters that will benefit from regeneration through construction and urban renewal works.</p> <p>Vital improvement works: water drainage, sewage and lighting. Sidewalk repair, road resurfacing, drainage, signage, tree planting along the sidewalks and flowerbeds.</p> <p>Construction of new underground systems: sewage, water supply, electricity, telephone cables and gas lines. Electrical wiring and other underground infrastructure. Road resurfacing and road and sidewalk signage. Refurbishment of urban buildings. Construction of 20km of cycle paths. Refurbishment of 100,000 square meters of public squares and construction of 155,000 square meters of new public squares.</p> <p>Construction of a new intermodal public transit station for ferry boats, busses, LRT (Light Rail Transit) and Line 3 subway line. Construction of underground concourses to improve mobility in the area. Construction of a new 'Fishing Village' (Vila de Pescadores) including space for bars, restaurants, accommodation and a market.</p> <p>Construction of Arariboia Esplanade.</p> <p>Construction of Niteroi Marina.</p> <p>Urban renewal of the shoreline area between Ponta D'Areia and Boa Viagem.</p> <p>Connecting the Niemeyer Way (Caminho Niemeyer) to the city.</p> <p>Urban infrastructure in Areas of Special Social Interest (AEISs), which are areas prioritized for social housing projects, including the Morro do Estado, Morro do Arroz, Sabao, Palacio and Lara Vilela.</p> <p>New Downtown Public Market.</p> <p>Shelter to cater for the city's homeless population, with capacity of up to 300 people.</p>
Additional information	The company that wins the call for bids shall be responsible for carrying out the construction works associated with the project and shall also be responsible for ensuring services such as street cleaning, street lighting and building maintenance for a period of 15 years.
Project location	Downtown core, City of Niteroi
Project website	http://centro.niteroi.rj.gov.br/
Sectors of interest	Sewage and Waste Treatment (CNAE 36 to 39); Electricity and Gas (CNAE 35); Construction (CNAE 41 to 43); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 299,571.61
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	<p>Publication of authorization for project development studies - COMPLETED</p> <p>Presentation of project development studies - COMPLETED</p> <p>Legislative process – municipal Bill for Syndicated Urban Operations and municipal Bill for the establishment of a Mixed Capital Corporation (NIT-URB) - COMPLETED</p> <p>Public consultations - COMPLETED</p> <p>Dialogue with civil society and public hearing on local community impact assessments (EIV) - COMPLETED</p> <p>End of public consultations period - COMPLETED</p> <p>Enactment of legislative Bills - COMPLETED</p> <p>PPP public consultations</p> <p>Publication of tender for the Public-Private Partnership</p> <p>Call for bids for the Public-Private Partnership</p> <p>Consultations/Public hearing on the Environmental Impact Assessment</p> <p>Publication of CEPAC () tender Publicação do edital de oferta pública do Cepac (Certificates of Additional Construction Potential)</p> <p>Auction for CEPACs</p> <p>Signing of Public-Private Partnership Contract</p>
Institution responsible for the project	Niteroi City Hall
Address	Rua Visconde de Sepetiba 987 24020206 – Niteroi – Rio de Janeiro
Website	http://centro.niteroi.rj.gov.br/
Project coordinator	Niteroi Municipal Department of Urban Affairs and Transit (Secretaria de Urbanismo e Mobilidade de Niterói)/ +55 (21) 2620-8945/ prefeitura@niteroi.rj.gov.br

PROJECT TITLE	Project to Convert the former Rio de Janeiro State Civil Police building (Palácio da Polícia Civil) into a Culture and Arts Center
Project overview	<p>The project aims to refurbish the former police headquarters building (Palácio da Polícia Civil) through reorganizing the building's layout so that it can support cultural, leisure and convenience activities in a harmonious and synergetic manner. The goal is to create a sophisticated space where culture and leisure converge. The building is located on the most important thoroughfare for culture in the City of Rio de Janeiro.</p> <p>The Palácio da Polícia, inaugurated in 1910, was designed in the French eclectic style by the architect Heitor de Mello as the headquarters of a modern police department in the service of a democratic state, according to the instructions of the government of the day. The building sits on a street with ample access and many windows, with no basement or underground cells as the building was conceived as one that would be open to the public, with public visits permitted as early as 1912. This magnificent construction is approximately 4,000 m² in size. Recently it underwent significant restoration works on the outside and roof. The building is currently unoccupied and requires internal refurbishment in order to serve as a culture and arts center as planned. The Civil Police are planning to lease approximately 1,300m² of the total space for commercial activities for a period of 10 years, such as restaurants, a cinema, a bookshop and coffee shop. The private sector partner is estimated to budget around 3,000 reais per square meter on the refurbishment in respect of a 4,000m² area, bringing the total investment for refurbishment works to approximately 12 million reais, plus janitor costs in situ for the duration of the concession contract. In return, the private sector partner shall be authorized to organize cultural and leisure activities in one of Rio's most sought-after locations on a commercial basis for a period of 10 years. The current project is based on actions aimed at preserving, boosting access and widening the appeal of Brazil's cultural heritage. Belonging the to Civil Police of Rio de Janeiro State, the project aims to reform the Old Police Building (Palácio da Polícia Civil), making it more accessible to visitors and highlighting the historic value of this building.</p>
Additional information	The selection process and concession model shall be defined at a future date by the administration of the Civil Police.
Project location	The Old Police Building (Palácio da Polícia) is located in the cultural district of Downtown Rio. It is situated 200m from bus stops served by 30 transit routes extending out into the Northern and Southern Districts and neighboring cities. The closest subway station is located 650m away from the building as well as three more within a 900m radius. The Old Police Building is adjacent to a modern building that is home to Petrobras and the headquarters of the Civil Police. This building is located 400m from the Carioca Aqueduct.
Sectors of interest	Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 3,594,859.35
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	<p>November 02 to December 30, 2015 – Process to select the public-private partnership.</p> <p>January 01, 2016- start of construction.</p> <p>December 2016- completion of construction work.</p> <p>January 01, 2017- start of concession contract.</p> <p>December 31, 2027- end of concession.</p>
Institution responsible for the project	Civil Police of the State of Rio de Janeiro
Address	Rua da Relação 42 sala 1006 20231110 – Rio de Janeiro – Rio de Janeiro
Website	www.policiacivil.rj.gov.br
Project coordinator	Jefferson Silva/ +55 (21) 2332-8653/ jeffersonx2000@yahoo.com.br

PROJECT TITLE	Porto Maravilha
Project overview	<p>The Porto Maravilha Project aims to revitalize port area of Rio de Janeiro, an area of 5 million square meters, in order to turn it into a center for tourism and investment. The redevelopment process, due to be completed in 2015, includes infrastructure (with upgrades and improvements in the transport network and urbanization); housing (improvements in housing conditions to increase the number of local residents); environment (tree planting on sidewalks and new parks); and culture and tourism (deployment and restoration of cultural attractions). The project was divided into two phases. The first was the responsibility of Rio de Janeiro City Hall and budgeted to cost US\$198.5 million. It consisted of urbanization projects and the construction of the 'Museum of Tomorrow' (Museu do Amanhã). As the latter is no longer the responsibility of Rio City Hall, the budget was adjusted to US\$76.6 million. The second phase was implemented via public-private partnership (PPP) and estimated to cost US\$4.5 billion. It includes street lighting, cleaning, the upkeep of parks and gardens, road and sidewalk repair, road safety, signalling, infrastructure and drainage. During the construction work, there are opportunities for providing services and products to the heavy construction industry. In the longer term, the most noteworthy opportunities are for companies in the commerce and services sectors, as well as commercial real estate. The expansion project for the Port of Rio de Janeiro is moving forward on several fronts. New investments include the expansion of MultiRio container terminal and MultiCar vehicle terminal, both belonging to Multiterminais; expansion of the Libra Terminal Quay by 120 meters, resulting in a total length of 665m, which will enable the simultaneous mooring of two post-Panamax 4th generation type vessels; expansion of the area operated by Libra Terminals from 136,000m² to 185,000m², which will increase the handling capacity from 214,000 to 428,000 containers per year; modernization and extension of Libra Terminals operational equipment park and warehouses and construction of support buildings; a 1,100m structural reinforcement at Gamboa Quay in order to allow docking for ships with a 13.5m draft; dredging work to deepen and deploy a new geometric line for the approach channel to Gamboa Quay to 11 meters; dredging to deepen and widen a 15m stretch of the main channel; dredging work in order to deepen the berthing area for passenger ships to 11m; deployment of three new 30-meter piers, one 350-meter pier and two 400-meter piers, arranged in a "Y" shape, with capacity for 6 passenger ships. The unloading area will be constructed between warehouses 3 and 4, next to the old pier, where the Museum of Tomorrow has been built; and improved water access for vessels a draft up to 15.5m.</p>
Additional information	<p>The project has generated a number of opportunities, especially for the real estate, tourism, hospitality and audiovisual sectors. Rio City Hall offers fiscal incentives for residential projects in the area.</p> <p>Costs for the urban operations in the project total R\$8 billion, of which R\$400 million are being administered by the Rio de Janeiro Port Area Urban Development Corporation (CDURP) and R\$7.6 billion via the PPP contract.</p>
Project location	Downtown/Port Area of the City of Rio de Janeiro.
Project website	http://portomaravilha.com.br/
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Manufacturing (CNAE 10 to 33); Construction (CNAE 41 to 43); Commerce, Vehicle and Motorcycle Repair (CNAE 45 to 47); Tourism – Accommodation and Food (CNAE 55 to 56); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 2,276,744,255.71
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	<p>Expressway Tunnel (Túnel da Via Expressa) (began Jun/2012; due for completion Mar/2016)</p> <p>Light Rail Transit (LRT) (began: Jun/2014; due for completion: Dec/2015)</p> <p>Expressway (Via Expressa) Extension (began: Nov/2012; due for completion: Apr/2016)</p> <p>Infraestrutura</p> <p>Avenida Rodrigues Alves (began: Feb/2014; due for completion: Jan/2016)</p> <p>Rua da Gamboa (began: May/2014; due for completion: Apr/2016)</p> <p>Rua Rivadavia Correa (began: Jul/2013; due for completion: Apr/2016)</p> <p>Rua Senador Pompeu (began: Mar/2014; due for completion: Apr/2016)</p>
Institution responsible for the project	Rio de Janeiro Port Area Urban Development Corporation (CDURP)
Address	Rua Gago Coutinho 52 5º Andar Laranjeiras Rio de Janeiro RJ 20081261 – Rio de Janeiro – Rio de Janeiro
Website	http://www.portomaravilha.com.br/
Project coordinator	Tami Vivas/ +55 (21) 3031-4012/ tvivas@rio-negocios.com

Rio Grande do Norte

Socio-Economic Data



2 PROJECTS

State	Rio Grande do Norte
Area	52,811.12 Km ²
Capital	Natal
Population of the capital	869,954 (IBGE)
Total population	3,374,000 (2013)
Economically active population	41.94 % (Seplan 2014)
Population growth rate	0.99 % (SEPLAN 2014)
Unemployment rate	11.55% (IBGE)
Real GDP	R\$51.44 billion (2013)
GDP per capita	R\$15,247 (2013)
Commerce and services (% share of state GDP)	73.4% (2013)
Industry (% share of state GDP)	23.4% (2013)
Agriculture (% share of state GDP)	3.2% (2013)
Average monthly wage (commerce and services)	R\$695.00 (PNAD)
Number of technical colleges	296 (21 federal institutes)
Number of universities	19
Number of graduate courses	180
Number of graduates in areas related to commerce and services per year	30,924
International schools	01 - Potiguar University
Average price of electricity	R\$529.21MWh (COSERN)
Average monthly commercial rent	R\$3,274/m ²

Strengths

Rio Grande do Norte is in Brazil's Northeast Region at the tip of the South American continent at its closest point to Europe and Africa, giving the state a strategic position in terms of logistics for the Northeast Region, Brazil and South America as a whole. Aluizio Alves International Airport is the first airport in Brazil under private sector administration. Controlled by Inframerica (Argentina) under a 28-year concession contract, the airport covers a 15,000km² area, including a main runway 3,000 meters in length and 60 meters wide. During the first year of operations, the airport recorded a 9% increase in passenger traffic and a 20% increase in air freight. Designed to serve as a hub for the Northeast Region, the airport benefits from a series of advantages, in addition to ample space for expansion. As well as being the second-largest airport in Brazil in terms of total area, there are no restrictions for new development. Furthermore, the airport is located near to the kerosene production center (Clara Camarao Refinery in Guamare). In April 2015 the state government reduced state VAT (ICMS tax) from 17% to 12% on kerosene used in aviation for all airlines that open new routes within Brazil.

Rio Grande do Norte is Brazil's leading wind energy producer, with 83 wind farms in operation, a further 20 under construction and 79 under license, generating 2.8GW, which is approximately 32% of total wind energy produced in Brazil. Solar energy is also growing in the state, with the first projects under development. Rio Grande do Norte is the third-largest in Brazil in terms of oil production and the fifth for natural gas.

