



**MINISTRY OF TRANSPORTATION, PORTS
AND CIVIL AVIATION**

NATIONAL TRANSPORTATION POLICY

EXECUTIVE SUMMARY

ENGLISH VERSION

BOOK OF STATE

AND

**AGENDA OF
GOVERNMENTAL STRATEGIES**

2018

Project

National Transportation Policy

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PRESENTATION

The National Transportation Policy (NTP) is the main planning document for the Brazilian Federal Government Transportation Sector. It establishes the principles, objectives, fundamental guidelines and instruments for sectoral planning and development.

INTRODUTICON

The National Transportation Policy - NTP, presented by the Ministry of Transportation, Ports and Civil Aviation - MTPA, aims to establish, consolidate and legitimate principles, objectives, fundamental guidelines and instruments for the Federal Government Transportation Sector, in order to orientate the sectoral political-social project considering the fundamental values of the national state.

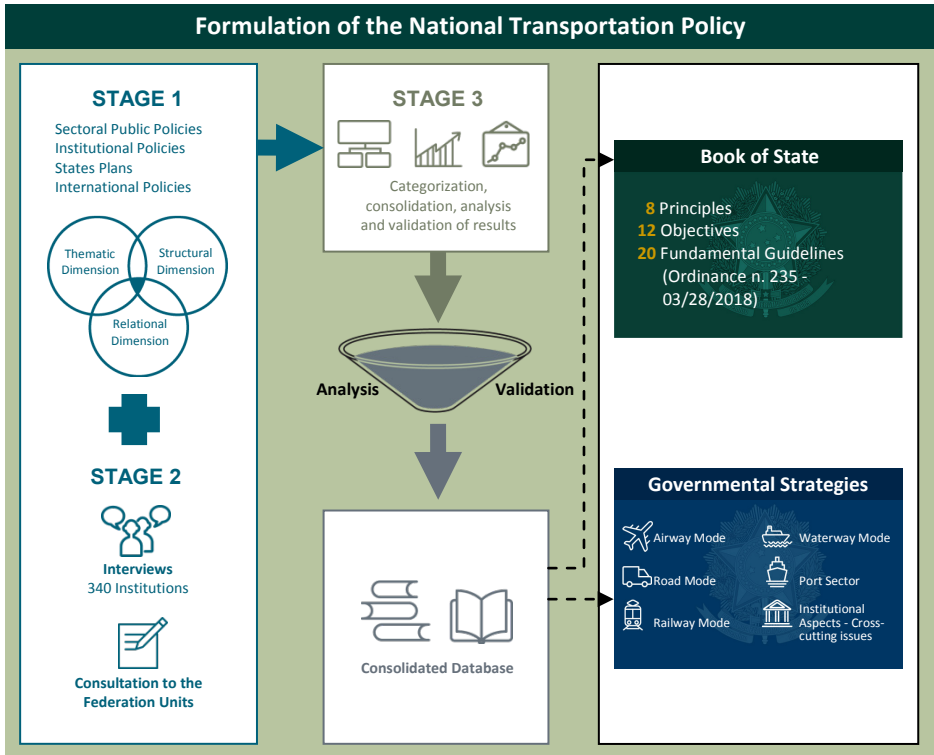
Thus, the NTP is committed to be a benchmark of the practices inherent to the Brazilian Transportation Sector, as well as being configured as a model for the political guidelines of the Federation Units and Municipalities, regarding their road systems and associated logistics services.

Therefore, the PNT development process began with the analysis of policies, plans, programs and actions of Federal Public Administration agencies, representative entities of society and planning, infrastructure and transportation agencies of the states. Logistics and transportation macro policies from other countries were also analyzed. These analysis enabled to establish a benchmarking, highlighting contents, forms, principles and values to be considered when formulating the Policy.

Concomitant with this secondary data collection, consultations were held with government agencies and entities representing society, specialists, producers, shippers, transporters and service providers for the infrastructural operation and implementation, totalizing 340 represented institutions, as well as planning and transportation entities of the Brazilian states. In order to capture interested parties expectations in the desired political framework construction, the consultations generated suggestions and contributions of great importance for the PNT formulation.

From these stages, the subsidies were organized into matrices and submitted to discourse and content analyzes, and then classified according to their degrees of generality: fundamental and constitutional character contributions were considered for the consolidation of the Book of State elements, while sectoral, private and cyclical contributions were considered for the consolidation of the Agenda of Governmental Strategies.

The mentioned methodology is summarized below.



From the processes presented, two main documents were generated: the State Book and the Agenda of Governmental Strategies.

The Book of State represents the main reference document for the sectoral public policy, reflecting the materialization of the pacts established in the scope of the Federal Transportation Sector. Therefore, it presents the most conditioning political elements: principles, objectives and fundamental guidelines, besides the instruments.

The Agenda of Governmental Strategies presents specific and priority guidelines for the Transportation Sector in a given time context. Those are subject to revision. Therefore, this document indicates the main sectoral strategies within the scope of the NTP.

BOOK OF STATE



Use this QR Code to access Book of State.

