



# *Contract* optimization

**NATIONAL SECRETARIAT OF  
ROAD TRANSPORTATION - NSRT**

Procedures related to the "optimization" and modernization of highway concession contracts are currently underway within the Federal Government.



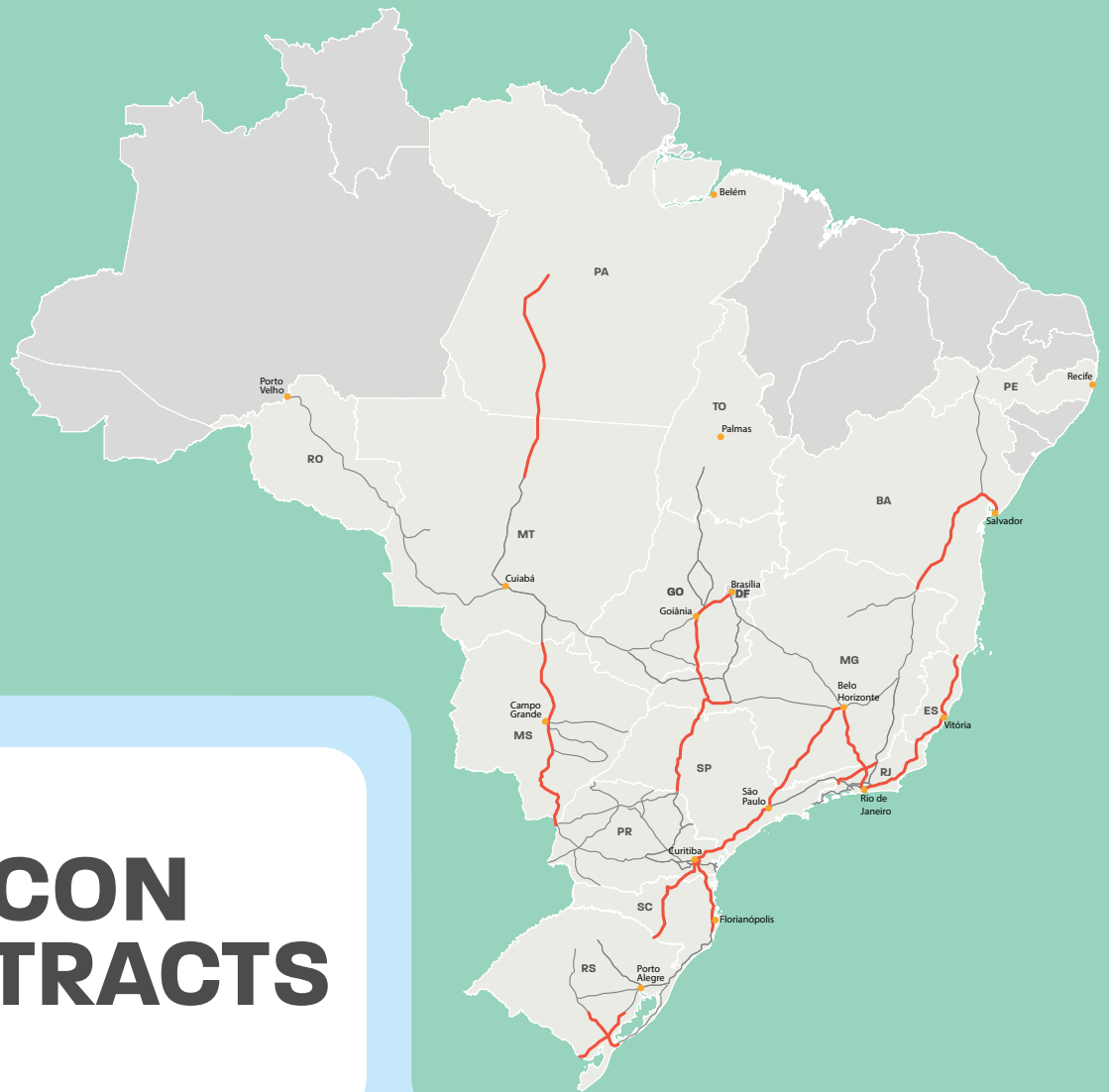
**2nd Edition - Jan/2025**





Eco 101 - Passarela Reta Grande





**14** CON  
TRACTS

*US\$* **18** *billion*



# Contract optimization



The Ministry of Transporte established, through Ordinance No.848, dated August 25, 2023, the procedures related to the "Optimization" of concession contracts concerning the operation of federal highway infrastructure, in line with the Public Granting Policy.

In the infrastructure sector, particularly in the case of highway assets, concession contracts often span decades. Naturally, many economic, financial, social, technical, and performance assumptions may not materialize satisfactorily over the years as originally envisioned. Additionally, the need for new construction projects may arise during the contract term due to the development of specific regions.

