

All roads lead to Brazil



*Todos los caminos **llevan a Brasil***



Brazil prioritizes investments in transportation infrastructure to sustain its growth and become more competitive. The Federal Government, through the Ministry of Transportation, presents partnership opportunities totaling US\$ 25 billion in the coming years, across 13 new road concession projects.

The Brazilian state advances in reducing bureaucracy and improving regulatory instruments. The projects offer advantageous return rates for investors. New risk mitigation mechanisms, aimed at expanding the base of private investments, will complement the public resources to be allocated to building a modern and environmentally sustainable transportation infrastructure in Brazil.

In this scenario, we invite the international market to explore the pipeline of concession projects by the Federal Government, with a focus on road ventures. All roads lead to Brazil. Be our guest to journey with us through this path.

Brasil prioriza inversiones en infraestructura de transportes para sustentar su crecimiento y volverse más competitivo. El Gobierno Federal, por medio del Ministerio del Transporte, presenta oportunidades de colaboraciones que totalizan 23 mil millones € en los próximos años, en 13 nuevos proyectos de concesiones viales.

El estado brasileño avanza en la reducción de la burocracia y en el perfeccionamiento de instrumentos regulatorios. Los proyectos ofrecen tasas de retorno ventajosas para los inversionistas. Nuevos mecanismos de mitigación de riesgos, para ampliar la base de inversiones privadas, sumarán esfuerzos a los recursos públicos que serán aplicados en la construcción de una infraestructura de transportes moderna y ambientalmente sostenible en Brasil.

En este escenario, invitamos al mercado internacional a conocer el pipeline de proyectos de concesiones del Gobierno Federal, con destaque para los emprendimientos viales. Todos los caminos llevan a Brasil. Sea nuestro invitado para recorrer con nosotros esta jornada.

BR-040/MG


The project begins at the junction with BR-356/MG and extends to the junction with the Old Union and Industry Road in Juiz de Fora. It is part of the section currently granted to the concessionaire Via040 and connects important regions, serving as the main link between three major capitals (Brasília, Belo Horizonte, and Rio de Janeiro).

The city of Juiz de Fora, located in the state of Minas Gerais, has a population of 541,000 inhabitants, making it the fourth most populous city in the state. It is part of the industrial axis of cities near BR-040 and BR-116, serving as a hub to produce food and beverages, textiles, clothing, metal products, metallurgy, furniture, and vehicle assembly.



 Road Segment
Juiz de Fora/MG – Belo Horizonte/MG


 Capex
US\$ 1,008 million
US\$ 530 million (NPV)

 Opex
US\$ 730 million
US\$ 166.8 million (NPV)


 WACC
9.88% p.a.

 Extension
144.240 miles

 Served Population
3.6 million


 Employment estimate
72,443
(Direct employment, Indirect employment, Income effect)

 Notice (published)
December/23

 Auction
Apr/11/2024

 **Solid Mineral Bulk (SMB)**

TKU (PS)	0.057
AEV/day/station	26,517
Traffic CAGR	1.72% p.a.
CAPEX/Revenue (NPV)	51%
Maintenance Costs (thousand/year/lane)	US\$ 16,42
Duplication Costs (millions/mile)	US\$ 2,09

 Duplication: **101.91 miles**
Additional Lane: **26.22 miles + 9.57 miles of marginal roads**
Contour: **None**
Relevant works: **40 devices and intersections (new and refurbished), 8 pedestrian walkways, 34 layout corrections, 1 Rest Stop point**

BR-040/GO/MG

Rota dos Cristais

This has a crucial role within the national road network as the main link between the Central-West region (mainly the state of Goiás) and the states of Minas Gerais and Rio de Janeiro.

The project begins in the city of Cristalina/GO (located 80.78 miles from Brasília/DF) which stands out in the production of soybeans, corn, beans, cotton, sorghum and rice. Furthermore, from 2010 onwards, the city began to industrialize its production, with the installation of large industries for food production.



Road Segment

Cristalina/GO – Belo Horizonte/MG



Capex

US\$ 1,224 million

US\$ 576 million (NPV)



Opex

US\$ 906 million

US\$ 252 million (NPV)



WACC

9.88% p.a.