PRINCIPLES

The principles are related to the universal precepts, laws or presuppositions, being practically uncontested and of immediate apprehension, since they reflect the thought of the National State and, ultimately, of the society. They correspond to the most basic structures of the Transportation Sector.

I - RESPECT FOR LIFE

As a sovereign principle, the National Transportation Policy must ensure that all its actions are based on safeguarding life. Thus, the transportation system must value the integrity of people and goods displaced through the transportation infrastructure, minimizing risks. In addition, the transportation system should value reliability and comfort, thus corroborating the importance that life should have in formulating public transportation policies and actions.

II – INSTITUTIONAL EXCELLENCY

This principle values the recognition of public services quality in Transportation Sector, in order to ensure the social right to transportation. The sectoral organization must consider rationality and effectiveness in distribution of competences among the sectoral bodies, besides reinforcing the need of articulation with other policies, acting in a coordinated way with public agents and providing the Nation with an equitable transportation system.

III – TERRITORIAL PLANNING AND INTEGRATION

Public transportation policies must be based on a territorial planning conception, according to the land uses agreed between governmental and social actors. In this context, the Transportation Sector has a unique role, both to maintain the territorial integrity, based on national security and Brazilian territorial unit, as well as to support internal cohesion, based on an equitable people and goods network.

IV – SUSTAINABLE INFRASTRUCTURE

This principle concerns with the provision of transportation infrastructure, equipment and services in the national territory that allow accessibility and displacement of people and cargo, according to appropriate quality standards, socially accepted and sustainably integrated with the environment. To this purpose, the Transportation Sector must possess technical and financial capacity to continuously expand and improve its assets, foreseeing a structured and developed transportation network

V – LOGISTIC EFFICIENCY

This principle concerns with the movement of people and goods along the transportation system, according to the appropriate conditions and requirements, at the right moment and at the lowest cost. This requires rationality of transportation modes within the national territory. In addition, the principle also presupposes commitment of sectoral public actions to incorporate best practices from technological development and process innovations.

VI – ECONOMIC, SOCIAL AND REGIONAL DEVELOPMENT

The transportation network and associated logistics services should contribute both to the induction of social and economic development in the most deprived areas as well as to the strengthening of the social and economic development of dynamic and consolidated areas, considering that regional particularities should be safeguarded. In this way, the Transportation Sector fulfills its responsibility to contribute to the State's performance of promoting and leveraging national social and economic development.

VII – SOCIO-ENVIRONMENTAL RESPONSIBILITY

This principle is based on sectoral practices aligned with the global agenda of rationalizing the use of resources in order to not compromise their availability and quality in the future, inducing transversal behavioral changes in the actions of the National State. Thus, infrastructure projects must respect the values of minimization of the environmental impacts generated, as well as the economic viability, social justice, cultural diversity and political legitimacy before society.

VIII – INTERNATIONAL INTEGRATION AND COOPERATION

This principle corresponds to the international integration of transportation infrastructures, especially in South American integration context, in order to

strengthen geopolitical, socioeconomic and cultural cohesion of this subcontinent. It also concerns with broad international cooperation as a mean of sharing and promoting the exchange of information, experiences and technical and managerial good practices in the design, development, implementation and evaluation of public policies.

OBJECTIVES

Considering the expressed principles, NTP also lists its objectives, outlining the commitment of the Ministry of Transportation, Ports and Civil Aviation to make the necessary efforts to ensure that their actions are reflected and materialized in an efficient, reliable and sustainable transportation network, with security and rationality.

In this way, sectoral policy actions must consider the aspects objectively imposed by the territorial configuration in which the objects of their action are inserted, taking into account the particularities, regionalisms and geopolitical internal and external projects in favor of national development.

The objectives of the National Transportation Policy are:

1	To provide an affordable, efficient and reliable system for the mobility of people and goods.
2	To ensure operational safety in all modes of transportation.
3	To provide a rational and efficient transportation infrastructure.
4	To promote intra and interinstitutional participation, considering society, government and market, in the development of an integrated transportation policy.
5	To plan the logistics and transportation systems from a territorial, integrated and dynamic vision.
6	To discipline the roles of the actors of the Federal Government Transportation Sector.
7	To provide transparency to society, market and public agents, regarding the governmental actions of the Transportation Sector.
8	To incorporate innovation and technological development for the continuous improvement of sectoral practices.
9	To promote cooperation and international physical operational integration.

10	To consider regional particularities and potentialities in Transportation Sector planning.
11	To act as a vector for the socioeconomic and sustainable development of the country.
12	To ensure adequate transportation infrastructure for national security and defense operations.

FUNDAMENTAL GUIDELINES

Based on the objectives, the basic guidelines of the NTP were established. They are responsible for defining and regulating a path to follow for a defined purpose (objective), and are not subject to prioritization and hierarchy among themselves, since all of them have their inherent relevance and spheres of action.

In sum, the fundamental guidelines are the link between the objectives, directly related to the principles of the Transportation Sector, and the strategies aimed at fulfilling the institutional functions to be performed by the sectoral bodies.