Sources IBGE, SEDEC, SEPLAN, AGN. / IBGE 2013 Contas Regionais

PROJECT TITLE	First Technology Park, Rio Grande do Norte
Project overview	Project for a complex comprising the Science and Technology Institute of the State of Rio Grande do Norte (ICTRN), Technology-Based Companies (EBTs) or other public or private institutions organized in a well-planned manner around cultivating innovation, industrial competitiveness and business development at the state level. Linked to RN Sustentável, the state's sustainable economic development plan, the project aims to effectively contribute to reversing the state's low levels of socio-economic growth. The plan is structured to promote inclusive growth by relying on strategic public policy actions to develop social and economic inclusion, broadening access to services and employment opportunities based on productivity and competitiveness gains throughout the State's economic sectors. The Project will support priority programs chosen from the State Government Policy Program (PPA) 2012-2015 and government program RN Mais Justo, which aims to eradicate poverty. Investment for the Project will support the underlying concept, which is to (a) promote regional development and growth through productive inclusion, investment in infrastructure, entrepreneurship and logistics; (b) eradicating extreme poverty by providing greater food security and jobs; (c) improving essential public services (education, healthcare and public safety); and (d) modernizing the public service through a results-based program using integrated management models and ICT, as well as measures aimed at strengthening public institutions.
Project location	Municipality of Macaiba (Rio Grande do Norte) in a 125ha area owned by the Federal University of Rio Grande do Norte, where Jundiá Agricultural College, the International Neurosciences Institute and the future International Renewable Energy Institute are based. The municipality is located in the metropolitan region of Natal, the state capital, where an Export Processing Zone (ZPE) is being implemented.
Project website	www.sedec.rn.gov.br
Sectors of interest	Electricity and Gas (CNAE 35); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 13,480,722.57
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	2016 - 2019
Institution responsible for the project	Rio Grande do Norte Department of Economic Development (Secretaria Estado Desenvolvimento do Rio Grande do Norte)
Address	Centro Administrativo do Estado BR 101 -Km 0 Lagoa Nova CEP 59.064-901 590649 – Natal – Rio Grande do Norte
Website	www.sedec.rn.gov.br
Project coordinator	Otomar Lopes Cardoso Junior/ +55 (84) 3232-1750 +55 (84) 3232-1710/ secretariaoadjunto.sedec@rn.gov.br

PROJECT TITLE	Export Processing Zone (ZPE)
Project overview	<p>Export Processing Zones (ZPEs) are free trade zones for companies that produce goods and services for export, which are considered 'primary zones' from a customs perspective.</p> <p>Companies that invest in a ZPE have access to special tax, foreign exchange and administrative treatment. The main requirement is that the company be predominantly export-oriented. In other words, companies must generate at least 80% of total gross earnings per calendar year from gross revenues from exports.</p> <p>ZPEs aim to:</p> <ul style="list-style-type: none"> • Attract foreign investment. • Reduce regional inequalities. • Strengthen the Balance of Payments. • Encourage technological diffusion. • Job creation. • Advancing Brazil's economic and social development. • Enhancing the competitiveness of Brazilian exports. <p>Macaiba ZPE focus on non-polluting products and preferably products of small size and high value added.</p>
Additional information	<p>Total area = 165ha</p> <p>Area to be built during the first phase = 43 lots including a protected area and requirement to maintain unbuilt areas.</p> <p>Average size of lots = 140 industrial lots of approximately 5,000 m².</p> <p>Macaiba ZPE Administration (AZMCA) = a public-private company comprised of the following shareholders: Macaiba City Hall, the Rio Grande do Norte Federation of Industries Federação (FIERN) and Rio Grande do Norte Development Agency (AGN).</p>
Project location	<p>Macaiba, Rio Grande do Norte</p> <p>Located 10.6km from Aluizio Alves International Airport; 34km from the Port of Natal; 10.6km from the center of Macaiba and 17km from the state capital, Natal.</p>
Project website	www.fiern.org.br
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 7,832,717.11
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	To be determined by the National ZPE Council (Conselho Nacional das ZPE).
Institution responsible for the project	Macaiba Export Processing Zone Administration (AZMAC)
Address	AV. Senador Salgado Filho - FIERN 2860 Edifício Engenheiro Fernando Bezerra 5907590 – Natal – Rio Grande do Norte
Website	www.fiern.org.br
Project coordinator	Mario Sergio Viveiros - Diretor Técnico AZMAC/ +55 (84) 3204-6204/ marioviveiros@hotmail.com

Rio Grande do Sul

Socio-Economic Data



State	Rio Grande do Sul
Area	281,748.5km ²
Capital	Porto Alegre
Population of the capital	1,414,104
Total population	11,164,000 (2013)
Economically active population	1,913,000
Population growth rate	0.39%
Unemployment rate	10.1%
Real GDP	R\$331.09 billion (2013)
GDP per capita	R\$29,657 (2013)
Commerce and services (% share of state GDP)	65.6% (2013)
Industry (% share of state GDP)	24.3% (2013)
Agriculture (% share of state GDP)	10.1% (2013)
Average monthly wage (commerce and services)	R\$1,304
Number of technical colleges	487
Number of universities	74
Number of graduate courses	372
Number of graduates in areas related to commerce and services per year	No available data
International schools	Yes
Average price of electricity	R\$345/MWh
Average monthly commercial rent	R\$25.4/m ²

Strengths

Rio Grande do Sul has a diverse economic base. The State has the fourth-largest GDP in Brazil, accounting for 7% of the national total, making the state a key player in Brazil's US\$2.1 trillion continental economy. One of Brazil's largest exporters of grains, as well as having a large part of the local economy driven by industry producing quality inputs, as well as having developed an ample and diversified agriculture sector, contributing to a favorable environment for supply chain development. The state sits in a privileged location and is the largest state by area and population in Brazil's South. Rio Grande do Sul sits on the border with Uruguay and Argentina and on the state line with Santa Catarina. The State has evident competitive advantages for investment. Its human capital is among the most qualified in the country with a growing rate of academic performance. Universities and research institutes have developed the capacity to make technological innovations and attract strategic partners. From a logistics perspective, it is worth highlighting the state's sea access for exports via the Port of Rio Grande, which facilitates integration between Brazil and the rest of the South American Common Market (Mercosur), as well as well-developed highways, railways and waterways networks. Another characteristic of Rio Grande do Sul's competitive advantages is the security of water and energy supply.

Sources

FEE - Fundação de Economia e Estatística Siegfried Emanuel Heuser - Resumo Estatístico RS – 2011/ IBGE 2013 Contas Regionais

No projects at time of publication.

Rondonia

Socio-Economic Data



State	Rondonia
Area	237,590.86km ²
Capital	Porto Velho
Population of the capital	428,527
Total population	1,728,000
Economically active population	1,360,965
Population growth rate	1.2% p.a.
Unemployment rate	4.4%
Real GDP	R\$31.0 billion (2013)
GDP per capita	R\$17,990 (2013)
Commerce and services (% share of state GDP)	68.6% (2013)
Industry (% share of state GDP)	19.3% (2013)
Agriculture (% share of state GDP)	12.0% (2013)
Average monthly wage (commerce and services)	No available data
Number of technical colleges	9
Number of universities	1 public, spread over 8 campuses, and 30 private
Number of graduate courses	223
Number of graduates in areas related to commerce and services per year	No available data
International schools	No available data
Average price of electricity	R\$340.66 (standard tariff for industrial and commerce)
Average monthly commercial rent	No available data
Strengths	Rondonia's privileged location bordering with neighboring countries in northern South America, together with multi-modal transportation links, significant hydroelectric and natural resources potential, a developed agribusiness presence, readily available electricity, logistics and market access makes Rondonia a strategic point for regional integration, which makes it a gateway for new markets. Rondonia is a reference point for energy in Brazil. In addition to supplying electricity to consumers in the region from the Santo Antonio and Jirau hydroelectric plants. The two plants have capacity to generate 6,900MW, making Rondonia the 3rd largest generator of hydroelectric power in Brazil. A central part of the state's vision investors should understand is regional integration in the continent, specifically the Interoceanic Highway leading to the Pacific coast. Rondonia's priority sectors for investment are: events centers, leisure and tourism, transportation, customs services, logistics, research and development and information technology. Among the state incentives offered to investors is the Tax Incentives Program (Programa de Incentivo Tributário) which grants tax credits of up to 85% (eighty five percent) of the value of state VAT (ICMS) for a period of up to 15 (fifteen) years for greenfield investment or expansion or modernization projects, as well as concession contracts for space in Industrial Districts.
Sources	Governo do Estado de Rondônia/ IBGE 2013 – Contas Regionais

1 PROJECT

PROJECT TITLE	Rondonia Export Processing Zone (ZPE)
Project overview	ZPEs are industrial districts benefitting from special incentives, in which companies are entitled to reduced rates or exemption from certain federal taxes, as well as foreign exchange freedom (i.e. the ability to hold 100% of revenues from exports abroad), provided at least 80% of production of goods and services is exported. During the initial start-up phase, production in the ZPE is expected to focus on exports to Peru, Bolivia, Chile, Ecuador, Venezuela and Colombia. However, the profile of Rondonia's ZPE will change over time and be shaped by economic performance and trade relations. The ZPE is an investment opportunity for export-oriented companies.
Additional information	"Strategic Geographic Location; - The main incentives offered by ZPEs are contained in Act of Congress 11,508 of 2007 and include the following: companies based in ZPEs located in areas covered by the Amazon Economic Development Agency (SUDAM) or the Northeast Development Agency (SUDENE) are entitled to additional benefits administered by these two agencies.
Project location	Municipality of Porto Velho, Porto Chuelo neighborhood, Industrial Madeira River Industrial Complex, State of Rondonia.
Sectors of interest	Manufacturing (CNAE 10 to 33); Extractive Industries (CNAE 05 to 09); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 5,991,432.25
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Institution responsible for the project	Rondonia Development Agency (SUDER)
Address	Complexo Rio Madeira – 6º andar – Prédio Rio Pacás Novos Av. Farquar, s/n – Bairro Pedrinhas CEP: 76.801-470 – Porto Velho – Rondonia
Website	www.suder.ro.gov.br
Project coordinator	RUBENS BARROS DO NASCIMENTO (Head of SUDER) / +55 (69) 3216-5174 +55 (69) 8482-2408 +55 (69) 32165265/ rubensnascimento300@gmail.com

Roraima

Socio-Economic Data



State	Roraima
Area	224,303.18km ²
Capital	Boa Vista
Population of the capital	320,714 (IBGE)
Total population	488,000 (2015 est.)
Economically active population	229,000 (2013)
Population growth rate	2.6% (period 2005-2015)
Unemployment rate	7.0% (PNAD 2013)
Real GDP	R\$9.02 billion (2013)
GDP per capita	R\$18,495 (2013)
Commerce and services (% share of state GDP)	82.4% (2013)
Industry (% share of state GDP)	13.0% (2013)
Agriculture (% share of state GDP)	4.6% (2013)
Average monthly wage (commerce and services)	R\$871 (2014) PNAD
Number of technical colleges	3
Number of universities	2 universities (1 state and 1 federal), 7 faculties (Ministry of Education, 2013)
Number of graduate courses	113 (Ministry of Education, 2013)
Number of graduates in areas related to commerce and services per year	700
International schools	2 intercultural bilingual border schools - Pacaraima (Ministry of Education, 2009)
Average price of electricity	R\$0.28677kW/h
Average monthly commercial rent	R\$3.285m ²

Priority sectors for investment: agribusiness, smallhold farming, forest products (incl. wooden furniture) and tourism.

RORAIMA STATE INCENTIVE

1. INDUSTRIAL DEVELOPMENT FUND – A state fund aimed at encouraging investment in industry through providing fiscal and non-fiscal benefits to industries in the agricultural sector, including cooperatives and producers' associations and their members. 2. STATE OF RORAIMA ECONOMIC AND SOCIAL DEVELOPMENT FUND (FUNDER) – A state fund providing financial incentives for the establishment of new investment and expansion of existing projects by micro, small and medium-sized enterprises, as well as farmers, in order to reduce economic and social inequalities. Companies and farmers are eligible for benefits under the FUNDER program. 3. STATE LAW 215 – Offers exemption from state VAT (ICMS tax) and a number of other taxes until 2018, while facilitating the acquisition, ownership and movement of goods and merchandise. 4. LAW 710 of May 5, 2009 – Exemption amounting to the difference in rates on purchases of machinery or equipment, parts and pieces intended for the asset installed in the farm or industrial establishment; Reduction from 17% to 12% on state VAT (ICMS tax) levied on operations relating to beef cows, buffalo, pigs and goats and their edible by-products, either in natura, cold cuts or frozen. 5. Boa Vista and Bonfim Free Trade Zones (Law 11,732 of 2008. 6. Ministry of Finance/Ministry of Budget (MF/MPO) Ordinance 300/96 provides exemption from import duties in respect of 3,000 items.

