

ANTT'S STRUCTURE

ANTT is composed by a Board of five directors, with a fixed five-year term, nominated by the President of the Republic after confirmation hearing and voting at the Federal Senate. Among the directors, one is designated by Brazil's President to exercise the position of director-general.

ANTT's Board of Directors is responsible for all management activities, such as strategic planning, budgeting, as well as regulating, inspecting, and enforcing public policies on concessions, permissions, and authorizations, in compliance with the general plan of granting, norms, services regulations and signed contracts. In conclusion, the Board of Directors has the final word on the entire regulatory process of the Agency.

Hierarchically, below the Board of Directors are the

superintendencies and managements, which are responsible for the elaboration of the whole normative process (resolutions, ordinances, reports, technical studies, and technical notes), as well as for the inspection of regulatory compliance.

Besides the main office building, in Brasília, ANTT is currently present through its units in the following states: São Paulo, Rio de Janeiro, Minas Gerais, Santa Catarina, Mato Grosso, Goiás, Ceará and Paraná. Furthermore, the Agency's operations have been optimized by the multiple inspection offices distributed throughout the country. This structure is made complete by ANTT's effective staff, composed by career civil servants with a technical high-level profile.

NATIONAL CENTER FOR OPERATIONAL SUPERVISION (CNSO)



ANTT's National Center for Operational Supervision (CNSO) is a technological space for research and innovation. In this department, data from Brazilian highways and railways are compiled, analyzed and processed. The strategic information gathered contributes to more assertive solutions for land transport regulation and inspection.

Based on interconnected systems with the operational control centers in each sector, it will be possible to improve the predictivity and proactivity of ANTT's regulatory and inspection efforts.

watch the video about CNSO.



Watch a video about ANTT



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NATIONAL LAND TRANSPORT AGENCY (ANTT)

Created in 2001 by Law No. 10.233, the National Land Transport Agency (ANTT) is a regulatory agency that enforces public policies regarding infrastructure exploitation and the operation of land transport in Brazil.

Its activities are divided into regulation (rulemaking) and inspection (monitoring of regulation application).

Since its creation, the Agency has been putting efforts on providing constant advancements to land transportation in Brazil, focused on delivering service excellence to all users.

MISSION

TO ENSURE ADEQUATE INFRASTRUCTURE AND PROVISION OF LAND TRANSPORT SERVICES TO USERS, PROVIDING TRANSPARENT AND EFFECTIVE REGULATION, THUS DELIVERING CONTINUOUS IMPROVEMENT OF SERVICE RENDERINGS.

VISION

TO BE RECOGNIZED BY SOCIETY AS AN INNOVATIVE AGENCY, WITH DECISION MAKING AUTONOMY, TRANSPARENT AND EFFECTIVE IN ITS ACTIONS TOWARDS THE LAND TRANSPORT SECTOR.

ATRIBUTOS DA PROPOSTA DE VALOR

• TRANSPARENCY AND SOCIAL PARTICIPATION;
• HARMONIZATION AMONG STATE, GOVERNMENT, REGULATED AGENTS AND USERS.

• RESPONSIVE PERFORMANCE;
•

ASSIGNMENTS

ANTT is responsible for the federal roads granted to the private sector regarding the regulation and monitoring of concession contracts, for general cargo and dangerous goods road

transport, for interstate and international passenger road transport, as well as for passenger and cargo railway transport granted to the private sector.

PASSENGER

- Interstate and international passenger road transportation;
- Interstate semi-urban passenger road transport.

OTHER ASSIGNMENTS

- Registration of operating entities for pipeline transport, such as gas, oil, and mineral ducts.
- Authorization for the multimodal transport operator, who carries out the cargo transport using more than one transport modal and is responsible for the operation from its origin to its destination.

RAILWAY

- Federal railway concessions;
- Railway cargo and dangerous goods transport;
- Interstate, international, and touristic railway transport.

HIGHWAY

- Federal Road Concessions.