These are the fundamental guidelines of the National Transportation Policy:

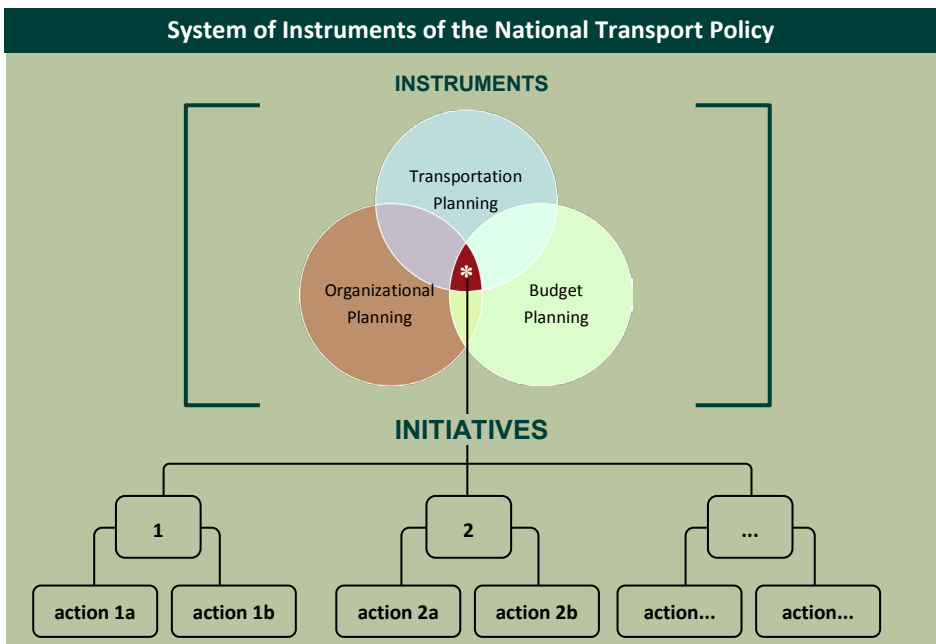
1	To provide an integrated, efficient and secure transportation system to improve mobility of people and goods, reduce logistical costs and increase competitiveness.
2	To promote and improve integration and articulation among Transportation Sector agencies, as well as among these and other related agencies, based on systemic vision, coordination and synergistic actions.
3	To stimulate the interinstitutional articulation for the improvement of the planning and evaluation of the sectoral actions directed to socioeconomic and regional development.
4	To structure institutional arrangement for a coherent distribution of competences within the Ministry and related institutions for development and compliance of the sectoral actions.
5	To propose, in the intersectoral level, consistent and coherent legal substrates to provide a safe and reliable environment for investments in logistics and transportation systems.

6	To establish, in the intrasectoral level, consistent and effective rules, in order to provide legal certainty in planning and investments in the Transportation Sector.
7	To publicize reliable and integrated data, information and actions of the Transportation Sector in a broad, periodic and accessible manner.
8	To consider the socioeconomic aspects of non-deployment of transportation infrastructure.
9	To continuously improve the management of transportation infrastructures, operations and services.
10	To regulate and effectively supervise transportation services provided to society.
11	To value and qualify the human resources of the Transportation Sector Governmental institutions by developing strategic competencies, attracting and retaining talents and creating a propitious motivational environment.
12	To encourage the exchange of knowledge and experience with national and international institutions for the improvement of sectoral practices.
13	To develop studies and researches aimed at management modernization and transportation system innovations.
14	To improve the transportation system in order to strengthen economically dynamic and consolidated regions.
15	To induce the development of economically stagnant and depressed regions based on an efficient transportation system.
16	To plan transportation infrastructures considering regional and environmental particularities.
17	To align national initiatives with neighboring countries policies and planning in favor of the generation of free transit and sectoral interoperability.
18	To consider socio-environmental, economic, political and cultural aspects in transportation planning.
19	To promote the continuous technical and financially sustainable expansion and maintenance of the federal transportation system.

INSTRUMENTS

The definition of the general and strategic purposes to be achieved from the public policies developed and implemented by the Federal Government's Transportation Sector requires the delineation of means for the implementation of such policies.

Within this context, the NTP provides the use of technical, institutional and financial instruments as contributory elements for the implementation of the corresponding sectoral initiatives and actions, assisting the Ministry and its related entities to agree and legitimize sectoral policies, plans, programs and actions.



In short, technical, institutional and financial instruments are categorized into:

Policy and Planning Instruments:

They are fundamental instruments for the institutionalization of public policies, linking them to the precepts of the predictability of actions and assertiveness in

decision making. The Policy and Planning Instruments are: the Strategic Planning of Transportation, the Strategic Organizational Planning, and the Strategic Budgetary Planning.

Advisory and Deliberative Institutional Instruments:

They correspond to the forums and councils, of an advisory or deliberative nature, which value the legitimate participation of government bodies, private initiative and organized civil society representatives in the planning process, execution and evaluation of sectoral public policies.

Political Articulation Instruments:

They correspond to the institutional instances of broad participation of the stakeholders, on which intrasectoral policies and policies of other sectors of the Public Administration, federal or not, are articulated, leading to greater legitimacy, commitment and effectiveness of sectoral policies.

Financial instruments:

Responsible for the mobilization and provision of necessary resources to carry out the plans, programs and actions of Transportation Sector.