Updated when notice published



Extension

369.82 miles



Served Population

4.2 millones



Employment estimate

88,700

(Direct employment, Indirect employment, Income effect)



Notice

Feb/Mar/24



Auction

May/24



Containerizable General Cargo (CGC)

TKU (PS)	0.042
AEV/day/station	14.542
Traffic CAGR	1,49% p.a.
CAPEX/Revenue (NPV)	50%
Maintenance Costs (thousand/year/lane)	US\$ 14,48
Duplication Costs (millions/mile)	US\$ 1,49



Duplication: **6.15 miles**

Additional Lane: **213.72 miles + 38.3 miles of marginal roads**

Contour: **None**

Relevant works: **52 devices (new and refurbished), 43 pedestrian walkways (new and refurbished), 18 wildlife crossings, 2 Rest Stop Points**

BR-153/262/GO/MG

Rota Sertaneja

Section inserted in Goiás and Minas Gerais, part of the current BR-060/153/262/DF/GO/MG concession.

In this segment, there is a predominance of service and agricultural activities, as well as other economic activities such as extractive and transformation industries, electricity and gas, as well as motor vehicle trade and repair shops.



Road Segment

Hidrolândia/GO – MG/SP state border – Uberaba/MG



Capex

US\$ 1,066 million

US\$ 500 million (NPV)



WACC

9.88% p.a.

Updated when notice published



Served Population

2.7 millones



Notice

March/24



Containerizable General Cargo (CGC)
Agricultural Solid Bulks (ASB)



Opex

US\$ 812 million

US\$ 238 million (NPV)



Extension

329.81 miles



Employment estimate

59,404

(Direct employment,
Indirect employment, Income effect)



Auction

June/24

TKU (PS)

0.035

AEV/day/station

17.008

Traffic CAGR

1,32% p.a.

CAPEX/Revenue (NPV)

49,6%

Maintenance Costs (thousand/year/lane)

US\$ 14.48

Duplication Costs (millions/mile)

US\$ 1.58



Duplication: **26.89 miles**

Additional Lane: **19.76 miles + 3.04 miles of marginal roads**

Contour: **2.55 miles (Campo Florido)**

Relevant works: **46 devices and intersections (new and refurbished), 6 pedestrian walkways (new and refurbished), 5 wildlife crossings, 1 Rest Stop Point**

BR-262/MG

Rota Zebu

The BR-262/MG concession project plays a fundamental role within the national road network, connecting the state capital, Belo Horizonte, to Uberaba/Uberlândia, cities of major economic importance.

Located in the Minas Gerais Triangle region, Uberaba was a pioneer in the Zebu breed and is home to three industrial districts. The city still connects Brasília to São Paulo, via BR-050.



Road Segment
Uberaba/MG – Betim/MG



Capex
US\$ 858 million
US\$ 432 million (NPV)



Opex
US\$ 728 million
US\$ 206 million (NPV)



WACC
9.88% p.a.
Updated when notice published



Extension
272.79 miles



Served Population
4.4 millones



Employment estimate
62,156
(Direct employment,
Indirect employment, Income effect)



Notice
March/24



Auction
June/24



Containerizable General Cargo (CGC)

TKU (PS)	0,040
AEV/day/station	16.442
Traffic CAGR	1,64% p.a.
CAPEX/Revenue (NPV)	49,3%
Maintenance Costs (thousand/year/lane)	US\$ 14.81
Duplication Costs (millions/mile)	US\$ 1.83



Duplication: **27.34 miles**
Additional Lane: **104.52 miles + 2.73 miles of marginal roads**
Contour: **None**
Relevant works: **40 devices (new and refurbished), 1 escape area, 17 pedestrian walkways (new and refurbished), 3 wildlife crossings, 1 Rest Stop point**

BR-381/MG

Belo Horizonte, located at the junction of major highways, allowing the state's integration with the country's largest urban centers and main markets. The city's Metropolitan Region concentrates 45% of the economic activities in the state of Minas Gerais.