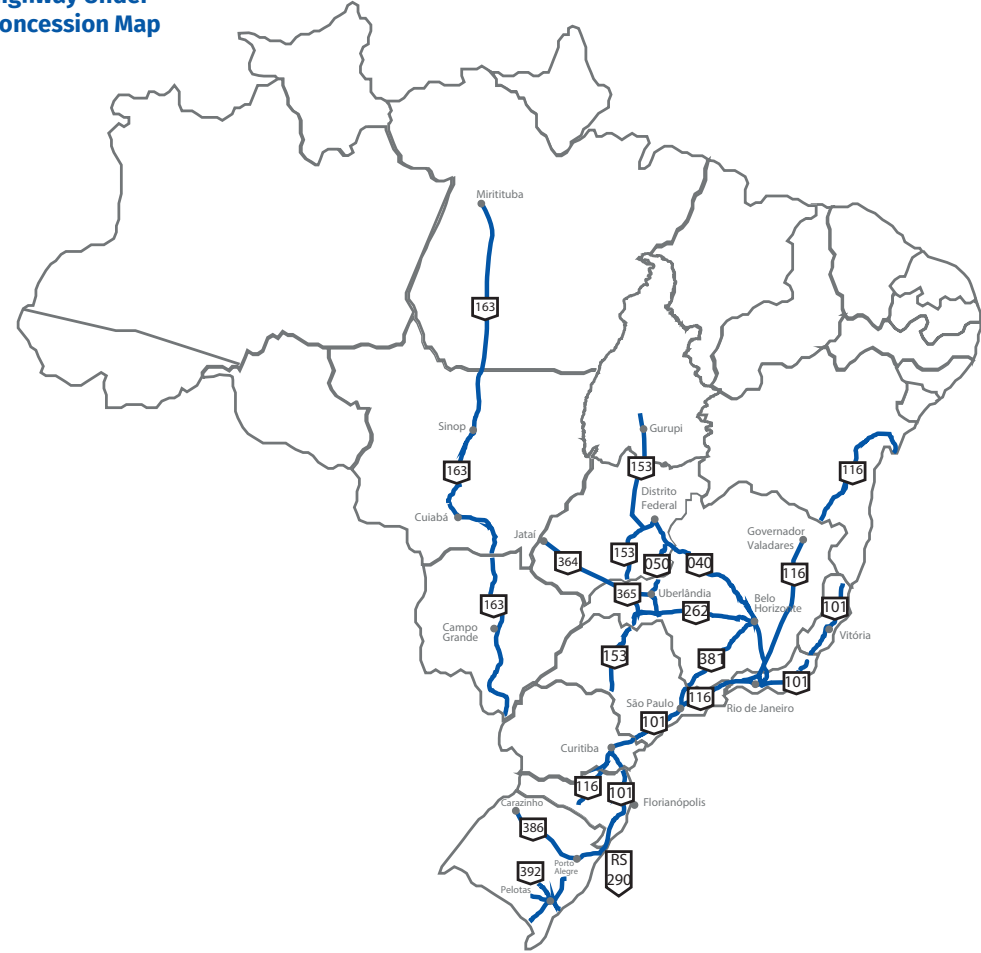
CARGO

- Road cargo transport, including dangerous goods;
- National Registry of Road Cargo Transport - RNTRC;
- Minimum Freight Floor Rates National Policy - PNPM.

FEDERAL HIGHWAY UNDER CONCESSION

ANTT currently manages 24 federal roads under concession. There are over 12 thousand kilometers granted to the private sector in the following states: Bahia, Espírito Santo, Goiás, Minas Gerais, Mato Grosso do Sul, Mato Grosso, Pará, Paraná, Rio de Janeiro, Rio Grande do Sul, Santa Catarina, São Paulo, Tocantins and Distrito Federal.

Highway Under Concession Map



13.023 KM granted to the private sector

24 Roads under concession

3,1 MILLION mechanical services

460 THOUSAND medical attendances

2015 - 2021
9,2% fatality rate decreased

2007 - 2021
53,8 BILLION invested in construction and maintenance.

ROAD PASSENGER TRANSPORT

Interstate and international road passenger transport are other examples of essential public service regulated and inspected by ANTT, being segmented into three categories of services: chartering, regular and semi-urban.

Chartering is the collective transport carried out by private operators through registration and authorization of a travel licence issued to companies that provide continuous services. In the same way, chartering works for interstate and international transport during touristic seasons.

Regular interstate or international passenger collective road transport service is the transport activity available for public access

4.653 active lines for regular interstate and international passenger transport

232 authorized companies

90 MILHÕES people transported annually

through individualized ticket sales. This service can be executed through trips between cities in different Federation States/Units, regarding interstate transport, or between municipal districts of Brazil and foreign territories, regarding international passenger transport.

The semi-urban service is the collective public transport provided to passengers using buses with urban characteristics between nearby locations/cities in different States/Units in Brazil, regarding the interstate transport, or between municipal districts in Brazilian territory and nearby foreign cities, regarding the international passenger transport.

85.654 licensed drivers

5,5 MILLION discounts and exemptions provided by law

passengers with disabilities + elderly passengers + low-income youth

28.514 vehicles registered with ANTT

ROAD CARGO TRANSPORT

Brazil has a vast network of nearly 2 million kilometer, including federal, state, and municipal (paved and unpaved) roadways. The federal road network is essential for the road cargo transport, responsible for the circulation of products and for heating up Brazilian economy.

300,5 THOUSAND cargo transport companies

938,7 THOUSAND autonomous cargo transport operators

There are over 300,5 thousand cargo transport companies, 938,7 thousand autonomous cargo transport operators, and 569 cargo transport cooperatives registered with ANTT. The sector creates more than one million formal jobs every year. There are 2.729 million cargo vehicles reaching all Brazilian municipalities.

2,7 MILLION cargo vehicles

100% Brazilian municipalities

RAILWAY CARGO AND PASSENGER TRANSPORT

The main objectives of ANTT's activities concerning the railway cargo transport are the logistic and sustainable development of the country, production increase, railway network integration with other transport modals (multimodality), operational restriction removal, safety improvement, as well as the railway industry and job market expansion.

The railway modal is particularly characterized by its capacity to transport large volumes having high energy efficiency, especially when it comes to displacement over medium and long distances. Regarding the railway transport modal, it is also a safer option, with lower accident rates and lower incidences of theft and robbery.

As far as regulation is concerned, ANTT issues the notices and holds the concession auctions, deals with early contract extensions, analyzes the railway authorizations' locational requirements and compatibilities, among other matters. The purpose of the inspection, on the other hand, consists in verifying compliance with the norms and current contracts, mainly in terms of the adequate railroad cargo transport public service rendering, the leased public assets conservation, and the concessions' economic-financial aspects.

ANTT is also responsible for authorizing and inspecting regular railway transport (Estrada de Ferro Vitória a Minas - EFVM and Estrada de Ferro Carajás - EFC) and occasional passenger transport (tourist, historical, cultural and commemorative trains).