From this categorization, were defined as instruments of the National Transportation Policy:

1	Book of State.
2	Agenda of Governmental Strategies.
3	Transportation Planning.
4	Organizational Planning.
5	Budget Planning.
6	Councils, Committees, Forums.
7	Funding and Development and Financing Programs.

AGENDA OF GOVERNMENTAL STRATEGIES



Use this QR Code to access Agenda of Governmental Strategies.

The Agenda of Governmental Strategies fulfills the role of necessary delimitation of actions – delineated as governmental strategies – that are able to achieve the most general and strategic purposes, defined in the scope of the Book of State.

In this sense, the political elements related to this agenda are the basis for guiding the practices and political actions of the various agencies and components of the Transportation Sector, each maintaining its relative autonomy and capacity to plan its specific plans and programs considering the global fundamentals of the sector.

For didactic purposes, the government strategies were divided into classes according to the modes of transportation. They are presented below:

AIRWAY MODE

1. To promote transportation access to Legal Amazon populations, to touristic potential areas and to the less developed regions of the Country, through the efficient integration between air transportation and other modes.
2. To stimulate the development of regional airports by increasing the accessibility and connectivity of the air transportation network and the national and regional integration.
3. To adopt criteria for prioritization of investments aimed at the development of airports, considering the benefits generated for society.
4. To stimulate private investment for airports construction and operation.
5. To encourage, through inter-institutional coordination, the connectivity of airports to urban centers and the integration of modes of transportation, seeking efficiency in intercity commuting.

6. To meet passengers' demands in an efficient way, through the use and adjustments of the existing airport infrastructure.
7. To promote quality and adequate service in air transportation services and in airport infrastructure.
8. To adequate airport infrastructure and air freight transportation services in order to meet the logistics solutions demanded by market.
9. To encourage civil aviation sector competitiveness.
10. To increase the limit of foreign capital participation, with voting rights, in public air services concessionaries.
11. To promote inter-institutional coordination for the reduction of tax burden regarding air transportation essential supplies, especially aviation kerosene.
12. To ensure the freedom of commercial operation in domestic flights to Brazilian airlines.
13. To ensure the freedom of tariff in the provision of regular air services.
14. To encourage the development of low and medium-density traffic connections.
15. To support the reduction of entry barriers to new airlines in the sector.
16. To support the Brazilian System for the Defense of Competition (BSDC) against economic infractions in air transportation field.
17. To minimize the harmful effects of civil aviation on the environment.
18. To improve air navigation procedures – in route and in terminal areas – in order to reduce the emission of aircraft engine noise and gases.
19. To discourage population densification in areas with significant levels of aircraft engine noise and gas emissions, in accordance with the legislation of aerodrome protection zones, noise, navigation aids and airport security areas.
20. To encourage the adoption of measures to reduce greenhouse gas emissions from aviation, such as: improvement of air traffic management, improvement of operational processes and airport infrastructure, and use of sustainable aviation fuels.
21. To support the development of sustainable aviation fuels.

22. To promote actions aimed at enhancing operational safety and protection against acts of unlawful interference.
23. To ensure respect for the rights and obligations of users, air service providers, civil aeronautical and airport infrastructures, in order to provide a balance in the relationship between the parties.
24. To support and develop the air sector regulation based on international norms and experiences, guaranteeing, above all, tariff freedom and the sustainable and efficient development of Brazilian civil aviation.
25. To consider the regional particularities in proposing the rules and regulations of the national aviation sector, so that the costs of implementing infrastructure and operation do not impair the sectoral development and the continuity of infrastructure and services supply.
26. To improve organization and management model of the airport sector.
27. To stimulate costs reduction of aviation sector.
28. To encourage investments in technologies aimed at air navigation and at increasing the capacity of the aviation sector.
29. To encourage investments in technologies and incorporation of procedures to facilitate the movement of civil aircraft, crew, passengers, baggage, cargo, mail and in-flight supplies.
30. To encourage the training of personnel to operate civil aviation sector.
31. To promote institutional, regulatory and technical-scientific development of Brazilian civil aviation.
32. To encourage the exchange of information and technology between national and international institutions.
33. To promote the efficiency of civil aviation operations.
34. To monitor civil aviation sector through indicators aimed at improving service levels.
35. To develop studies and research in the civil aviation field, in order to support the activities of the different actors in the sector.
36. To develop and maintain up-to-date national airway planning in order to guide short, medium and long-term actions aimed at reaching the goals of Brazilian civil aviation.