Strengths

Sources

IBGE/PNAD, MEC e Coord. Estatística SEPLAN-RR/ IBGE 2013 Contas Regionais

1 PROJECT

PROJECT TITLE	Renovations and Eletrical/Mechanical Retrofitting for Roraima Slaughterhouse (MAFIR)
Project overview	MAFIR has been in existence for 30 years. It presently operates under precarious conditions primarily due to lack of resources for maintenance. This project aims to refurbish and modernize the equipment and electrical and mechanical systems of the slaughterhouse in order to increase capacity from 4,000 to 8,000 heads of cattle per month. MAFIR generates earnings of R\$2,400,000 (two million four hundred thousand reais) per year, generating direct and indirect employment. The private sector partner can choose to enter as a shareholder in the company and share its profits. Roraima Development Corporation (Codesaima), created by Law 6,693 of October 03, 1979, is a private mixed capital company that operates at arm's length from the Government of the State of Roraima. The company is regulated in accordance with Law 6404 of December 15, 1976, by its bylaws and other relevant legal provisions. The company aims to encourage rural and urban development in the State of Roraima including the following actions: (1) participate in the implementation of projects in land development schemes, as well as carrying out those related to mining, agriculture and livestock and agricultural industries; (2) carry out activities in the industrial and commerce sectors, including services and operations necessary to meet the company's objectives, through social and economic activities; (3) conclude agreements, contracts and protocols of intent with public and private entities; and (4) raise funds, both domestic and foreign, to be applied directly or through one of the company's subsidiaries, in order to carry out its projects. In this regard, Codesaima, acting through MAFIR, can attract private sector investment and in exchange issue shares to the investors, which shall form part of the company's paid up capital in the national currency, as well as developing partnerships and benefits to investors in the industrial and commercial sectors for products related to the slaughter of livestock in the State of Roraima. Codesaima's primary revenue streams shall come from slaughter and beef chilling fees, sale of hides, sale of bone meal, sale of suet, cattle gallstones and such as entrails, calf's foets and carion.
Additional information	In addition to its primary activities as a slaughterhouse for beef and swine, MAFIR is currently the sole industrial slaughterhouse in Roraima with its activities regulated and licensed by the Federal Inspection Service (SIF). MAFIR has great potential to increase its production capacity and grow beyond the local industrial sector to serve the neighboring markets in Manaus and Venezuela.
Project location	Industrial District, Highway BR-174 at the 12km marker, Boa Vista, Roraima
Project website	www.codesaima.gov.br
Sectors of interest	Agriculture, Livestock, Forestry, Fisheries and Aquaculture (CNAE 01 to 03) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 1,642,550.39
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	1st and 2nd month: refurbish ammonia screw compressors, dehumidifiers, refurbish, replace and install ammonia pumps; 1st to 3rd month: refurbish, replace and install ammonia condensers and evaporators; 1st to 4th month: refurbish meat cooler doors and electrics for refrigeration, including replacement and installation; 1st to 6th month: refurbish the automation system, refurbish tubing, valves and controls for the systems of valves, chambers, waiting rooms and machinery room, including replacements and installation where necessary; other necessary services; meat cooler assembly service; as-built meat cooling system; refurbishment of slaughter chamber, including its water supply- upper floor, including installation; refurbish the steam network and condenser network in the slaughter chamber, including installation.
Institution responsible for the project	Roraima Development Corporation (Codesaima)
Address	AV. MARIO HOMEM DE MELO 1488 BAIRRO MECEJANA 69300000 – Boa Vista – Roraima
Website	www.codesaima.com.br
Project coordinator	RAFAEL ALVES/ +55 (95) 98119-5889/ presidenciai.codesaima@outlook.com

Santa Catarina

Socio-Economic Data



State	Santa Catarina
Area	95,346.2km ²
Capital	Florianopolis
Population of the capital	4,611,524 (2014)
Total population	6,634,000 (2013)
Economically active population	3,697,218 (65.6%)
Population growth rate	14.38% (2000-2010)
Unemployment rate	3.8% (2010)
Real GDP	R\$214.2 billion (2013)
GDP per capita	R\$32,289 (2013)
Commerce and services (% share of state GDP)	62.4% (2013)
Industry (% share of state GDP)	30.9% (2013)
Agriculture (% share of state GDP)	6.7% (2013)
Average monthly wage (commerce and services)	R\$1,898.00 (2012)
Number of technical colleges	14 (SED/SC)
Number of universities	18 (SED/SC)
Number of graduate courses	331 (offered by 12 institutions - UFSC/UDESC/Sistema Acafe)
Number of graduates in areas related to commerce and services per year	No available data
International schools	Florianopolis, Joinville and Blumenau
Average price of electricity	0.334230 (R\$/kWh - CELESC Sept. 2015)
Average monthly commercial rent	>300 < 500m ² : R\$24,28 to 56,25 m2/month:

Strengths

Santa Catarina is one of the leading states in Brazil's social and economic development rankings. Located in the southern part of the country, close to the largest cities in South America, it has historically attracted entrepreneurs from various backgrounds. Quality of living is high, the state is rich in nature and there are countless opportunities for growth. Occupying 1% of the national territory, Santa Catarina has the 6th largest economy among the Brazilian states, and is recognized for the strength of its diversified industrial sector, which is composed of important production complexes that stand out in Brazil and abroad. The highlights are agro-industry, electrical machinery, textiles and apparel manufacturing, lumber and furniture, chemicals, ceramic floor and wall coverings, electronics, information and communications technology and plastics production. In parallel with its industrial development, Santa Catarina also stands out for its competencies in the primary sector and for providing services. The service sector is highlighted by tourism and by a technological complex that is highly regarded throughout Brazil. These competencies are combined with a population with a level of qualification above the national average and competitive and intermodal infrastructure, including ports – the Port of Itajaí is the second largest in Brazil in container handling – highways, railroads and airports – two international airports – one in Florianópolis and one in Navegantes – that are among the best in Brazil.

Sources

IBGE (Censo 2010), Governo do Estado de Santa Catarina/ IBGE 2013 Contas Regionais, MTE

1 PROJECT

PROJECT TITLE	Investment Attraction to the Sapiens Park Innovation Center
<i>Project overview</i>	Sapiens Park is an innovation park with the infrastructure and space to host companies, projects and other innovative initiatives. The project has a concept that makes it distinct: technology, environment, art and science combine in a single space in which innovative ideas flourish. At Sapiens Park, entrepreneurship, talent and creativity come together with the largest economic sectors in Florianopolis – tourism, technology, environment and specialized services – in order to consolidate the region as a reference point for innovation and sustainable development.
<i>Additional information</i>	In relation to costs, the region is extremely competitive, as it offers: <ul style="list-style-type: none"> - Commercial space for rental for US\$7.50 (R\$30); - Initial engineer's salary of approximately US\$1,000 (R\$3,500) per month; - Municipal services tax (ISS) of 2%; - Possibility of fiscal incentives; - Subsidized lines of financing.
<i>Project location</i>	The project is located in Florianopolis, a city that is home to over 550 technology companies, 3 technology parks, 16 universities, 8 business complexes, as well as qualified professionals (13% of the population has higher education).
<i>Project website</i>	www.sapiensparque.com.br
<i>Sectors of interest</i>	Healthcare (CNAE 86 to 88); Sewage and Waste Treatment (CNAE 36 to 39); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information Communication Technology (CNAE 58 to 63); Other Services (CNAE 94 to 96); Education (CNAE 85); Construction (CNAE 41 to 43); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Services (CNAE 69 to 75); Real Estate (CNAE 68); Public Administration, Defense and Social Security (CNAE 84) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 124,977,981.49
<i>Procurement/contract model</i>	Other
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	The project is divided into five stages and is currently in the initial phase, with 15% of its infrastructure completed. The second phase, in which Sapiens Park will have 35% of its total installations complete, is expected to take place in 2018.
<i>Institution responsible for the project</i>	Sapiens Parque S. A.
<i>Address</i>	Av. Luiz Boiteux Piazza 1302, CEP: 8805-600 – Florianopolis – Santa Catarina
<i>Website</i>	www.sapiensparque.com.br
<i>Project coordinator</i>	Carolina Menegazzo / José Eduardo Fiates/ +55 (48) 3261-2800/ cmz@certi.org.br

Sao Paulo

Socio-Economic Data



State	Sao Paulo
Area	248,223.21 km ²
Capital	Sao Paulo
Population of the capital	11,581,798
Total population	43,664,000
Economically active population	23,777,774
Population growth rate	0.87%
Unemployment rate	4.97%
Real GDP	R\$1.7 trillion (2013)
GDP per capita	R\$39,122 (2013)
Commerce and services (% share of state GDP)	75.2% (2013)
Industry (% share of state GDP)	22.9% (2013)
Agriculture (% share of state GDP)	1.9% (2013)
Average monthly wage (commerce and services)	R\$1,262.99
Number of technical colleges	1,239
Number of universities	590
Number of graduate courses	557
Number of graduates in areas related to commerce and services per year	276,331
International schools	14
Average price of electricity	R\$301.15/MWh
Average monthly commercial rent	No available data

Strengths

The Government of Sao Paulo, through the Sao Paulo Investment and Competitiveness Agency (Investe-SP), serves companies of all economic backgrounds, in addition to the Investe-SP's five priority sectors which are: the green economy; aerospace and defense; healthcare and life sciences; IT; and oil & gas.

The State of Sao Paulo is the gateway for investors seeking to do business in Brazil. If Sao Paulo was a country, it would be the 21st largest economy in the world, the 3rd largest in Latin America after the rest of Brazil and Mexico. With a population of 43 million, the State accounts for 28.7% of Brazil's GDP and is home to the largest Brazilian and multinational companies operating in Brazil, operating in a wide array of sectors. Sao Paulo also has the leading public and private universities in Brazil and the largest R&D centers and institutes. Companies that invest in the State of Sao Paulo are able to take advantage of having South America's largest consumer market on their doorstep, as well as the highest qualified talent pool in Brazil, supply chains in all sectors, high quality infrastructure, advanced environmental legislation and support for research, development and innovation. Furthermore, Sao Paulo's cities score highly in Brazil's quality of life rankings. The State's appeal and competitiveness are due to a virtuous combination of factors, combined with multiculturalism and an ideal business environment.

Sources ANEEL / IBGE/ SEADE / Ministério do Trabalho/ Ministério da Educação/ IBGE 2013 Contas Regionais

13 PROJECTS

PROJECT TITLE	Social Housing – Construction and Property Management
Project overview	Construction of more than 10,000 housing units in the metropolitan area of Sao Paulo, as well as financing and property management aspects. This Public-Private Partnership (PPP) for Social Housing in Brazil is a pioneering initiative to offer affordable homes to lower income families in the metropolitan area of Sao Paulo. 70% of the units will be earmarked for families earning less than the equivalent of five times the minimum monthly wage in the State of Sao Paulo (currently R\$4,525). The remaining 30% of houses shall be available for families with incomes between R\$4,525 and R\$9,050 per month. The construction will take place on a plot that used to be farmland (area of 280ha). Building urban infrastructure is part of the project. Areas not used for housing can be used for other purposes at the discretion of the private partner, such as logistic warehouses (there are two major roads nearby), industrial and commercial activities.
Additional information	PPP - Administrative Concession. Bidding criteria: lowest bid wins.
Project location	The 280ha area known as Fazenda Albor is presently owned by CDHU (Sao Paulo State Housing and Urban Development Corporation) and is spread over the municipalities of Itaquaquecetuba, Guarulhos and Aruja.
Project website	http://www.governo.sp.gov.br/
Sectors of interest	Construction (CNAE 41 to 43); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (Brazilian Economic Activity Classification Code CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 352,495,491.56
Procurement/contract model	Call for Bids
Nature of investment	Public and Private
Timeframe	Government call for studies: Aug/2015 Submit requests for studies: Sep/2015 Government authorization for studies: Oct/2015 Delivery of studies: Feb/2016
Institution responsible for the project	Investe SP (Sao Paulo Investment Promotion and Competitiveness Agency)
Address	Av. Escola Politécnica 82 05350000 – Sao Paulo – Sao Paulo
Website	www.investe.sp.gov.br
Project coordinator	Mr. Sérgio Rodrigues Costa/ +55 (11) 3100-0300/ investesp@investesp.org.br

PROJECT TITLE	Santos Technology Park
Project overview	<p>Santos Technology Park has already been accredited as part of Sao Paulo's Technology Parks network (Sistema Paulista de Inovação). Located in a 220,000 meter area between the boroughs Valongo and Vila Mathias, Santos Technology Park aims to accommodate technology-based companies from the oil, natural gas, port, ICT, environmental solutions and logistics sectors. At present, the Park contains 10 accredited teaching and research establishments and 3 companies.</p> <p>Technology-based companies that choose Santos Technology Park can avail of municipal tax incentives, such as a 10-year exemption from municipal services tax (ISSQN) among other taxes and municipal charges, as well as being eligible to benefit from state legislation which also offers investor incentives, such as state VAT (ICMS) credits or the ability to defer ICMS tax for the payment of goods and merchandise.</p> <p>Furthermore, the 'Technology Park Nucleus' is presently under construction, which is a building housing laboratories, companies and a technology-based company incubator, covering an area of almost 8,000m².</p>
Project location	Santos is located in a privileged location. On the one hand, the city has easy access for companies that do business in the City of Sao Paulo. On the other, it has direct access to other nearby municipalities and modern port infrastructure, which puts Santos in a unique position to avail of globalizing trends. In addition to the Logistics, Urban Mobility and Environmental Impacts Laboratory (LOG-MOB), the Park's main building will also house the Santos Lowlands Oil & Gas Technology Research Center (Centro de Pesquisa Tecnológica em Petróleo e Gás da Baixada Santista) and an Incubator Company Nest over a built area spanning 8,300m ² .
Sectors of interest	Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Education (CNAE 85); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 8,328,090.83
Procurement/contract model	Other
Nature of investment	Public and private
Timeframe	<p>Next steps – call for bids in respect of construction work for the main building.</p> <p>2013-2016 Plan</p> <p>Actions are to follow recommendations set by the Marketing and Investment Attraction Plan as well as the Science, Technology and Innovation Plan, both set by the University of Sao Paulo (USP):</p> <ul style="list-style-type: none"> -Begin activities in the LOG-MOB; -Establish Santos Technology Park Nucleus; -Integrate business and innovation activities (laboratories, incubator company nest, technology centers); -Develop incentive programs for business and innovation for companies, educational institutions and RDI establishments that set up in the Park; -Organize reference events in the field of RDI; -Encourage activities aimed at attracting anchor companies in the technology sector, especially those sectors driving the local economy in Santos; -Encourage activities aimed at attracting RDI institutions interested in establishing a presence in the Santos Lowlands; -Study the viability of expanding the Park into the neighboring borough of Guarapa.
Institution responsible for the project	Santos City Hall
Address	Praça Visconde de Mauá 1 andar 11010900 – Santos – Sao Paulo
Website	www.santos.sp.gov.br
Project coordinator	Paulo Alexandre Pereira Barbosa/ +55 (13) 3201-5074/ gpm@santos.sp.gov.br