Data from 2012 highlights that the state's exports include iron ore (43.15%), coffee (11.29%), alloy iron (5.86%) and gold (5.15%).



Road Segment

Belo Horizonte/MG – Governador Valadares/MG



Capex

US\$ 1,206 million

US\$ 700 million (NPV)



Opex

US\$ 812 million

US\$ 187 million (NPV)



WACC

11.97% p.a.



Extension

188.89 miles



Served Population

3.7 millones



Employment estimate

87,381

(Direct employment, Indirect employment, Income effect)



Notice

May/24



Auction

Aug/24



Mineral Solid Bulk (MSB)

TKU (PS)	0.062
AEV/day/station	26.828
Traffic CAGR	1,29% p.a.
CAPEX/Revenue (NPV)	53,4%
Maintenance Costs (thousand/year/lane)	US\$ 16,09
Duplication Costs (millions/mile)	US\$ 2,79



Duplication: **83.34 miles (19.51 miles in lots 8A and 8B, BH – Caeté, will be duplicated by DNIT)**

Additional Lane: **86.01 miles**

Contour: **None**

Relevant works: **41 devices and intersections (new and refurbished), 23 pedestrian walkways, 1 Rest Stop point**

Lote 3


Rodovias Integradas do Paraná

The state of Paraná connects the South with the Southeast and the Central-West, in addition to bordering Argentina and Paraguay.


Lot 3 connects the north of the state of Paraná with the BR-277 road axis, transport route to the port of Paranaguá, the second largest soy exporter in the country, behind only the port of Santos/SP.



 Road Segment
BR-369/373/376/PR and PR-170/323/445/090

 Capex
US\$ 2,220 million
US\$ 1,224 million (NPV)

 Opex
US\$ 1238 million
US\$ 320 million (NPV)

 WACC
9.88% p.a.
Updated when notice published

 Extension
353.52 miles

 Served Population
1.7 millones


 Employment estimate
117,358
(Direct employment, Indirect employment, Income effect)

 Notice
June/24

 Auction
September/24

 **Container-ready General Cargo (CGC)**
Agricultural Solid Bulks (ASB)

TKU (PS)	0.042
AEV/day/station	23.004
Traffic CAGR	1,66% p.a.
CAPEX/Revenue (NPV)	53,8%
Maintenance Costs (thousand/year/lane)	US\$ 17.38
Duplication Costs (millions/mile)	US\$ 2.31

 Duplication: **85.75 miles**
Additional Lane: **15.29 miles**
Contour: **44.63 miles (Ponta Grossa (east and north section), Apucarana, Araçongas and California)**
Relevant works: **more than 110 devices and intersections (new and refurbished), 37 pedestrian walkways (new and refurbished), 2 escape areas, 2 Rest Stop points**

Lote 6

Rodovias Integradas do Paraná

The state of Paraná connects the South with the Southeast and the Central-West, in addition to bordering Argentina and Paraguay.

The project includes sections of BR-163, a crucially important highway for the transportation of products from the northern part of Paraná and the northern part of the Central-West Region of Brazil. The project also includes BR-277, which together with sections of lots 01 and 02 connects the Ponte da Amizade to the Port of Paranaguá, the second largest soy exporter in the country, behind only the port of Santos/SP.



Road Segment

BR-163/277/PR and PR-158/180/182/280/483



Capex

US\$ 2,590 million

US\$ 1,318 million (NPV)



Opex

US\$ 1,470 million

US\$ 382 million (NPV)



WACC

9.88% p.a.