ROAD MODE

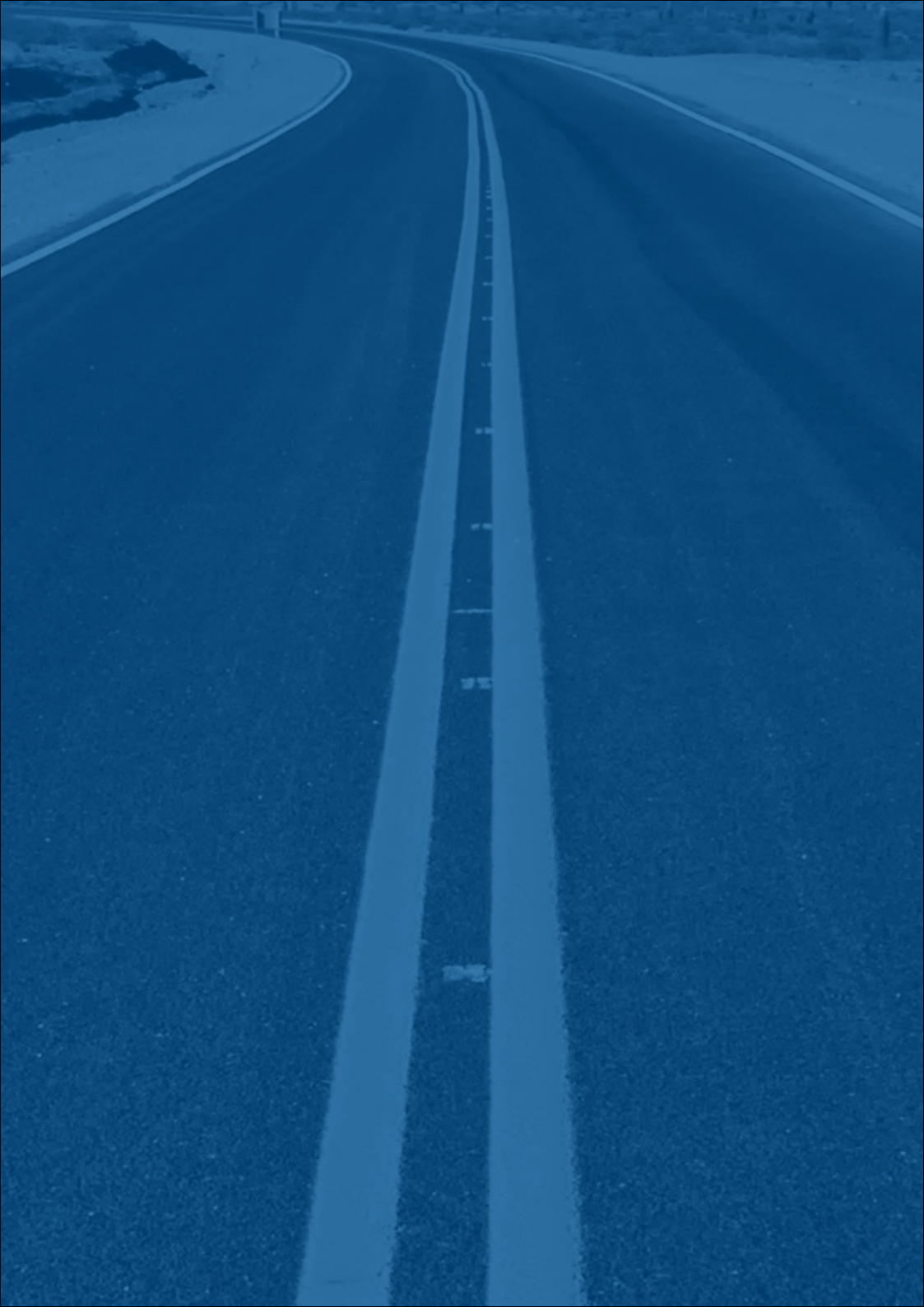
1. To prioritize the maintenance, restoration, signaling and operation of federal highways.
2. To conclude initiated transportation undertakings and advance in emblematic projects.
3. To guarantee sufficient budgetary resources for the execution of projects, from planning to conclusion.
4. To establish a low-cost paving program to improve unpaved roads trafficability, as well as create new road alternatives.
5. To update norms, regulations and constructive standards of federal highways.
6. To propose an appropriate model of road maintenance management.
7. To articulate with federated entities public policies aimed at the maintenance and implementation of secondary roads.
8. To create a technical support program on maintenance of secondary roads to the municipalities.
9. To articulate with the competent bodies the generation and execution of integrated planning and government programs aimed at guaranteeing road safety.
10. To develop and maintain, in articulation with competent bodies and entities, a statistical database capable of identifying the causal correlations between the precariousness and road defects and the potentiality of accidents occurrences.
11. To coordinate transport planning with the industrial, agricultural and agroindustrial sector, considering the provision of an expanded road network and the inclusion of technological components aimed at vehicle safety and energy efficiency.
12. To classify the highways in categories based on the level of service offered and on the infrastructure condition, so that this classification support tolls collection and the prioritization of investment.
13. To study the possibility of cross-subsidization in the scope of federal highway concession contracts.

14. To ensure the obligations and duties imposed by legislation to the exercise of cargo transportation driver profession.
15. To continuously improve the road concession model, considering the expectations of users and private initiative.
16. To define strategic logistics corridors for cargo transportation, considering the evaluation of a collection model and the specialization of infrastructure and associated logistics services.
17. To identify migratory flows in the country, aiming at expanding the road link network.
18. To encourage the use of vehicle identification technology to support transportation planning.
19. To promote the efficient supervision of regulated road transportation services in order to generate benefits to users.
20. To consider, in road projects, the socioeconomic impacts of non-deployment and non-adequacy of infrastructure.
21. To plan road infrastructure considering efficient mobility and minimizing current and future interference and impacts on urban traffic.