PROJECT TITLE	Construction of Sao Jose dos Campos Industrial Districts
Project overview	<p>"The Industrial Districts in Sao Jose dos Campos are planned to initially house companies and activities in the aeronautic, automotive, machinery, oil & gas and logistics sectors.</p> <ul style="list-style-type: none"> - The total area is approximately 1 million square meters - Each Industrial District will be divided into lots between 1,500 square meters and 20,000 square meters in size - The municipal government will work as the facilitator in order to grant all the necessary permits for implementation and construction of the Districts - The investor will have the right to commercially operate the District - Investors would manage the business
Additional information	Sao Jose dos Campos is located at an important transit corridor, including Presidente Dutra Highway (Route BR-116 connecting Sao Paulo and Rio and over which an average 170,000 vehicles travel each day); Carvalho Pinto Highway (over which 100,000-120,000 vehicles travel each day) and Tamoios Highway (80,000-100,000 vehicles each day). The city is also served by an extensive network of highways that connects the city to the coast.
Project location	Sao Jose dos Campos is a major hub in a region with over two million inhabitants. The city is one of the most economically and technologically developed in Brazil, with a dynamic business environment with a diverse industrial base, commerce and services, research institutes, incubators and the most competitive universities in the country.
Project website	http://www.sjc.sp.gov.br/secretarias/desenvolvimento_economico.aspx
Sectors of interest	Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Institution responsible for the project	Sao Jose dos Campos Municipal Economic, Science and Technology Development Department
Address	Rua José de Alencar - Vila Santa Luzia 123 4th floor - Room 1 12209904 – Sao Jose dos Campos – Sao Paulo
Website	http://www.sjc.sp.gov.br/secretarias/desenvolvimento_economico.aspx
Project coordinator	Sebastião Cavali/ +55 (12) 3947-8485/ sde@sjc.sp.gov.br

PROJECT TITLE	Sao Jose dos Campos Business Complex
Project overview	<p>The municipal government seeks investors to build and establish a Business Complex in the city. The project consists of building a business complex comprising a convention center, an exhibition center, hotels, restaurants, shopping centers and commercial buildings for companies.</p> <ul style="list-style-type: none"> - The municipal government facilitate all the necessary permits needed for construction and operation of the Complex - The investor will have the right to commercially operate the District - Investors would manage the business
Additional information	Sao Jose dos Campos is located at an important transit corridor, including Presidente Dutra Highway (Route BR-116 connecting Sao Paulo and Rio and over which an average 170,000 vehicles travel each day); Carvalho Pinto Highway (over which 100,000-120,000 vehicles travel each day) and Tamoios Highway (80,000-100,000 vehicles each day). The city is also served by an extensive network of highways that connects the city to the coast.
Project location	Sao Jose dos Campos is a major hub in a region with over two million inhabitants. The city is one of the most economically and technologically developed in Brazil, with a dynamic business environment with a diverse industrial base, commerce and services, research institutes, incubators and the most competitive universities in the country.
Project website	http://www.sjc.sp.gov.br/secretarias/desenvolvimento_economico.aspx
Sectors of interest	Other Services (CNAE 94 to 96); Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
Procurement/contract model	Public-private partnerships
Nature of investment	Public and private
Timeframe	TBD
Institution responsible for the project	Sao Jose dos Campos Municipal Economic, Science and Technology Development Department
Address	Rua José de Alencar - Vila Santa Luzia 123 4th floor - Room 1 12209904 – Sao Jose dos Campos – Sao Paulo
Website	http://www.sjc.sp.gov.br/secretarias/desenvolvimento_economico.aspx
Project coordinator	Sebastião Cavali/ +55 (12) 3947-8485/ sde@sjc.sp.gov.br

PROJECT TITLE	Construction of Sao Jose dos Campos Amusement Park
<i>Project overview</i>	The municipal government seeks investors interested in building and running an amusement park in the city. The municipal government shall bring together all relevant partners for the project, such as the land owner, franchisor and investors. Furthermore, the municipal government will facilitate all permits needed for the implementation and construction of the Park.
<i>Additional information</i>	Sao Jose dos Campos is located at an important transit corridor, including Presidente Dutra Highway (Route BR-116 connecting Sao Paulo and Rio and over which an average 170,000 vehicles travel each day); Carvalho Pinto Highway (over which 100,000-120,000 vehicles travel each day) and Tamoios Highway (80,000-100,000 vehicles each day). The city is also served by an extensive network of highways that connects the city to the coast.
<i>Project location</i>	Sao Jose dos Campos is a major hub in a region with over two million inhabitants. The city is one of the most economically and technologically developed in Brazil, with a dynamic business environment with a diverse industrial base, commerce and services, research institutes, incubators and the most competitive universities in the country.
<i>Project website</i>	http://www.sjc.sp.gov.br/secretarias/desenvolvimento_economico.aspx
<i>Sectors of interest</i>	Other Services (CNAE 94 to 96); Tourism – Accommodation and Food (CNAE 55 to 56) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 149,785,806.30
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	3-5 years
<i>Institution responsible for the project</i>	Sao Jose dos Campos Municipal Economic, Science and Technology Development Department
<i>Address</i>	Rua José de Alencar, 123 - Vila Santa Luzia 4th floor – Sao Jose dos Campos – Sao Paulo
<i>Website</i>	http://www.sjc.sp.gov.br/secretarias/desenvolvimento_economico.aspx
<i>Project coordinator</i>	Sebastião Cavali/ +55 (12) 3947-8485/ sde@sjc.sp.gov.br

PROJECT TITLE	Construction and Operation of a Public Hospital in Sorocaba (Northern Zone)
<i>Project overview</i>	The City of Sorocaba's growth has been driven by the northern parts of the city, which is currently its most populous region. It is also the part of the city that concentrates the largest number of lowest average income households, which affects various aspects of demand for government services. Local residents' perspectives on the quality of health services provided in the City of Sorocaba indicates the need to improve the system in order to streamline delivery of services to patients, through improving efficiency and enlarging the network across various parts of the city. In order to overcome restrictions on providing quality care in the city's healthcare system, as well as making adjustments to its management model, a Public Hospital for Sorocaba City is to be built through Public-Private Partnership. The hospital is designed to strengthen the municipal healthcare system and is intended to operate according to established benchmarks, and connects to emergency operators as well as SAMU/192 (first responders). The hospital is designed to be equipped for approximately 200 beds and provide services including general practice, orthopaedics and traumatology, neurosurgery, general surgery and trauma, mother and child services, psychiatric care for acute cases (Department of Health Regulations 148 of 2012 and 1615 of 2012 and Sao Paulo State Law 12,060 of 2005) and care for cases of moderate complexity.
<i>Additional information</i>	The call for bids in respect of the concession agreement for Sorocaba Public Hospital is estimated to occur by the end of December 2015.
<i>Project location</i>	Land of 36,000m2 on 5,001 Avenida Ipanema in the borough of Jardim Bethania has been set aside for construction of Sorocaba Public Hospital. The Hospital is to be built in the northern part of the city, which is has the largest share of the local population, and will benefit the whole public healthcare system e beneficiará as it will help relieve services demand on other emergency departments and 24 hour emergency service facilities. The hospital is intended to start operations in 2016.
<i>Project website</i>	http://www.sorocaba.sp.gov.br/
<i>Sectors of interest</i>	Healthcare (CNAE 86 a 88) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 74,892,903.15
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	The estimated timeframe for the project is as follows: Tender Document: by December 27, 2013 Project studies: by March 27, 2014 Consolidation of project studies: by May 26, 2014 Public Hearing: September 01, 2014 Call for Bids: expected by December 2015 Concession agreement signing ceremony: expected by February 2016.
<i>Institution responsible for the project</i>	Sorocaba City Hall
<i>Address</i>	Avenida Eng. Carlos Reinaldo Mendes 3041 6º andar 18013280 – Sorocaba – Sao Paulo
<i>Website</i>	http://www.sorocaba.sp.gov.br/
<i>Project coordinator</i>	Aurílio Sérgio Costa Caiado/ +55 (15) 3238-2266/ ascaiado@sorocaba.sp.gov.br

PROJECT TITLE	Bus Rapid Transit (BRT) Sorocaba
<i>Project overview</i>	Like many smaller sized municipalities, the City of Sorocaba, despite having a structured and integrated public transit system with stations and e-ticketing, has begun to suffer the negative consequences of an excess of vehicles travelling on its roads on a daily basis. This is a problem common to many Brazilian cities. As a result, the city has begun an ample planning process designed to minimize the impact of daily vehicle traffic, while at the same time preparing mobility in the city for the future. Sorocaba's BRT (Bus Rapid Transit) consists of implementing and operating a network of approximately 35km of bus lanes, including bustops and bus stations, connecting the northern, southern and eastern zones of the city. The city's bus service currently has 106 bus lines that make 9,970 journeys each day and transport 5.6 million passengers per month.
<i>Additional information</i>	The call for bids for the BRT concession agreement is expected to take place in December 2015.
<i>Project location</i>	Overall, the bus lanes are intended to connect with existing bus routes in the city in the form of a cross that extends for a total of 35.09km, of which 20.95km run between the northern and southern zones and 14.14km between the eastern and western zones.
<i>Project website</i>	http://www.sorocaba.sp.gov.br/
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 39,843,024.48
<i>Procurement/contract model</i>	Public-private partnership
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	The estimated timeframe for the project is as follows: Tender Document: by December 27, 2014 Development of project studies: by April 28, 2014 Consolidation of studies: by June 27, 2014 Public Hearing: November 04, 2014 Call for Bids: January 27, 2015 Tender suspended in order to make adjustments required by the Court of Audit: March 23, 2015 Tender for complementary studies: August 07, 2015 Delivery of complementary studies: by October 09, 2015 Call for Bids: December 2015. Contract signing ceremony: February 2016.
<i>Institution responsible for the project</i>	Sorocaba City Hall
<i>Address</i>	Avenida Eng. Carlos Reinaldo Mendes 3041 6º andar 18013280 – Sorocaba – Sao Paulo
<i>Website</i>	http://www.sorocaba.sp.gov.br/
<i>Project coordinator</i>	Aurílio Sérgio Costa Caiado/ +55 (15) 3238-2266/ ascaiado@sorocaba.sp.gov.br

PROJECT TITLE	Underground Parking Garages in the City of Santos
<i>Project overview</i>	The Borough of Valongo is located in the historic quarter of the City of Santos. It is essentially a commercial part of the city, with very few residential areas. In addition to housing many companies, the borough is also an important retail district, with a large number of commercial stores. New developments are currently being built, with the new Petrobras building serving as a development 'anchor'. Due to the construction of a new cruise terminal in the city, Valongo's development plan aims to develop services generated by cruise ship tourism. This segment shall require infrastructure adapted to local needs and variable fares in accordance with journey length. The project includes establishing appropriate regulation and construction of 8 new underground parking garages. The role of the investor relates to the construction work (either underground or above-ground parking garages). The investor shall be able to recover investment through the operation of the parking garages, including the operation of metered parking areas ('Blue Zone' rules, which permit parking for a limited time only).
<i>Additional information</i>	Project studies complete – Technical and Financial Feasibility Studies for underground parking garages in Santos, Borough of Valongo
<i>Project location</i>	8 new parking garages: 7 in the Borough of Valongo and another on Avenida Ana Costa, in the Borough of Gonzaga. The collective parking structures (all 8) shall cover approximately 104,355m ² with around 3,479 vagas.
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Construction (CNAE 41 to 43); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84) * CNAE is the Brazilian Economic Activity Classification Code
<i>Procurement/contract model</i>	Call for Bids
<i>Nature of investment</i>	Public and private
<i>Timeframe</i>	Currently being determined
<i>Institution responsible for the project</i>	Santos City Hall
<i>Address</i>	Praça Visconde de Mauá 1 andar 11010900 – Santos – Sao Paulo
<i>Website</i>	www.santos.sp.gov.br
<i>Project coordinator</i>	Paulo Alexandre Pereira Barbosa/ +55 (13) 3201-5074/ gpm@santos.sp.gov.br

PROJECT TITLE	City of Santos – New Bus Station
Project overview	<p>The opportunities to redevelop Santos Bus Station are unique due to its privileged location which facilitates access. Furthermore, it sits in an approximately 1.3 hectare area, which offers substantial development potential for this private sector-led project. Considering the area's commercial potential given its strategic location, excellent access to public transit, proximity to services provided by major projects (such as Petrobras and the city's port), the real estate project has as its basis:</p> <ol style="list-style-type: none"> 1. Commercial/corporate (rooms with an average area of 40m² and corporate with an average area of 1,000m², capable of being subdivided into 4 units), earmarked for government services; 2. Mixed public-private development base, drawing on the demand generated by centralizing government services; 3. Commercial/corporate (with the same dimensions mentioned above) offered to private real estate operators and possibly hotels; 4. Maintenance/modernization of the existing bus and installations with own-access; a commercial area (shopping mall/retail center and services), in order to anchor the local population in the surrounding areas and benefit from new demand, reducing the necessity of travel to other regions for the same purposes; Cultural/Arts Center that fits with the characteristics of the central part of the city. <p>The role of the investor is to expand and modernize the current bus station. The investor shall be able to recoup investment costs through the concession of management for the bus station for the time stipulated in the PPP project.</p>
Additional information	<p>Project targets:</p> <ul style="list-style-type: none"> • Expand the public transit market in Santos • Improve an important gateway to Santos • Improve the internal and external parts of the building • Improve the local setting • Leverage/release local real estate potential • Evaluate the feasibility of developing private management, with returns from improved infrastructure • Consider the feasibility of operation through concession agreement <p>Create a new 'gateway to Downtown Santos', improving the city's image.</p>
Project location	<p>Important conditions:</p> <ul style="list-style-type: none"> • The bus station is located in Santos' historic quarter, which is where the main services in the city are situated. • Small retail presence and low-quality infrastructure services, such as parking lots. • Tourist potential. • Real estate appreciation created by new property development since 2011, attesting a long period without investment in real estate.
Sectors of interest	<p>Construction (CNAE 41 to 43); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Education (CNAE 85); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code</p>
Procurement/contract model	Other
Nature of investment	Public and private
Timeframe	Preliminary studies under development
Institution responsible for the project	Santos City Hall
Address	Praça Visconde de Mauá 1 andar 11010900 – Santos – Sao Paulo
Website	www.santos.sp.gov.br
Project coordinator	Paulo Alexandre Pereira Barbosa/ +55 (13) 3201-5074/ gpm@santos.sp.gov.br