Updated when notice published



Extension

401.62 miles



Served Population

1.4 millones



Employment estimate

123,299

(Direct employment, Indirect employment, Income effect)



Notice

June/24



Auction

September/24



Containerized General Cargo (CGC)
Agricultural Solid Bulks (ASB)

TKU (PS)	0.053
AEV/day/station	21.072
Traffic CAGR	1,80% p.a.
CAPEX/Revenue (NPV)	53,2%
Maintenance Costs (thousand/year/lane)	US\$ 21.24
Duplication Costs (millions/mile)	US\$ 2.33



Duplication: **276.89 miles**

Additional Lane: **19.51 miles**

Contour: **8.51 miles (Lindoeste and Marmeleiro)**

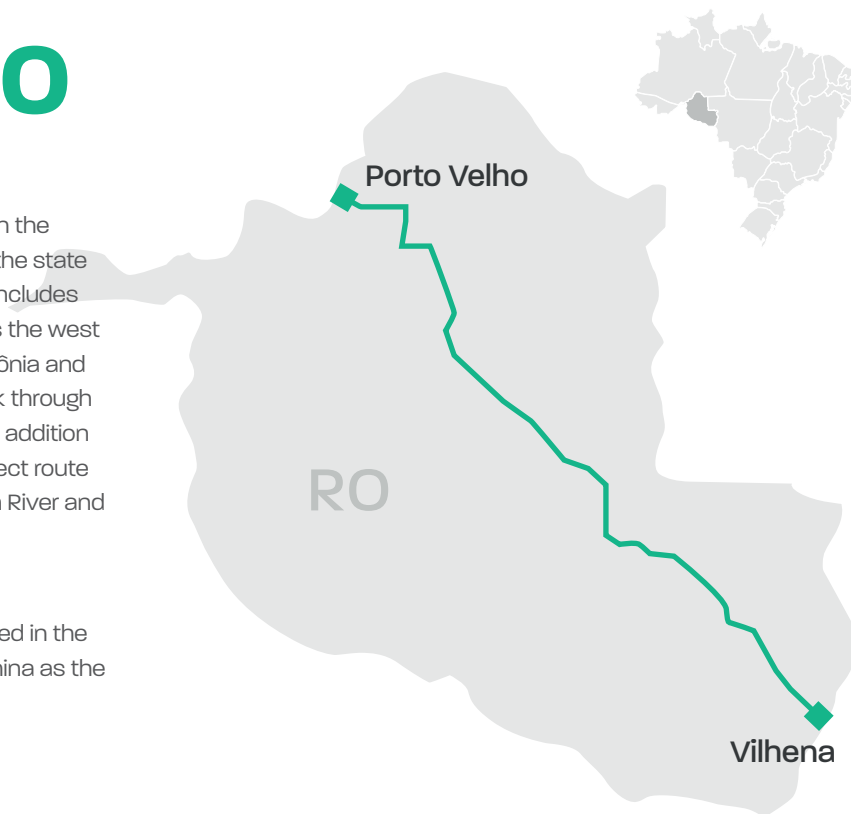
Relevant works: **more than 130 devices and intersections (new and remodeled), 41 pedestrian walkways (new and refurbished), 1 escape area, 3 Rest Stop points**

BR-364/RO

Rota Agro Norte

The BR-364/RO concession is located in the State of Rondônia, from Porto Velho to the state border with Mato Grosso. This section includes access to the main ports and connects the west of Mato Grosso and the states of Rondônia and Acre, transporting Agricultural Solid Bulk through Porto Velho/RO via the Madeira River, in addition to other cargo that now take a more direct route to the region, instead of via the Amazon River and reaching Porto Velho/RO by ferry.

It is estimated that 52% of all soybean production in the country is concentrated in the north and central-west regions, with China as the main destination.



Road Segment

Porto Velho/RO – Vilhena/RO



Capex

US\$ 1,306 million

US\$ 678 million (NPV)



Opex

US\$ 778 million

US\$ 256 million (NPV)



WACC

9.88% p.a.

Updated when notice published



Extension

453.21 miles



Served Population

1.1 millones



Employment estimate

59,404

(Direct employment, Indirect employment, Income effect)



Notice

July/24



Auction

October/24



Containerized General Cargo (CGC)
Agricultural Solid Bulks (ASB)

TKU (PS)	0.050
AEV/day/station	13.988
Traffic CAGR	1,58% p.a.
CAPEX/Revenue (NPV)	53%
Maintenance Costs (thousand/year/lane)	US\$ 8.63
Duplication Costs (millions/mile)	US\$ 1.65



Duplication: **70.6 miles**
Additional Lane: **125.38 miles**
Contour: **Access to port - 21.4 miles**
Relevant works: **64 devices and intersections, 20 pedestrian walkways and 7 level crossings, 22 SWA, 3 Rest Stop points**

BR-060/452/GO

Rota Verde

This section services the Goiânia contour, up to the the connection with BR-153/GO. The city of Rio Verde/GO ranks first in value added in agriculture, being the largest grain producer in the State. It is also a major producer of rice, corn, cotton, sorghum, sugar cane, beans and sunflower.