RAILWAY MODE

1. To establish a permanent committee to define the models for concession and operation of rail passengers and cargo, considering the benefits generated for users and the specifics of this mode of transportation.
2. To create a forum aimed at subsidizing the planning, management and operation of the railway subsystem, considering the active and effective participation of users.
3. To define an adequate distribution of competencies aiming at the efficiency of federal railway subsystem management.
4. To propose programs for the promotion of rail passenger transport.
5. To prioritize rail projects aimed at logistic development and integration of the transport network.

6. To evaluate and plan projects for the concession of integrated multimodal logistics corridors.
7. To look for solutions to the operational obstacles observed in the national rail network.
8. To identify, evaluate and use underutilized / abandoned rail sections for the transportation of passengers and / or cargo.
9. To define divestments policies for unusable / unviable rail sections.
10. To define policies for the feasibility of operations of unusable/underutilized rail sections by the concessionaires and / or returned rail sections to the Federal Government.
11. To expand the rail network and promote improvements in existing infrastructure for greater logistics efficiency.
12. To ensure rail safety, especially in urban areas.
13. To consider rail transport use as an option for regional integration and domestic supply.
14. To evaluate the creation of a railway fund so that the revenue is reversed to the national railway subsystem.
15. To establish a technical committee to discuss and define the readjustment of regulatory frameworks to provide legal certainty for the national railway subsystem.
16. To evaluate the anticipated extension of the railway operations concession contracts, respecting current contracts conditions.
17. To improve the regulation and supervision of railway concessions, considering the generation of benefit to society.
18. To evaluate the effectiveness of regulatory and inspection actions within the scope of the national railway subsystem.
19. To analyze the results of the performance indicators aiming at management improving and obtaining the expected results.



WATERWAY MODE

1. To classify the waterways according to the definition of their templates.
2. To elaborate technical criteria to prioritize projects in the "Investment Plan".
3. To propose a maintenance plan to Small Public Port Installations (IP4s), considering the safety of users.
4. To reevaluate the federal waterway subsystem considering intermodality as a criteria of prioritization, and taking into account the strategic logistic corridors.
5. To promote inter-institutional articulation in order to simplify procedures for environmental licensing and waterway maintenance.
6. To guarantee qualified representation of the Ministry of Transport, Ports and Civil Aviation in the National Council of Water Resources (CNRH) and in their respective Technical Chambers.
7. To structure average management costs, traffic and accidents systems, aiming to subsidize waterways feasibility evaluation.
8. To promote the discussion about a concession model or Public-Private Partnership for the maintenance of waterways used for cargo transportation, considering the concept of strategic logistics corridors.
9. To improve inland waterway transport management through the implementation of the National Committee for Waterway Management (CONAGH) and the Regional Waterway Development Groups (GDRHs).
10. To carry out the institutional articulation with the competent bodies for the improvement of Brazilian shipbuilding and repair industry.
11. To encourage the development of Brazilian long-haul merchant fleet, cabotage, inland navigation and port and maritime support, as well as the national shipbuilding industry, using financing instruments.
12. To promote technical and economic studies aimed at promoting merchant navy and national naval industry.
13. To support the development of Brazilian shipping and naval industry, prioritizing chartering of national flag vessels.

14. To plan and improve institutional coordination with the Ministry of Mines and Energy (MME) and the National Water Agency (ANA) to consolidate the flow of the level transposition process.
15. To implement the structured maintenance program for waterways (dredging, signaling, beaconing and stumps removal).
16. To reduce cabotage operational costs in order to encourage greater participation of this transportation mode in the movement of goods and supplies.
17. To encourage the use of containers in transportation by cabotage, minimizing the movement of empty containers.
18. To evaluate and implement actions aimed at increasing the participation of multimodal operators in the cabotage market.
19. To conduct negotiations with the governments of South American countries in order to consider the navigations between the ports of South America as cabotage.
20. To encourage general cargo transportation through cabotage, contributing to regional integration and development, especially in the poorest regions.
21. To articulate with the competent bodies the simplification of the legal requirements for cabotage operations.
22. To improve monitoring through structured data presentation.
23. To articulate, in an interinstitutional way, aiming at waterways safety and capacity expansion.
24. To continue the improvements and elimination of logistic obstacles in waterways, considering a greater efficiency in the displacement of people and goods.
25. To implement the Vessel Tracking Program (PRENAV).
26. To consolidate and periodically review the strategic waterway planning.
27. Support international treaties for the development of waterway transportation.
28. To act as a precursor to the establishment of South American regulations for waterway transportation.