PROJECT TITLE	PORTO VALONGO WATERFRONT – Urban Regeneration Project in the City of Santos
Project overview	<p>With potential to generate 1,200 direct jobs, the 'Porto Valongo' aims to regenerate the depressed docklands area between warehouses numbers 1 through 8, which have been abandoned for decades, through nautical, tourism, business and cultural activities.</p> <p>The project includes the construction of another cruise ship terminal capable of berthing approximately 3 ships and handling around 12,000 passengers; as well as a marina area of 600m² with 195 mooring points; a Business Center with offices and hotels; bars, restaurants and art galleries; the University of Sao Paulo (USP) Oceanographic Institute and the Federal University of Sao Paulo (UNIFESP); the Port Museum; a further area for tourist information and space for fairs and events.</p>
Additional information	<p>Benefits of the project include:</p> <ul style="list-style-type: none"> -Qualifying the City for ranking in international tourism -Company migration to the Historic Old Town -Improving quality of life in the entire region and providing incentives for water sports. -Potential to generate 1,200 direct jobs. <p>The project is located in an urban area belonging to both the federal and municipal governments; a partnership with the Federal Government is therefore essential.</p>
Project location	<p>The project aims to benefit 450,000 people directly as the project will create the largest tourist area for the Greater Sao Paulo Area. Activities such as restoring the Coliseu and Guarany Theaters, the Casa do Trem Belico and Valongo Train Station, among other investments, and more recently, the decision to build the Pele Museum in the former Casarao do Valongo and the Petrobras building complete this project, which shall see an urban regeneration on an unprecedented scale for Brazil.</p>
Sectors of interest	<p>Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Waste Treatment (CNAE 36 to 39); Construction (CNAE 41 to 43); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Education (CNAE 85); Healthcare (CNAE 86 to 88); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code</p>
Total project cost	USD 179,742,967.56
Procurement/contract model	Other
Nature of investment	Public and private
Timeframe	<p>Studies under development:</p> <ul style="list-style-type: none"> -Revision of preliminary studies and current conditions -Consideration of alternative means of project development in the area -Definition of the project's strategic vision -Development of sustainable scenarios -Financial models for financial feasibility -Development of alternative management models -Diagnostic – Central Area/Valongo Mobility -Modelling for Valongo Area - Scenarios and Strategies -Integrated Mobility and Transit Study
Institution responsible for the project	Santos Town Hall
Address	Praça Visconde de Mauá 1.º andar 11010900 – Santos – Sao Paulo
Website	www.santos.sp.gov.br
Project coordinator	Paulo Alexandre Pereira Barbosa/ +55 (13) 3201-5074/ gpm@santos.sp.gov.br

PROJECT TITLE	Logistics and Pharmaceutical Assistance
Project overview	<p>This project's goals are the reorganization, structuring, implementation and operation of pharmaceutical care services in an innovative way via a regional Health Care Network (RRAS), seeking greater efficiency and cost reduction for the State, and aiming for excellence in public services. Its scope encompasses:</p> <p>Implementing three Distribution Centers in the State of Sao Paulo, including medicines, blood derivatives, vaccines, serum, components and nutrition items.</p> <p>Establishment of a new concept of Pharmaceutical Care in the State of Sao Paulo, integrating it to the RRAS system;</p> <p>Development and sourcing of online information and monitoring system, appropriate to the various stages of the supply chain;</p> <p>Establishment of a transport system for medicines, materials and nutrition items;</p> <p>Improvement of control and traceability of medicinal products, avoiding waste and loss;</p> <p>Monitoring and evaluation of provided services, through key performance indicators and service targets (Independent Measurement);</p> <p>Establishment of new quality standards in the supply of pharmaceutical services, with greater safety and user satisfaction. The State maintains planning, monitoring and control activities, as well as other strict competences, and the private partner will be responsible for the management, implementation, operation and maintenance of the structure.</p>
Additional information	PPP (Administrative Concession Agreement). Bidding criteria: lowest financial onus on the public sector wins.
Project location	Covers the State of Sao Paulo.
Project website	http://www.saude.sp.gov.br/ses/perfil/cidadao/ppp-logistica-de-medicamentos/ppp-logistica-de-medicamentos
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Healthcare (CNAE 86 to 88) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	Under analysis
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	<p>Public Hearing: September 2016</p> <p>Followed by period for public consultation: October 2016</p> <p>Call for Bids: November 2016</p> <p>Auction: February 2017</p> <p>Contract Signing Ceremony: March 2017</p> <p>Status: under project development</p>
Institution responsible for the project	Investe Sao Paulo (Sao Paulo Investment Promotion and Competitiveness Agency)
Address	Av. Escola Politécnica 82 05350000 – Sao Paulo – Sao Paulo
Website	www.investe.sp.gov.br
Project coordinator	Mr. Sergio Rodrigues Costa/ +55 (11) 3100-0300/ investesp@investesp.org.br

PROJECT TITLE	Port of Sao Sebastiao Expansion
Project overview	<p>Construction work to expand the Port of Sao Sebastiao in order to create a more agile and efficient export/import route for products with high value-added to support Sao Paulo's economy. The goal is to offer an alternative to the Port of Santos for handling goods produced in the State of Sao Paulo as well as those of neighboring states. In 2010, the Port received 820 ships. In 2035, this number is forecast to reach 2,827.</p> <p>Investment: the port expansion is divided into 4 Business Areas – a Multicargo Terminal, a Solid Vegetable and Mineral Bulk Terminal, an Offshore Support Base and Liquid Bulk Pier. The investment in the Multicargo Terminal, the Offshore Support Base and the Liquid Bulk Pier shall be 100% private, with no investment commitments. In respect of the Solid Vegetable and Mineral Bulk Terminal, the State shall invest in the construction of a mooring berth and the private partner shall be responsible for investing in the silos and warehouses.</p>
Additional information	<p>Route SP-055 - Dr. Manoel Hyppolito Rego (Santos to Sao Sebastiao)</p> <p>Route SP-098 - Dom Paulo Rolim Loureiro (Mogi das Cruzes to Bertiooga)</p> <p>Route SP-099 – Tamoios Highway (Sao Jose dos Campos to Caraguatatuba)</p> <p>Route SP-070 – Trabalhadores Highway (Sao Paulo to Taubate)</p> <p>Route SP-065 - Dom Pedro I (Jacarei to Campinas)</p> <p>Federal Route BR-116 - Presidente Dutra (Sao Paulo to Rio de Janeiro)</p>
Project location	Set in a privileged location on the northern coast of the State of Sao Paulo next to the Paraiba Valley Region and with highway by the Dutra, Ayrton Senna and Tamoios Expressways, which are currently benefiting from road improvement schemes. The Port of Sao Sebastiao is situated 220km from the City of Sao Paulo. Its location with an access channel between the city and the island of Ilhabela makes it one of the best port areas in the world.
Project website	www.portos.com.br
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 958,629,160.30
Procurement/contract model	Other
Nature of investment	Public and private
Timeframe	<p>Status: project under final approval stages (engineering project complete; temporary permit and Call for Bids for the lease contract is the competence of the Ports Regulator, ANTAQ)</p> <p>Concession agreement is planned to start in July 2016.</p>
Institution responsible for the project	Investe Sao Paulo (Sao Paulo Investment Promotion and Competitiveness Agency)
Address	Av. Escola Politécnica 82 05350000 – Sao Paulo – Sao Paulo
Website	www.investe.sp.gov.br
Project coordinator	Mr. Sergio Rodrigues Costa/ +55 (11) 3100-0300/ investesp@investesp.org.br

PROJECT TITLE

Inter-City Rail – Infrastructure construction works, laying equipment and systems, rolling stock purchase, operation and maintenance of an integrated network covering approximately 431km of intercity train lines.

Project overview	Sao Paulo Metropolitan Transportation Department: this PPP project is for rail connections between the metropolitan regions of Sao Paulo, Campinas, the Santos Lowlands, Sao Jose dos Campos and Sorocaba urban area. These cities are responsible for 53% of the state's vehicles and 63% of the state's total population. According to data from the Sao Paulo Department of Logistics and Transportation, the total number of vehicles in the State of Sao Paulo has doubled over the past ten years, rising from 10.5 million (in 2000) to 20.5 million (in 2010). Forecasts indicate that demand for transportation is set to grow twofold over the coming 20 years and the state highway network will become saturated in the short-term. The Inter-City Rail PPP proposes to lay 431km of track in order to carry an estimated 465,000 passengers per day. Given the track connecting Campinas and Sao Jose dos Campos to the Greater Sao Paulo Area is located in close proximity to Campinas-Viracopos and Sao Paulo-Guarulhos Airports, and in order to add demand to the system as a whole – the project should evaluate the construction of train stations in both these airports.
Additional information	Phase I would be the Sao Paulo - Americana stretch, with an estimated investment of BRL 5 billion. Overall Project value is estimated at BRL 18.5 billion
Project location	<p>*The integrated passenger rail network will take in the cities of Santos, Maua, Sao Caetano, Santo Andre, Jundiai, Campinas, Americana, Sao Jose dos Campos, Taubate and Sorocaba and shall connect to a central station in the City of Sao Paulo.</p> <p>1.3. The stretches of rail to be operated are:</p> <ul style="list-style-type: none"> * Sao Paulo Jundiai Campinas * Sao Paulo the ABC Region Santos * Sao Paulo Sorocaba * Sao Paulo Sao Jose dos Campos <p>Further extensions between Campinas Americana and Sao Jose dos Campos Taubate should be studied</p>
Project website	http://www.planejamento.sp.gov.br/noti_anexo/files/DOE-SP%2024_01_2013%20CHAM%20PUBLICO%20001-2013(1).pdf
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Tourism – Accommodation and Food (CNAE 55 to 56); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 5,542,074,832.99
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Timeframe	Status: currently under project development
Institution responsible for the project	Investe Sao Paulo (Sao Paulo Investment Promotion and Competitiveness Agency)
Address	Av. Escola Politécnica 82 05350000 – Sao Paulo – Sao Paulo
Website	www.investe.sp.gov.br
Project coordinator	Mr. Sergio Rodrigues Costa / Mr. Renato de Barros Silva/ +55 (11) 3100-0300/ investesp@investesp.org.br

Sergipe

Socio-Economic Data



State	Sergipe
Area	21,915.11km ²
Capital	Aracaju
Population of the capital	614,577
Total population	2,196,000 (2013)
Economically active population	1,000,790
Population growth rate	1.35%
Unemployment rate	9.32%
Real GDP	R\$35.19 billion (2013)
GDP per capita	R\$16,028 (2013)
Commerce and services (% share of state GDP)	68.6% (2013)
Industry (% share of state GDP)	25.7% (2013)
Agriculture (% share of state GDP)	5.7% (2013)
Average monthly wage (commerce and services)	R\$1,884.76
Number of technical colleges	26 (of which 06 are IFS campuses, 03 public schools under state administration, 09 vocational training centers part of Brazil's 'S-System' and 08 private)
Number of universities	02 universities and 08 faculties (with on-site courses)
Number of graduate courses	260 graduate and higher level technology courses.
Number of graduates in areas related to commerce and services per year	330 graduating (only available data is from the Federal University of Sergipe for 2011)
International schools	No available data
Average price of electricity	R\$440.64/MWh
Average monthly commercial rent	No available data
Strengths	Located in a privileged geographic location at the crossroads of Northeastern Brazil's leading markets, Sergipe has recorded the region's highest socio-economic indicators, including the highest GDP per capita (R\$13,181, according to 2012 data from the Brazilian Census Bureau). Sergipe is a fast-growing regional center, endowed with modern services and security. The state capital, Aracaju, is known for offering one of the best living standards among Brazil's state capitals. The state is rich in non-metallic minerals and is one of the largest producers in Brazil of cement and fertilizer, as well as having strong agribusiness, tourism, oil and gas, electricity generation, construction and naval sectors, as well as technology and healthcare. Sergipe has 173km of pristine beaches ergipe possui 173 km and a highway network that connects 75 municipalities. The state has 4 Districts, 27 Nuclei, 6 Industrial Areas and an Integrated Business Complex (CEI) as well as an offshore port for bulk cargo. It is a state of significant that offers fiscal, location and infrastructure incentive through the Sergipe Industrial Development Program (PSDI).
Sources	IBGE/Contas Regionais; MTE/RAIS; IPEADATA; SEDETEC; FIRJAN

PROJECT TITLE	Sergipe Export Processing Zone
Project overview	A specially-designated free trade area designed to attract companies producing goods that are primarily for export. The free trade area is considered a "primary zone" from a customs control perspective. Up to 20% of production by companies based in the free trade area can be sold on the Brazilian domestic market. Companies are eligible for fiscal, foreign currency and administrative incentives. The free trade area encompasses sectors such as oil and gas, the industrial cluster and biofuels.
Project location	Sergipe Export Processing Zone (ZP) is located in 425-hectare area in the municipality of Barra dos Coqueiros, close to the Port of Sergipe, which facilitates deliveries of inputs and the export of goods produced in the Zone.
Sectors of interest	Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Other Services (CNAE 94 to 96); Other CNAE Codes * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 34,450,735.45
Procurement/contract model	Public-private partnership
Nature of investment	Public and private
Institution responsible for the project	Sergipe Department of Economic Development, Science and Technology (Secretaria de Estado do Desenvolvimento Econômico e da Ciência e Tecnologia)
Address	Avenida Heráclito Rollemberg 4444 Distrito Industrial de Aracaju - CEP: 49.030-640 – Aracaju – Sergipe
Website	www.sedetec.se.gov.br
Project coordinator	Francisco de Assis Dantas/ +55 (79) 3218-1101/ francisco.dantas@governo.se.gov.br

Tocantins

Socio-Economic Data



State	Tocantins
Area	277,720.56 km ²
Capital	Palmas
Population of the capital	272,726
Total population	1,478,000 (2013)
Economically active population	989,377
Population growth rate	1.65% p.a.
Unemployment rate	5.9%
Real GDP	R\$23.77 billion (2013)
GDP per capita	R\$16,086 (2013)
Commerce and services (% share of state GDP)	70.8% (2013)
Industry (% share of state GDP)	16.7% (2013)
Agriculture (% share of state GDP)	12.6% (2013)
Average monthly wage (commerce and services)	R\$2,243.50
Number of technical colleges	41
Number of universities	26
Number of graduate courses	796
Number of graduates in areas related to commerce and services per year	3,150
International schools	1
Average price of electricity	R\$430.58 MW/h
Average monthly commercial rent	R\$26.38m ²

Tocantins: a state ready for your investments

Tocantins is home to Brazil's new agricultural frontier. Half the state's territory is fertile, arable land, with competitive value in the market. The terrain is largely flat, which favors the agricultural mechanization processes, contributing to what is the world's largest agricultural expansion. According to data from the Brazilian Food Supply Agency (Companhia Nacional de Abastecimento), the State of Tocantins State is forecast to have produced more than 4.2 million tons of grain (largely soybeans) in 2015. The expectation is that with agricultural expansion in MATOPIBA (a region comprising a portion of the state of Maranhao and encompassing the states of Tocantins, Piaui and Bahia) and the inauguration of the North-South Railway, Tocantins' grain crop is likely to double. In the past ten years, grain production has grown by more than 180% in terms of acreage and 240% in terms of production, highlighting the technological advancement in the state's farms.