The city of Rio Verde is considered the 2nd largest grain producer in Brazil. Besides boasting important cattle, poultry and pig herds, the city also houses large manufacturing plants.



Road Segment

Rio Verde/GO – Goiânia/GO – Itumbiara/GO



Capex

US\$ 792 million

US\$ 398 million (NPV)



Opex

US\$ 580 million

US\$ 191.8 million (NPV)



WACC

9.88% p.a.

Updated when notice published



Extension

281.35 miles



Served Population

2.1 millones



Employment estimate

44,915

(Direct employment, Indirect employment, Income effect)



Notice

July/24



Auction

October/24



Agricultural Solid Bulks (ASB)

TKU (PS)	0.041
AEV/day/station	18.132
Traffic CAGR	1,40% p.a.
CAPEX/Revenue (NPV)	50%
Maintenance Costs (thousand/year/lane)	US\$ 10.94
Duplication Costs (millions/mile)	US\$ 1.47



Duplication: **19.34 miles**

Additional Lane: **70.86 miles**

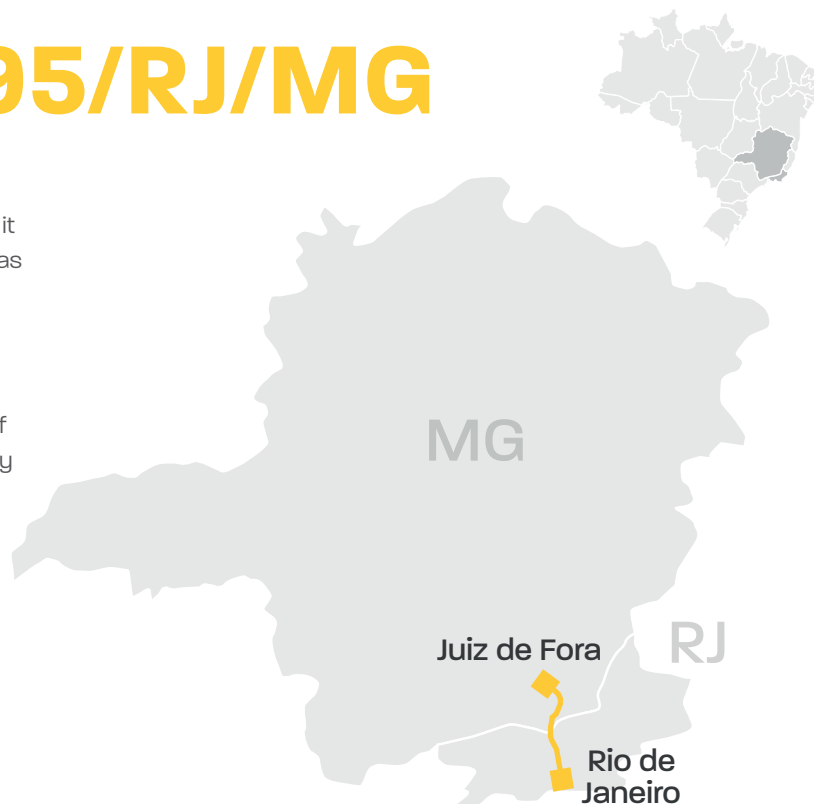
Contour: **None**

Relevant works: **61 devices and intersections (new and refurbished), 15 pedestrian walkways, 24 SWA (new and expansions), 1 Rest Stop Point**

BR-040/495/RJ/MG

A road section currently under concession, it connects Rio de Janeiro to the state of Minas Gerais, in addition to connecting important tourist cities in Rio, such as Petrópolis and Teresópolis.