PORT SECTOR

1. To modernize the management of port administrations.
2. To seek financial self-sustainability of port administrations.
3. To improve the governance of the sector.
4. To promote environmental sustainability of ports.
5. To promote the zoning of port areas, considering the activities interaction with the environment.
6. To promote the structuring / consolidation of the environmental management, safety and health at work sectors.
7. To adapt ports to environmental legislation.
8. To train port employees in environmental management and safety and health at work.
9. To revitalize port areas, strengthening interaction between port and city.
10. To promote environmental certification in ports.
11. To improve port system productivity in cargo handling.
12. To reduce mooring waiting time.
13. To ensure operational safety at port facilities.
14. To improve the efficiency of consenting services.
15. To adapt the operation of passengers in order to satisfy the users' needs.
16. To adapt waterway accesses and mooring facilities to ships demands.
17. To increase facility capacity to meet load demand.
18. To increase the use and modernize organized ports areas according to Development and Zoning Port Plans (PDZs).
19. To maintain infrastructure and facilities of organized ports in order to meet cargo demand.
20. To find the adequate level of service in port accesses.
21. To encourage the use of cabotage navigation.
22. To optimize logistics intelligence in the management of ports accesses.

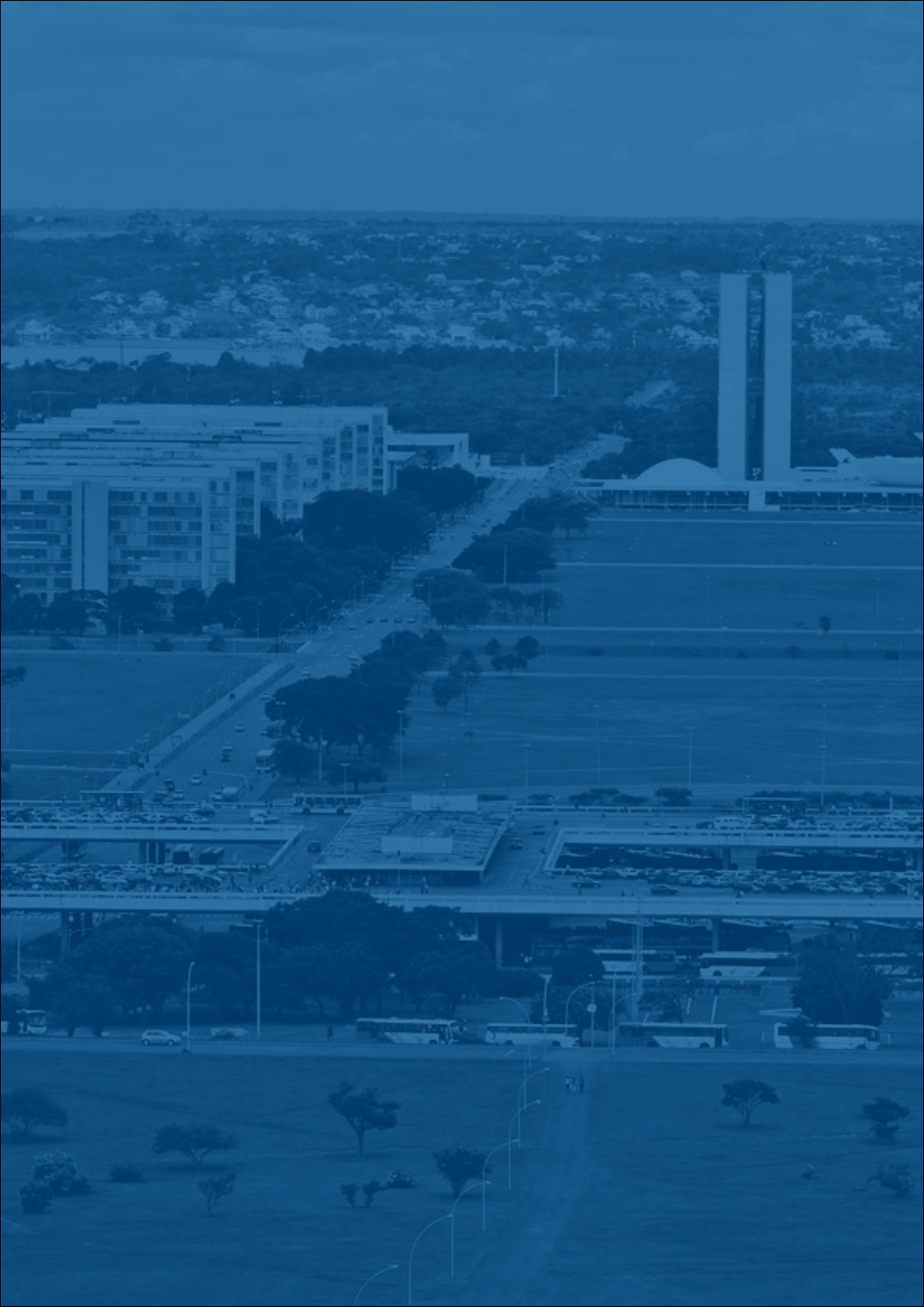


INSTITUTIONAL ASPECTS - CROSS-CUTTING ISSUES

1. To periodically evaluate implemented transportation public policies in order to improve the transportation sector planning process.
2. To institute intra and intersectorial discussion forums aimed at generating greater synergy, articulation, management effectiveness and governance in public policies related to the transportation sector, also considering expectations of the academic sector and business visions of the private sector with the governmental transportation planning.
3. To promote technical exchange with federal states in a policy integration forum and establish a positive agenda with federal states Governments.
4. To establish a positive agenda for the articulation of transportation sector agencies and other agencies, providing a systemic, coordinated and synergistic vision among public actions.
5. To define criteria for project qualification and investment prioritization, considering the role of infrastructure in inducing or consolidating socioeconomic and regional development.
6. To articulate with competent decision-making bodies the generation and execution of integrated planning and governmental programs aimed at guaranteeing transportation safety, including inspection.
7. To establish priority axes for South American integration in order to promote geopolitical and socioeconomic development.
8. To identify and propose solutions to bureaucratic obstacles and inefficiencies in meeting the demands of transportation infrastructures.
9. To improve the management of infrastructure projects by sectoral performance evaluation from institutional agencies.
10. To create a positive environment and develop strategic skills using appropriately qualified, stable and continuous technical teams within the scope of planning, implementation, monitoring and evaluation sectors.
11. To promote training courses for maritime professionals.
12. To ensure the continuous maintenance of infrastructure with specific financial resources provision mechanisms.

13. To adequately supervise and evaluate Transportation Sector plans and programs, in order to continuously improve public policies.
14. To continuously incorporate technological innovations that contribute to the efficiency of transportation services delivered to society.
15. To evaluate current concession models for strategic and structuring projects.
16. To evaluate different investment models aimed at the expansion, maintenance and operation of transportation infrastructure, considering the levels of service offered to society.
17. To propose a compatible agenda among the government's planning, control, execution and oversight bodies for logistics efficiency.
18. To constantly update strategic logistics corridors in order to reconcile the actions of government and private investors regarding the prioritizing investments.
19. To improve transparency mechanisms for transport actions with government and society in order to strengthen participatory planning.
20. To improve institutional, legal and regulatory measures to increase private sector participation in infrastructure projects.