Tocantins is currently the largest producer of grains in the northern region of Brazil, especially soybeans, rice, corn and beans. Another strength of the state's economy is its logistics platforms, one of the best in the country, which serves to transport the harvest and goods to the main ports in northern Brazil. The construction of a Customs Terminal (TECA) Palmas Airport allowed for new companies to set up in the state. Companies are also attracted to Tocantins due to state incentives for new businesses.

Sources Governo do Estado de Tocantins; Banco Central do Brasil IBGE INEP INFRAERO ANTAQ VALEC CONAB/ IBGE 2013 Contas Regionais

PROJECT TITLE	Ecotourism in Conservation Areas – private concession for public use
Project overview	The State of Tocantins has chosen to protect the transition zone between two of Brazil's largest ecosystems, namely the Amazon Rainforest and the Cerrado tropical savanna region, through the creation of sustainable conservation areas, concentrated in the state's eastern and western hinterlands in the regions of Jalapao and Cantao, respectively.
Additional information	Infrastructure available for the public in Cantao State Park includes cabins, a visitor center, craft shop, restaurant and tree-climbing platform. In addition to the existing structures, there is the possibility of investing in equipment designed for sport fishing, water-based activities, lodging and food services. The existing structure at Triago Farm, in the region of Jalapao, includes a reception center, craft shop, restaurant, leisure area with swimming pool and barbecue.
Project location	Cantao Lake and Beaches District, situated in the western region of the state
Sectors of interest	Other Services (CNAE 94 to 96) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 14,978,580.63
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Timeframe	Business plan (negotiable); beginning of the operations (negotiable)
Institution responsible for the project	Tocantins Department of Economic Development and Tourism
Address	Praça dos Girassóis - Esplanada das Secretarias - CEP: 77.001-002 – Palmas – Tocantins
Website	www.sedetur.to.gov.br
Project coordinator	Marcos Miranda/ +55 (63) 3218-2335/ marcos.miranda128@gmail.com

PROJECT TITLE	Extension of the North-South Railway from Aguiarnopolis to Praia Norte
Project overview	The port bring built in Praia Norte will handle cargo delivered by the Tocantins River Waterway, the North-South Railway and Federal Highway BR-153. The railway extension will connect the Port of Praia Norte to Aguiarnopolis Logistics Center, allowing low-cost transshipment and operations. The construction company that wins the project will be granted the concession to build and operate the stretch of railway linking the North-South Railway from its terminus in the City of Aguiarnopolis to the Port of Praia Norte in the Municipality of Praia Norte, which is the river gateway connecting Tocantins to the Port of Belem on the Atlantic coast.
Additional information	The project was proposed through a Call for Expressions of Interest (PMI) from the Private Sector. Studies from three companies are currently being analyzed in order to draft the terms of the Call for Bids.
Project location	The 140km railway extension will connect the Port of Praia Norte to Aguiarnopolis.
Project website	www.sedetur.to.gov.br
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 108,437,100.96
Procurement/contract model	Concession
Nature of investment	Public and private
Institution responsible for the project	Tocantins Department of Economic Development and Tourism (Secretaria do Desenvolvimento Econômico e Turismo)
Address	Praça dos Girassóis - Esplanada das Secretarias - CEP: 77.001-002 – Palmas – Tocantins
Website	www.sedetur.to.gov.br
Project coordinator	Paulo Mendonça/ +55 (63) 3218-2020/ paulo.mendonca@sic.gov.br

PROJECT TITLE	Logistics Centers in the Municipalities of Aguiarnopolis, Araguaina, Guarai and Gurupi
Project overview	The North-South Railway (FNS) follows the course of the Tocantins River and the Belem-Brasilia Highway (BR-153). This has created conditions for a unique intermodal transport connection in Brazil. Furthermore, the North-South Railway's junction with the West-East Integration Railway (FIOL) and the Midwest Integration Railway with the Transnortheastern Line creates several possible points for freight loading and transshipment. Local development around these logistics points can be encouraged through the creation of intermodal logistics centers.
Additional information	The project was proposed through a Call for Expressions of Interest (PMI) from the Private Sector. Studies from three companies are currently being analyzed in order to draft the terms of the Call for Bids.
Project location	Logistics Centers will be built in the municipalities of Aguiarnopolis, Araguaina, Guarai and Gurupi
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 32,531,130.28
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Institution responsible for the project	Tocantins Department of Economic Development, Science, Technology and Innovation (Secretaria do Desenvolvimento Econômico, Ciência, Tecnologia e Inovação)
Address	Praça dos Girassóis - Esplanada das Secretarias - CEP: 77.001-002 – Palmas – Tocantins
Website	www.sedetur.to.gov.br
Project coordinator	Paulo Mendonça/ +55 (63) 3218-2336/ paulo.mendonca@sic.gov.br

PROJECT TITLE	Dry Port and Customs Warehouse
Project overview	Current legislation conditions the construction and operation of this project to rules set by the Brazilian Revenue and Customs Service (Receita Federal). A 'Dry Port' is a bonded customs zone located in an inland area with multimodal compounds. Dry Ports help to facilitate exports and imports, provided they work quickly and carefully in handling merchandise trade.
Additional information	The project was proposed through a Call for Expressions of Interest (PMI) from the Private Sector. Studies from three companies are currently being analyzed in order to draft the terms of the Call for Bids.
Project location	In the Logistics Center (or its surrounding area) near of Palmas city in the Porto Nacional city area.
Sectors of interest	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
Total project cost	USD 14,978,580.63
Procurement/contract model	Call for Bids
Nature of investment	Public and private
Institution responsible for the project	Tocantins Department of Economic Development and Tourism (Secretaria do Desenvolvimento Econômico e Turismo)
Address	Praça dos Girassóis - Esplanada das Secretarias - CEP: 77.001-002 – Palmas – Tocantins
Website	www.sedetur.to.gov.br
Project coordinator	Paulo Mendonça/ +55 (63) 3218-2336/ paulo.mendonca@sic.gov.br

PROJECT TITLE	Modernization and Operation of Gurupi and Araguaia Airports
<i>Project overview</i>	There is a growing demand for services from Araguaia and Gurupi Airports due to the fast growth in the State of Tocantins. Several air companies are interested in increasing their flights to and from these airports. Therefore, refurbishment and modernization works are required. The state has decided to open this project to the private sector as per the new rules concerning public policies announced by the Federal Government.
<i>Additional information</i>	The project was proposed through a Call for Expressions of Interest (PMI) from the Private Sector. Studies from three companies are currently being analyzed in order to draft the terms of the Call for Bids.
<i>Project location</i>	Araguaia and Gurupi Cities.
<i>Sectors of interest</i>	Construction (CNAE 41 to 43); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 4,194,002.58
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Institution responsible for the project</i>	Tocantins Department of Economic Development and Tourism (Secretaria do Desenvolvimento Econômico e Turismo)
<i>Address</i>	Praça dos Girassóis - Esplanada das Secretarias - CEP: 77.001-002 – Palmas – Tocantins
<i>Website</i>	www.sedetur.to.gov.br
<i>Project coordinator</i>	Paulo Mendonça/ +55 (63) 3218-2336/ paulo.mendonca@sic.to.gov.br

PROJECT TITLE	Tocantins Technology Park
<i>Project overview</i>	The construction of a technology park is aimed at attracting industries focused on high added value products, mainly those that can serve as catalysts for new investments, as well as start-ups. The construction company will be part of the company, in partnership with universities, that will be set up to manage the technological park. The state will provide the real estate for the development, as well as incentives and benefits, as well as assume responsibility for managing the project. The private sector partner shall be responsible for making investments in the park and contributing to its management.
<i>Additional information</i>	The project was proposed through a Call for Expressions of Interest (PMI) from the Private Sector. Studies from three companies are currently being analyzed in order to draft the terms of the Call for Bids.
<i>Project location</i>	City of Palmas.
<i>Sectors of interest</i>	Construction (CNAE 41 to 43); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); ICT – Information and Communication Technology (CNAE 58 to 63); Real Estate (CNAE 68); Education (CNAE 85) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 21,687,420.19
<i>Procurement/contract model</i>	Other
<i>Nature of investment</i>	Public and private
<i>Institution responsible for the project</i>	Tocantins Department of Economic Development and Tourism (Secretaria do Desenvolvimento Econômico e Turismo)
<i>Address</i>	Esplanada das Secretarias, Praça dos Girassóis, AANE, CEP 77001-002 – Palmas – Tocantins
<i>Website</i>	www.sedetur.to.gov.br
<i>Project coordinator</i>	Paulo Mendonça/ +55 (63) 3218-2336/ paulo.mendonca@sic.gov.br

PROJECT TITLE	Ports on the Tocantins Waterway (Aguaiaropolis, Palmas and Miracema)
<i>Project overview</i>	Brazil's National Waterway Integration Plan from ports and waterways regulator ANTAQ has the following to say about the Tocantins/Araguaia Waterway: due to its central position and its connections with the most important ports in the North of Brazil, the Tocantins/Araguaia Waterway can be an important link with the mid-northern region of the country. Despite the construction of competing infrastructure works such as the Midwest Integration Railway, the North-South Railway, and the Tapajos-Teles Pires Waterway, the Tocantins/Araguaia Waterway remains a viable logistics corridor. There is high potential for freight to be carried by this waterway, such as soybeans, corn, mineral coal and break bulk in significant values and volumes.
<i>Additional information</i>	The project was proposed through a Call for Expressions of Interest (PMI) from the Private Sector. Studies from three companies are currently being analyzed in order to draft the terms of the Call for Bids.
<i>Project location</i>	Aguaiaropolis, Palmas and Miracema.
<i>Sectors of interest</i>	Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 36,145,700.31
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Institution responsible for the project</i>	Tocantins Department of Economic Development and Tourism (Secretaria do Desenvolvimento Econômico e Turismo)
<i>Address</i>	Praça dos Girassóis - Esplanada das Secretarias - CEP: 77.001-002 – Palmas – Tocantins
<i>Website</i>	www.sedetur.to.gov.br
<i>Project coordinator</i>	Paulo Mendonça/ +55 (63) 3218-2336/ paulo.mendonca@sic.gov.br

PROJECT TITLE	State Highway TO-500
<i>Project overview</i>	Bananal Island is the largest river island in the world and it is located in Tocantins, on the state line with Mato Grosso, which is the largest grain producer in Brazil. Transporting grain freight from Mato Grosso to ports for export is costly due to the sheer distance involved distance as well as road conditions. The project consists of building a new highway connecting Mato Grosso to the North-South Railroad (FNS), Federal Highway BR-153 and the Tocantins Waterway in order to link with Atlantic ports in the North of Brazil. The TO-500 is designed as a short stretch of highway (132km) but will have high impact through helping lower freight costs and reducing transport times. It is the best option to overcome logistics challenges and represents expressive gain of scale in relation with the amount invested, due to the forecast freight traffic volumes.
<i>Additional information</i>	The project was proposed through a Call for Expressions of Interest (PMI) from the Private Sector. Studies from three companies are currently being analyzed in order to draft the terms of the Call for Bids.
<i>Project location</i>	Linking the towns of Sao Felix do Araguaia (Mato Grosso) and Formoso do Araguaia (Tocantins), crossing Bananal Island.
<i>Sectors of interest</i>	Construction (CNAE 41 to 43); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53) * CNAE is the Brazilian Economic Activity Classification Code
<i>Total project cost</i>	USD 379,529,853.35
<i>Procurement/contract model</i>	Concession
<i>Nature of investment</i>	Public and private
<i>Institution responsible for the project</i>	Tocantins Department of Economic Development and Tourism (Secretaria do Desenvolvimento Econômico e Turismo)
<i>Address</i>	Praça dos Girassóis - Esplanada das Secretarias - Postal code: 77.001-002 – Palmas – Tocantins
<i>Website</i>	www.sedetur.to.gov.br
<i>Project coordinator</i>	Paulo Mendonça / +55 (63) 3218-2336/ paulo.mendonca@sic.gov.br