The highway provides access to the Port of Rio de Janeiro, which handled approximately 10 million tons from January to November 2023, of which 6.8 million tons were in containerized cargo.



Road Segment
Juiz de Fora/MG – Rio de Janeiro/RJ



Capex
US\$ 1,000 million
US\$ 800 million (NPV)



Opex
US\$ 800 million
US\$ 193.2 million (NPV)



WACC
9.88% p.a.
Updated when notice published



Extension
135.22 miles



Served Population
1.8 millones



Employment estimate
69,980
(Direct employment,
Indirect employment, Income effect)



Notice
July/24



Auction
October/24



Containerized General Cargo (CGC)
Other Solid Bulk Minerals (OSBM)

TKU (PS)	0.079
AEV/day/station	22.095
Traffic CAGR	1,47% p.a.
CAPEX/Revenue (NPV)	51%
Maintenance Costs (thousand/year/lane)	US\$ 16.42
Duplication Costs (millions/mile)	US\$ 3.24



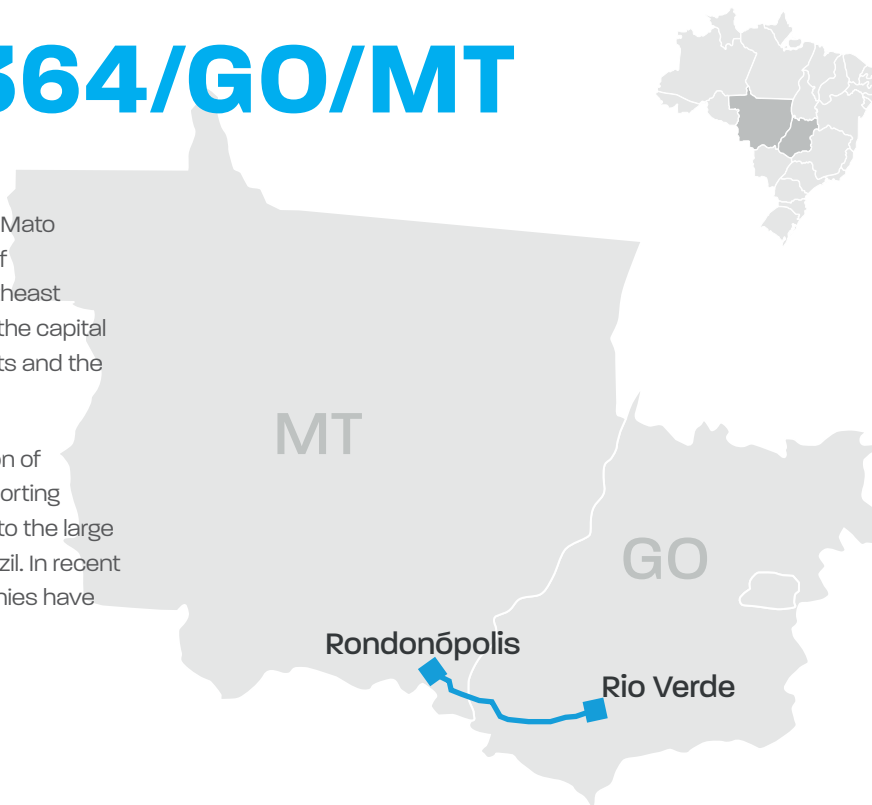
Duplication: **13,13 km**
Additional Lane: **83,42 km**
Contour: **None**
Relevant works: **66 devices and intersections (new and refurbished), 15 pedestrian walkways, 3 tunnels, 135 SWA (new and expansions), 2 Rest Stop points**

BR-060/364/GO/MT

Rota Agro

The project is located in the states of Mato Grosso and Goiás, covering the city of Rondonópolis/MT, located in the Southeast region of the state, 130.49 miles from the capital Cuiabá, with 245 thousand inhabitants and the second highest GDP in the state.

Rondonópolis is located at the junction of highways BR-163 and BR-364, transporting agricultural and industrial production to the large metropolitan centers and ports in Brazil. In recent years, several manufacturing companies have set up shop in the municipality.