21. To evaluate mechanisms aimed at increasing competition in public contracts for provision and operation of infrastructures.
22. To establish a protocol that guarantees this Ministry daily and unrestricted access to information related to the progress of concessions in the Transportation Sector.
23. To evaluate intermodal concession feasibility in strategic logistics corridors and act in national logistics improvement by supporting more rational and efficient transportation operations, in order to generate greater benefits to society.
24. To contribute to the development of Export Processing Zones (ZPEs) as strategically located facilities for adding value to logistics chains and expanding the Brazilian exportation agenda.
25. To define strategies, through a participatory forum, aimed at the effective development of intermodality.
26. To publish statistical data and consolidated, reliable and periodic information about the Transportation Sector on widely accessible digital platforms.

27. To promote institutional articulation aiming at the reduction of emissions of Greenhouse Gases (GHG).
28. To incorporate mechanisms to reduce GHG emissions at all stages of transportation infrastructure design.
29. To prepare and keep updated emissions inventories of the Transportation Sector.
30. To promote the adaptation of transportation infrastructure to climate change.
31. To propose a legal instrument that directly links a constraint to the environmental impact generated by the transportation enterprise, according to the entrepreneur's institutional competencies.
32. To improve the processes of contracting, execution and delivery of transportation infrastructure projects through the specialization of the institutions involved in the processes of engineering projects elaboration.
33. To evaluate the contract models of services and projects of transportation infrastructure in order to their continuous improvement.
34. To assess the results of transportation infrastructure and services concessions in the light of the National Transportation Policy principles and objectives.
35. To strengthen the management of expropriation, resettlement and restricted use areas, in order to increase celerity and legal security for transportation projects.
36. To define risk mitigation models in public contracting of transportation infrastructure.
37. To base sectoral planning in strategic logistics corridors and consider the insertion of logistics platforms in transportation planning aiming at the development of intermodality.
38. To evaluate mechanisms for simplification of rules and taxation to promote intermodality / multimodality.
39. To strengthen the integrated planning of the Transportation Sector, considering the socio-environmental issue.



FINAL CONSIDERATIONS

Public policies should be understood as the model used by the National State to conduct public affairs, in its most varied aspects, in order to make more assertive decisions and aimed at the benefit of society.

Therefore, analyzing the universe of public policies developed in a given spatial and temporal context means, ultimately, to glimpse the models valued by a given collectivity, so that the choices made by the social representation, materialized in the National State, meet the demands of a desirable country project.

Therefore, thinking about the desired project of Transportation Sector implies in unveiling the values and principles on which transportation infrastructures and the logistics services associated with them must be anchored to adequately respond to the size of the socially constructed dream.

In this context, the State Book proposed to present the values and principles that should be taken into account in the formulation and execution of the policies, plans, programs and actions of the Federal Government Transportation Sector. These principles have been translated into objectives, fundamental guidelines and instruments (institutional, technical and financial), anchored in the perspective of providing the purposes, guidelines and means for the Federal Government Transportation Sector to fulfill its expected role.

In line with these elements, the Agenda of Governmental Strategies prompts the institution of governmental strategies aimed at establishing plans for the coordination of the Federal Government's political actions in favor of the desired sectoral model. In other words, such strategies align and determine what actions and paths should be taken in order for the outlines to be materialized.

Considering these reflections, these are the elements – principles, objectives, fundamental guidelines, instruments and governmental strategies – now in place.



**MINISTRY OF TRANSPORTATION, PORTS
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