***Projects by
Sector***

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Agriculture, Livestock, Forestry, Fisheries and Aquaculture (CNAE 01 to 03)	Renovations and Electrical/Mechanical Retrofitting for Roraima Slaughterhouse (MAFIR)	BRL 5.482.997,45	USD 1.642.550,39	Roraima	State	
Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93)	Project to Convert the former Rio de Janeiro State Civil Police building (Palácio da Polícia Civil) into a Culture and Arts Center	BRL 12.000.000,00	USD 3.594.859,35	Rio de Janeiro	State	
Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); ICT – Information and Communication Technology (CNAE 58 to 63); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Extractive Industries (CNAE 05 to 09); Manufacturing (CNAE 35); Construction (CNAE 41 to 43); Real Estate (CNAE 68); Public Administration, Defense and Social Security (CNAE 84)	Barcarena Export Processing Zone (ZPE)	BRL 34.000.000,00	USD 10.185.434,83	Para	State	
Construction (CNAE 41 to 43); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Modernization and Operation of Gurupi and Araguaina Airports	BRL 14.000.000,00	USD 4.194.002,58	Tocantins	State	
Construction (CNAE 41 to 43); Agriculture, Livestock Farming, Forest Products, Fisheries and Aquaculture (CNAE 01 to 03); Economic Activity (CNAE 01 to 03)	Alagoas Sertao Irrigation Canal	BRL 2.276.274.022,76	USD 681.907.079,70	Alagoas	State	
Construction (CNAE 41 to 43); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); ICT – Information and Communication Technology (CNAE 58 to 63); Real Estate (CNAE 68); Education (CNAE 85)	Tocantins Technology Park	BRL 72.394.777,34	USD 21.687.420,19	Tocantins	State	
Construction (CNAE 41 to 43); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Social Housing – Construction and Property Management	BRL 1.176.665.200,36	USD 352.495.491,56	São Paulo	State	
Construction (CNAE 41 to 43); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	State Highway TO-500	BRL 1.266.908.603,46	USD 379.529.853,35	Tocantins	State	
Construction (CNAE 41 to 43); Retail; Vehicle and Motorcycle Repair (CNAE 45 to 47); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); ICT – Information and Communications Technology (CNAE 58 to 63); Real Estate (CNAE 68)	Brasilia International Airport City	TBD	TBD	Federal District	State	
Construction (CNAE 41 to 43); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Education (CNAE 85); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Other Services (CNAE 94 to 96)	City of Santos – New Bus Station	TBD	TBD	São Paulo	State	
Education (CNAE 85); Others (CNAE)	Socio-Educational Centers for Adolescents in Conflict with the Law	BRL 977.061.000,00	USD 292.699.739,37	Ceara	State	
Electricity and Gas (CNAE 35)	Construction of a Regasification Terminal in the Municipality Barcarena	BRL 480.000.000,00	USD 143.794.374,05	Para	State	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Electricity and Gas (CNAE 35)	Pernambuco Gas Pipeline: Belo Jardim – Araripina Trunk Line	BRL 720.000.000,00	USD 215.691.561,07	Pernambuco	State	
Electricity and Gas (CNAE 35); Administrative Activities and Support Services (CNAE 77 to 82); Sewage and Waste Treatment (CNAE 36 to 39); Agriculture, Livestock, Forest Production, Fisheries and Aquaculture (CNAE 01 to 03); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Tourism – Accommodation and Food (CNAE+A36 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Other Services (CNAE 94 to 96); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Extractive Industries (CNAE 05 to 09); Manufacturing (CNAE 10 to 33); Education (CNAE 85); Construction (CNAE 41 to 43); Professional, Scientific and Technical Services (CNAE 69 to 75); Real Estate (CNAE 68); Public Administration, Defense and Social Security (CNAE 84)	Caceres Export Processing Zone	BRL 60.000.000,00	USD 17.974.296,76	Mato Grosso	State	
Electricity and Gas (CNAE 35); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	First Technology Park, Rio Grande do Norte	BRL 45.000.000,00	USD 13.480.722,57	Rio Grande do Norte	State	
“Electricity and Gas (CNAE 35); Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Sao Luis Export Processing Zone	BRL 20.000.000,00	USD 5.991.432,25	Maranhao	State	
Healthcare (CNAE 86 a 88)	Construction and Operation of a Public Hospital in Sorocaba (Northern Zone)	BRL 250.000.000,00	USD 74.892.903,15	São Paulo	State	
Healthcare (CNAE 86 to 88); ICT – Information and Communication Technology (CNAE 58 to 63); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Extractive Industries (CNAE 05 to 09); Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Professional, Scientific and Technical Services (CNAE 69 to 75)	Vitoria Metropolitan Technology Park	BRL 120.000.000,00	USD 35.948.593,51	Espirito Santo	State	
“Healthcare (CNAE 86 to 88); Sewage and Waste Treatment (CNAE 36 to 39); Agriculture, Livestock, Forest Production, Fisheries and Aquaculture (CNAE 01 to 03); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Other Services (CNAE 94 to 96); Education (CNAE 85); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Public Administration, Defense and Social Security (CNAE 84)”	Justino Malheiros Municipal Aquarium (Cuiaba)	BRL 20.000.000,00	USD 5.991.432,25	Mato Grosso	State	
Healthcare (CNAE 86 to 88); Sewage and Waste Treatment (CNAE 36 to 39); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Other Services (CNAE 94 to 96); Education (CNAE 85); Construction (CNAE 41 to 43); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Services (CNAE 69 to 75); Real Estate (CNAE 68); Public Administration, Defense and Social Security (CNAE 84)	Investment Attraction to the Sapiens Park Innovation Center	BRL 417.189.000,00	USD 124.977.981,49	Santa Catarina	State	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
ICT – Information and Communication Technology (CNAE 58 to 63)	Vehicle Identification and Monitoring System	TBD	TBD	Parana	State	
ICT – Information and Communication Technology (CNAE 58 to 63); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Other Services (CNAE 94 to 96)	Digital Port (Porto Digital) Expansion Project and Amplifying the Range of Qualified Services to support Improvements and Competitiveness of Companies based in the Technology Park	BRL 30.000.000,00	USD 8.987.148,38	Pernambuco	State	
ICT - Information and Communications Technology (CNAE 58 to 63)	Jaragua Information Technology, Communications and Services Hub	BRL 15.000.000,00	USD 4.493.574,19	Alagoas	State	
ICT - Information and Communications Technology (CNAE 58 to 63)	Ceara Digital Belt (CDC)	BRL 450.000.000,00	USD 134.807.225,67	Ceara	State	
ICT - Information and Communications Technology (CNAE 58 to 63); Other Service Activities (CNAE 94 to 96); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Electricity and Gas (CNAE 35); Administrative Activities and Complementary Services (CNAE 77 to 82)	PPP for Vitoria City Street Lighting	BRL 250.000.000,00	USD 74.892.903,15	Espirito Santo	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Fortaleza Subway and Rail System	BRL 4.820.000.000,00	USD 1.443.935.172,70	Ceara	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Coal Discharging and Transportation System for the Pecem Port Industrial Complex	BRL 400.000.000,00	USD 119.828.645,04	Ceara	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Oil Tanking Facilities for Pecem Port and Industrial Complex	BRL 800.000.000,00	USD 239.657.290,08	Ceara	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Port of Pecem Intermodal Freight Terminal	BRL 200.000.000,00	USD 59.914.322,52	Ceara	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Port Operations with Department of Infrastructure-Owned Granty Cranes	BRL 250.000.000,00	USD 74.892.903,15	Ceara	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	State of Espirito Santo Airports Program	BRL 206.000.000,00	USD 61.711.752,19	Espirito Santo	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	State Highway Concessions	BRL 6.000.000.000,00	USD 1.797.429.675,56	Espirito Santo	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Logistics Hub in the Municipality of Aparecida de Goiania	BRL 150.000.000,00	USD 44.935.741,89	Goias	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Antares Executive Airport in Aparecida de Goiania	BRL 45.000.000,00	USD 13.480.722,57	Goias	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Para Railway (FEPASA) Public-Private Partnership Project	BRL 8.000.000,00	USD 2.396.572,90	Para	State	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Compartimento da Borborema Export Processing Zone (ZPE)	TBD	TBD	Paraiba	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Compartimento da Borborema Regional Dry Port	BRL 120.000.000,00	USD 35.948.593,51	Paraiba	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Construction of Port of Cabedelo Multipurpose Terminal	BRL 360.000.000,00	USD 107.845.780,53	Paraiba	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway Network PRC-101	BRL 2.100.000.000,00	USD 629.100.386,45	Parana	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Port of Paranagua Expansion and Modernization	BRL 700.000,00	USD 209.700,13	Parana	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway PR-280 Corridor	TBD	TBD	Parana	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	"Pé Vermelho" Railway	BRL 670.000.000,00	USD 200.712.980,44	Parana	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Construction of Waterway Transport Corridors on the Capibaribe and Beberibe Rivers	BRL 273.000.000,00	USD 81.783.050,24	Pernambuco	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Special Engineering Structures on the East/West Corridor, Obras de arte especiais do Corredor LESTE/OESTE, PE-05 Divided Highway, Improving IT Systems for Camaragibe and the North/South Corridor, Agamenon Section	BRL 315.765.256,53	USD 94.594.307,10	Pernambuco	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Rio de Janeiro Beltway (Anel Viário)	BRL 1.100.000.000,00	USD 329.528.773,85	Rio de Janeiro	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Bus Rapid Transit (BRT) Sorocaba	BRL 133.000.000,00	USD 39.843.024,48	São Paulo	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Extension of the North-South Railway from Aguiarnopolis to Praia Norte	BRL 361.973.886,70	USD 108.437.100,96	Tocantins	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Logistics Centers in the Municipalities of Aguiarnopolis, Araguaína, Guaraí and Gurupi	BRL 108.592.166,00	USD 32.531.130,28	Tocantins	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Dry Port and Customs Warehouse	BRL 50.000.000,00	USD 14.978.580,63	Tocantins	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Ports on the Tocantins Waterway (Aguiarnopolis, Palmas and Miracema)	BRL 120.657.962,19	USD 36.145.700,31	Tocantins	State	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-364 and Route BR-060 from Mato Grosso to Goias	BRL 4.100.000.000,00	USD 1.228.243.611,64	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-101, Route BR-465 and Route BR-493 from Sao Paulo to Rio de Janeiro	BRL 3.100.000.000,00	USD 928.671.999,04	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-262 and Route BR-381 from Minas Gerais to Espirito Santo	BRL 1.900.000.000,00	USD 569.186.063,93	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-101 and Route BR-232 in Pernambuco	BRL 4.200.000.000,00	USD 1.258.200.772,89	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-267 in Mato Grosso do Sul	BRL 2.000.000.000,00	USD 599.143.225,19	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Routes BR-364 and BR-365 from Goias to Minas Gerais	BRL 3.100.000.000,00	USD 928.671.999,04	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Routes BR-163 and BR-230 from Mato Grosso to Para	BRL 6.600.000.000,00	USD 1.977.172.643,12	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Routes BR-476, BR-153, BR-282 and BR-480 from Parana to Santa Catarina	BRL 4.500.000.000,00	USD 1.348.072.256,67	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-364 from Rondonia to Mato Grosso	BRL 6.300.000.000,00	USD 1.887.301.159,34	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-262 in Mato Grosso do Sul	BRL 2.500.000.000,00	USD 748.929.031,48	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Concessão das rodovias BR-101/116/290/386/RS	BRL 3.200.000.000,00	USD 958.629.160,30	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Concessão da rodovia BR-101/SC	BRL 1.100.000.000,00	USD 329.528.773,85	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-470 and Route BR-282 in Santa Catarina	BRL 3.200.000.000,00	USD 958.629.160,30	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-101 in Bahia	BRL 1.600.000.000,00	USD 479.314.580,15	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Highway concession on Route BR-280 in Santa Catarina	BRL 2.100.000.000,00	USD 629.100.386,45	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Railway line concession from Rio de Janeiro (Rio de Janeiro) to Vitoria (Espirito Santo)	BRL 7.800.000.000,00	USD 2.336.658.578,23	Brasil	Federal	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Railway line concession from Lucas do Rio Verde (Mato Grosso) to Miritituba (Para)	BRL 9.900.000.000,00	USD 2.965.758.964,68	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Railway line concession on the North-South Railway from Palmas (Tocantins) to Anapolis (Goias) and from Barcarena (Para) to Acailandia (Maranhao)	BRL 7.800.000.000,00	USD 2.336.658.578,23	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Railway line concession on the North-South Railway from Anapolis (Goias) to Estrela d'Oeste (Sao Paulo) and to Tres Lagoas (Mato Grosso do Sul)	BRL 4.900.000.000,00	USD 1.467.900.901,71	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.11)	BRL 136.430.000,00	USD 40.870.555,11	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.04)	BRL 249.860.000,00	USD 74.850.963,12	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.07)	BRL 161.940.000,00	USD 48.512.626,94	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.36)	BRL 262.260.000,00	USD 78.565.651,12	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.10)	BRL 203.720.000,00	USD 61.028.728,92	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.15)	BRL 34.000.000,00	USD 10.185.434,83	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.20)	BRL 149.980.000,00	USD 44.929.750,46	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.25)	BRL 156.800.000,00	USD 46.972.828,85	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santos (Terminal STS.13)	BRL 187.940.000,00	USD 56.301.488,87	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Belem (Terminal BEL.01)	BRL 145.710.000,00	USD 43.650.579,67	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santarem (Terminal STM.02)	BRL 102.980.000,00	USD 30.849.884,66	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santarem (Terminal STM.01)	BRL 347.750.000,00	USD 104.176.028,28	Brasil	Federal	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santarem (Terminal STM.05)	BRL 2.000.000,00	USD 599.143,23	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Santarem (Terminal STM.04)	BRL 10.960.000,00	USD 3.283.304,87	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Miramar (Terminal MIR.01)	BRL 20.570.000,00	USD 6.162.188,07	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Miramar (Terminal BEL.09)	BRL 63.760.000,00	USD 19.100.686,02	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.25)	BRL 117.670.000,00	USD 35.250.591,65	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.26)	BRL 105.350.000,00	USD 31.559.869,39	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.27)	BRL 159.460.000,00	USD 47.769.689,34	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Miramar (Terminal BEL.11)	BRL 12.620.000,00	USD 3.780.593,75	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Miramar (Terminal BEL.05)	BRL 12.620.000,00	USD 3.780.593,75	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Miramar (Terminal BEL.06)	BRL 10.980.000,00	USD 3.289.296,31	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Outeiro (Terminal OUT.01)	BRL 243.610.000,00	USD 72.978.640,54	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Outeiro (Terminal OUT.02)	BRL 243.610.000,00	USD 72.978.640,54	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Outeiro (Terminal OUT.03)	BRL 243.610.000,00	USD 72.978.640,54	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.29)	BRL 501.060.000,00	USD 150.103.352,21	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.28)	BRL 127.920.000,00	USD 38.321.200,68	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.12)	BRL 408.700.000,00	USD 122.434.918,07	Brasil	Federal	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Federal Government Port Leasing Program - Port of Vila do Conde (Terminal VDC.04)	BRL 357.600.000,00	USD 107.126.808,66	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Florianopolis Airport (Hercilio Luz) - Concession	BRL 1.095.000.000,00	USD 328.030.915,79	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Fortaleza Airport (Pinto Martins) - Concession	BRL 1.797.000.000,00	USD 538.330.187,83	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Porto Alegre Airport (Salgado Filho) - Concession	BRL 2.500.000.000,00	USD 748.929.031,48	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Salvador International Airport (Deputado Luis Eduardo Magalhaes) - Concession	BRL 2.964.000.000,00	USD 887.930.259,73	Brasil	Federal	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Construction (CNAE 41 to 43); Tourism - Accommodation and Food (CNAE 55 to 56); ICT - Information and Communication Technology (CNAE 58 to 63); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84)	Underground Parking Garages in the City of Santos	TBD	TBD	São Paulo	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Healthcare (CNAE 86 to 88)	Logistics and Pharmaceutical Assistance	TBD	TBD	São Paulo	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); ICT - Information and Communication Technology (CNAE 58 to 63)	Rio Municipal Parking (Vagas Inteligentes do Rio)	BRL 713.122.768,00	USD 213.631.337,59	Rio de Janeiro	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Manufacturing (CNAE 10 to 33); Construction (CNAE 41 to 43); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Tourism - Accommodation and Food (CNAE 55 to 56); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Audiovisual - the Arts, Culture, Sport and Leisure (CNAE 90 to 93). Other Services (CNAE 94 to 96)	Porto Maravilha	BRL 7.600.000.000,00	USD 2.276.744.255,71	Rio de Janeiro	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Port of Sao Sebastiao Expansion	BRL 3.200.000.000,00	USD 958.629.160,30	São Paulo	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Tourism - Accommodation and Food (CNAE 55 to 56)	Mangueirao Complex	TBD	TBD	Para	State	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Tourism – Accommodation and Food (CNAE 55 to 56)	Construction of Port of Cabedelo Passenger Terminal	TBD	TBD	Paraíba	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Tourism – Accommodation and Food (CNAE 55 to 56); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Inter-City Rail – Infrastructure construction works, laying equipment and systems, rolling stock purchase, operation and maintenance of an integrated network covering approximately 431km of intercity train lines.	BRL 18.500.000.000,00	USD 5.542.074.832,99	São Paulo	State	
Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Tourism – Bed and Breakfast (CNAE 55 to 56)	Iron ore Discharging and Transportation System for the Pecem Port Industrial Complex	BRL 400.000.000,00	USD 119.828.645,04	Ceará	State	
Manufacturing (CNAE 10 to 33)	Acre's Export Processing Zone	BRL 32.000.000,00	USD 9.586.291,60	Acre	State	
Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Commerce; Vehicle and Motorcycle Repair (CNAE 45 to 47); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Construction of Sao Jose dos Campos Industrial Districts	TBD	TBD	São Paulo	State	
Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Construction (CNAE 41 to 43); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75)	State of Pernambuco Metal and Mechanical Technology Park (PTMM)	BRL 97.000.000,00	USD 29.058.446,42	Pernambuco	State	
Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical Services (CNAE 69 to 75)	Pernambuco Electric and Electronic Technology Park (ParqTel) – Institutional Strengthening	BRL 6.000.000,00	USD 1.797.429,68	Pernambuco	State	
Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Education (CNAE 85); Other Services (CNAE 94 to 96)	Santos Technology Park	BRL 27.800.000,00	USD 8.328.090,83	São Paulo	State	
Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Waste Treatment (CNAE 36 to 39); Construction (CNAE 41 to 43); Tourism – Accommodation and Food (CNAE 55 to 56); ICT – Information and Communication Technology (CNAE 58 to 63); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative and Support Services (CNAE 77 to 82); Public Administration, Defense and Social Security (CNAE 84); Education (CNAE 85); Healthcare (CNAE 86 to 88); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Other Services (CNAE 94 to 96)	PORTO VALONGO WATERFRONT – Urban Regeneration Project in the City of Santos	BRL 600.000.000,00	USD 179.742.967,56	São Paulo	State	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Manufacturing (CNAE 10 to 33); Electricity and Gas (CNAE 35); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Education (CNAE 85)	State of Amazonas Naval Industries Hub	BRL 1.300.000.000,00	USD 389.443.096,37	Amazonas	State	
Manufacturing (CNAE 10 to 33); Extractive Industries (CNAE 05 to 09); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Rondonia Export Processing Zone (ZPE)	BRL 20.000.000,00	USD 5.991.432,25	Rondonia	State	
Manufacturing (CNAE 10 to 33); ICT – Information and Communication Technology (CNAE 58 to 63); Professional, Scientific and Technical Services (CNAE 69 to 75); Education (CNAE 85)	Aparecidatec Technology Park	BRL 25.000.000,00	USD 7.489.290,31	Goiás	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Increasing Infrastructure for the Teresina Business Hubs	BRL 33.000.000,00	USD 9.885.863,22	Piauí	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53)	Export Processing Zone (ZPE)	BRL 26.146.393,00	USD 7.832.717,11	Rio Grande do Norte	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Other Services (CNAE 94 to 96); Other CNAE Codes	Sergipe Export Processing Zone	BRL 115.000.000,00	USD 34.450.735,45	Sergipe	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Santa Ines Industrial Park	BRL 7.000.000,00	USD 2.097.001,29	Maranhão	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Timon Business Park	BRL 5.932.200,00	USD 1.777.118,72	Maranhão	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Estreito Industrial Park	BRL 7.000.000,00	USD 2.097.001,29	Maranhão	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Capinzal do Norte Industrial Park	BRL 7.000.000,00	USD 2.097.001,29	Maranhão	State	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Presidente Dutra Industrial Park	BRL 7.000.000,00	USD 2.097.001,29	Maranhao	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Codo Industrial Park	BRL 7.000.000,00	USD 2.097.001,29	Maranhao	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Public Administration, Defence and Social Security (CNAE 84); Other Services (CNAE 94 to 96)	Chapadilha Industrial Park	BRL 7.000.000,00	USD 2.097.001,29	Maranhao	State	
Manufacturing (CNAE 10 to 33); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Tourism – Accommodation and Food (CNAE 55 to 56)	Caopora Industrial Park	BRL 46.000.000,00	USD 13.780.294,18	Paraiba	State	
Manufacturing (CNAE 10 to 33); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82); Education (CNAE 85); Healthcare (CNAE 86 to 88)	Pernambuco Pharma and Biosciences Technology Park	BRL 90.000.000,00	USD 26.961.445,13	Pernambuco	State	
Other Service Activities (CNAE 94 to 96); Construction (CNAE 41 to 43); Audiovisual - Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Activities (CNAE 69 to 75); Administrative Activities and Ancillary Services (CNAE 77 to 82)	Ilheus Convention Center	TBD	TBD	Bahia	State	
Other Service Activities (CNAE 94 to 96); Construction (CNAE 41 to 43); Audiovisual - Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Activities (CNAE 69 to 75); Administrative Activities and Ancillary Services (CNAE 77 to 82)	Bahia Convention Center	TBD	TBD	Bahia	State	
Other Service Activities (CNAE 94 to 96); Construction (CNAE 41 to 43); Audiovisual - Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Activities (CNAE 69 to 75); Administrative Activities and Ancillary Services (CNAE 77 to 82)	Salvador Aquarium	BRL 147.928.400,00	USD 44.315.149,34	Bahia	State	
Other Services (CNAE 94 to 96); Tourism – Accommodation and Food (CNAE 55 to 56)	Sao Jose dos Campos Business Complex	TBD	TBD	São Paulo	State	
Other Services (CNAE 94 to 96); Tourism – Accommodation and Food (CNAE 55 to 56)	Construction of Sao Jose dos Campos Amusement Park	BRL 500.000.000,00	USD 149.785.806,30	São Paulo	State	
Other Services CNAE 94 to 96)	Ecotourism in Conservation Areas – private concession for public use	BRL 50.000.000,00	USD 14.978.580,63	Tocantins	State	
Others (CNAE)	Sewater Desalination Project	BRL 700.000.000,00	USD 209.700.128,82	Ceara	State	