Road Segment

Rio Verde/GO – Rondonópolis/MT



Capex

US\$ 540 million

US\$ 444 million (NPV)



Opex

US\$ 560 million

US\$ 180.6 million (NPV)



WACC

9.88% p.a.

Updated when notice published



Extension

313.43 miles



Served Population

701,000



Employment estimate

39,119

(Direct employment, Indirect employment, Income effect)



Notice

August/24



Auction

November/24



Agricultural Solid Bulks (ASB)

TKU (PS)	0.047
AEV/day/station	15.334
Traffic CAGR	1,19% p.a.
CAPEX/Revenue (NPV)	52%
Maintenance Costs (thousand/year/lane)	US\$ 8.66
Duplication Costs (millions/mile)	US\$ 1.88



Duplication: **65.49 miles**
Additional Lane: **144.6 miles**
Contour: **4.88 miles**
Relevant works: **42 devices and intersections (new and refurbished), 11 pedestrian walkways, 3 tunnels, 23 SWA (new and expansions), 2 Rest Stop Points**

BR-070/174/364/MT/RO

Rota Agro Central

A corridor for grain exports through Arco Norte, the BR-070/174/364 highways connect the production areas, in the State of Mato Grosso, and the exporting ports, from the capital Porto Velho.

According to data from the Ministry of Development, Manufacturing, Trade, and Services (MDIC), the export of soybeans, corn, and cotton through the ports of Arco Norte, jumped from 16% (2012) to 36% (2022). The volumes involved rose from 10 million tons in 2012 to more than 50 million tons in 2022.



Road Segment

Vilhena/RO – Cuiabá/MT



Capex

US\$ 762 million



Opex

US\$ 790 million



WACC

9.88% p.a.

Updated when notice published



Extension

551.32 miles



Served Population

727,000



Employment estimate

55,202

(Direct employment, Indirect employment, Income effect)



Notice

September/24



Auction

December/24



Agricultural Solid Bulks (ASB)

TKU (PS)	In revision
AEV/day/station	
Traffic CAGR	
CAPEX/Revenue (NPV)	
Maintenance Costs (thousand/year/lane)	
Duplication Costs (millions/mile)	



VDMAeq: **8.942 vehicles**

Duplication: **24.23 mile**

Additional Lane: **174.43 miles**

Contour: **None**

Relevant works: **84 devices and intersections (new and refurbished), 13 level crossings, and 4 pedestrian walkways, 4 SWA (new and refurbished), 4 Rest Stop points**

GO-020/060/070/080

Polo Goiânia

With 7.2 million inhabitants, Goiás is the most populous state in the Central-West Region. It also has the ninth largest economy among Brazilian federative units. This project's sections are important interconnections that enable the flow of agricultural production and other manufactured goods from the state.

The state's economy is based on agricultural production, livestock farming, and trade, and on the mining, food, clothing, furniture, metallurgy and timber industries, with agriculture being the most exploited activity in the state.



Road Segment
Iporã/GO – Pires do Rio/GO – Goiás/GO – Goianésia/GO

Capex
US\$ 1,060 million
US\$ 436 million (NPV)

Opex
US\$ 960 million
US\$ 302 million (NPV)

WACC
9.88% p.a.
Updated when notice published

Extension
355.69 miles

Served Population
2.3 milhões

Employment estimate
81,137
(Direct employment, Indirect employment, Income effect)

Notice
September/24

Auction
December/24

Containerized General Cargo (CGC)
Agricultural Solid Bulks (ASB)

TKU (PS)	0.048
AEV/day/station	9.874
Traffic CAGR	1,65% p.a.
CAPEX/Revenue (NPV)	43%
Maintenance Costs (thousand/year/lane)	US\$ 8.69
Duplication Costs (millions/mile)	US\$ 1.90

Duplication: **39.43 miles**
Additional Lane: **37.90 miles**
Contour: **4.99 miles**
Relevant works: **Execution of 1 contour of 4.99 miles, approximately 39.15 miles of duplications and 37.28 miles of additional lane**