RELATED SECTOR	NAME OF THE PROJECT	Overall project value (BRL)	Overall project value (USD)	State	Level	Page Reference
Public Administration, Defense and Social Security (CNAE 84); Professional, Scientific and Technical Services (CNAE 69 to 75); Education (CNAE 85); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Healthcare (CNAE 86 to 88); ICT – Information and Communication Technology (CNAE 58 to 63); Tourism – Bed and Breakfast (CNAE 55 to 56); Agriculture, Livestock Farming, Forestry, Fisheries and Aquaculture (CNAE 01 to 03)	Infovias Capixabas (Espírito Santo Information Highways)	BRL 40.000.000,00	USD 11.982.864,50	Espírito Santo	State	
Sewage and Waste Treatment (CNAE 36 to 39)	Municipality of Vila Velha Universal Sewage System	BRL 583.000.000,00	USD 174.650.250,14	Espírito Santo	State	
Sewage and Waste Treatment (CNAE 36 to 39)	City of Teresina Water and Sewage Services Subconcession Project	BRL 1.700.000.000,00	USD 509.271.741,41	Piaui	State	
Sewage and Waste Treatment (CNAE 36 to 39); Electricity and Gas (CNAE 35); Construction (CNAE 41 to 43); Logistics, Highways, Railways, Ports, Waterways, Airports, Urban Mobility, Transport, Warehousing, Mail Services and Others (CNAE 49 to 53); Real Estate (CNAE 68); Professional, Scientific and Technical Services (CNAE 69 to 75); Administrative Activities and Support Services (CNAE 77 to 82)	Downtown Niteroi Urban Regeneration Project	BRL 1.000.000,00	USD 299.571,61	Rio de Janeiro	State	
Tourism - Accommodation and Food (CNAE 55 to 56)	Anapolis Convention Center	BRL 123.729.536,00	USD 37.065.856,63	Goias	State	
Tourism – Accommodation and Food (CNAE 55 to 56)	Modernization of Cultural Installations around the Parvis of St. Peter of the Clerics Co-Cathedral (Pátio de São Pedro)	BRL 1.000.000,00	USD 299.571,61	Pernambuco	State	
Tourism – Accommodation and Food (CNAE 55 to 56)	Recife Movie Theaters	BRL 3.000.000,00	USD 898.714,84	Pernambuco	State	
Tourism – Accommodation and Food (CNAE 55 to 56)	Recife do Alto ('Recife from the Air')	BRL 4.500.000,00	USD 1.348.072,26	Pernambuco	State	
Tourism – Accommodation and Food (CNAE 55 to 56)	Recife Tourist Information Points	BRL 1.000.000,00	USD 299.571,61	Pernambuco	State	
Tourism – Accommodation and Food (CNAE 55 to 56); Other Services (CNAE 94 to 96); Education (CNAE 85); Construction (CNAE 41 to 43); Audiovisual – the Arts, Culture, Sport and Leisure (CNAE 90 to 93); Professional, Scientific and Technical Services (CNAE 69 to 75); Real Estate (CNAE 68); Administration and Support Services (CNAE 77 to 82)	Management of Varzeas do Rio Ivinhema State Park	TBD	TBD	Mato Grosso do Sul	State	
* CNAE is the Brazilian Economic Activity Classification Code ** It considers an average exchange rate at 3,381 BRL per dollar.						
TOTAL (billion)		BRL 157,08	USD 47,06			

Useful Links

Ministry of Industry, Foreign Trade and Services – MDIC

<http://www.mdic.gov.br/sitio/>

Brazilian Investment Information Network – Renai

<http://investimentos.mdic.gov.br/>

Brazilian Trade and Investment Promotion Agency - Apex-Brasil

<http://www.apexbrasil.com.br/>

Ministry of Finance

<http://www.fazenda.gov.br/>

Ministry of External Relations – MRE

<http://www.itamaraty.gov.br/>

Ministry of Planning, Budget and Management – MPOG

<http://www.planejamento.gov.br/>

Ministry of Mines and Energy – MME

<http://www.mme.gov.br/>

Executive Secretariat of the Growth Acceleration Programme - SEPAC

<http://www.pac.gov.br/>

National Land Transportation Agency – ANTT

<http://www.antt.gov.br/>

Brazilian Electricity Regulatory Agency – ANEEL

<http://www.aneel.gov.br/>

National Agency of Petroleum, Natural Gas and Biofuel – ANP

<http://www.anp.gov.br/>

National Agency on Telecommunications – ANATEL

<http://www.anatel.gov.br/>

Secretariat of Civil Aviation - SAC/PR

<http://www.aviacao.gov.br/>

Secretariat of Ports - SEP/PR

<http://www.portosdobrasil.gov.br/>

Trade and Investment Guide – Brazil Export

<http://www.investexportbrasil.gov.br/>

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