"Optimization" will enable the modernization and standardization of these contracts, allowing for the immediate resumption of works in concessions with "stressed" contracts — those with halted works and/or suspended obligations. This includes concessions where the primary investments have already been completed. Furthermore, it will facilitate the execution of new construction projects, many of which are necessary but were not initially included in the original contracts or whose need emerged later.

Without this initiative, users would have to wait for the expiration of current contracts — some with significant remaining durations — before new bids could be conducted to address urgent and important works or societal demands in Brazil.

The new Public Granting Policy, launched by the Ministry of Transport in 2023, aims to modernize concession contracts, some of which date back to the 1990s and lack contemporary mechanisms to incentivize construction, oversee operations, and regulate contractual obligations effectively.

This "Optimization" will also enable the advancement of new projects by at least four years compared to the timelines anticipated in ongoing auction studies. In new concessions, construction typically begins between the third and seventh/eighth years of the concession term, as the new concessionaire must first familiarize itself with the highway, prepare executive projects, and obtain the necessary environmental licenses.

By optimizing current contracts, existing concessionaires can leverage available projects and valid licenses, allowing them to commence new works immediately after signing the addenda.

From a public interest perspective, another significant advantage for users will be the ability to travel on highways with standardized and improved parameters.

This will result from the standardization of contracts, which will consequently reduce regulatory costs, facilitate monitoring by ANTT (National Land Transport Agency), and even improve the public's understanding of the obligations of the concessionaires.

The advantages of "Optimization" can still be observed with the use of mechanisms to encourage the execution of investments, such as the tariff trigger, with a differentiated tariff before and after the delivery of the works. In other words, the user will pay a higher tariff only after the capacity expansion is completed. In addition to being fair and just to users, this mechanism encourages the concessionaire to be more efficient in delivering the planned works as quickly as possible.

The innovations mentioned here also require different regulation and oversight of the contracts. At a minimum, during the first three years, known as the transition period, the rules for monitoring and tracking the progress of the works by ANTT will be more stringent, with quarterly evaluations instead of annual ones, and with the support of independent auditors to be hired by Infra S.A.

In case of non-compliance that exceeds the acceptable tolerance specified in the amendment, an automatic tariff reduction mechanism and a process for replacing the concessionaire, called "express exit", will be triggered. This is faster than the traditional contract expiration mechanism.

It is important to emphasize that the process of "Optimization" and contractual modernization is being developed collaboratively by various public administration sectors and the Federal Court of Accounts (TCU). The initiative aims to contribute to the effectiveness of public policies and the legal security of timely solutions built collaboratively and quickly with society and public entities. We highlight that the consensual solution of conflicts and consensualism is the power-duty of public administrators.

The terms of the consensual solution, which will be jointly developed at the External Control Secretariat for Consensual Solutions and Conflict Prevention (SecexConsenso), established by the TCU in December 2022, after the agreement between the parties — TCU, Ministry of Transport (MT), ANTT, and Concessionaire, with the support of Infra S.A. — will be submitted for approval by the TCU Plenary and AGU (Attorney General's Office).

With the signing of the optimization amendments, concessionaires will also waive all existing judicial, administrative, and arbitration proceedings, thus providing greater legal security for all parties involved.

Considering the 14 concession contracts that adhered to Ordinance No. 848/2023, the "Optimization" has the potential to add approximately USD 18.033 billion in investments to Brazil, of which USD 4.260 billion would occur in the next 3 years, generating an estimated 1,600,000 direct, indirect, and income-effect jobs for Brazilians.



**14 CON  
TRACTS**

adhered to Ordinance  
No. 848/2023  
(under review)

Concessionaires in Optimization	CAPEX (March/2023)*		Extension Period	Relicitation	status
	Year 1 to 3	TOTAL			
Eco101	306.56	1,177.05	10	Yes	<b>Approved</b> by the TCU Plenary
MSVIA	352.46	1,580.33	10	Yes	<b>Approved</b> by the TCU Plenary
Fluminense	329.51	991.80	15	Yes	<b>Approved</b> by the TCU Plenary
Via Bahia	700.00	2,942.62	15	No	<b>Pending</b> TCU Plenary Review
Fernão Dias	521.31	2,455.74	15	No	<b>TCU -</b> Consensus Commission
Régis Bittencourt	267.21	1,414.75	15	No	<b>TCU -</b> Consensus Commission
Via Brasil	280.33	1,432.79	15	No	<b>TCU -</b> Admitted
Litoral Sul	349.18	1,408.20	5	No	<b>ANTT</b>
Planalto Sul	145.90	680.33	15	No	<b>ANTT</b>
Transbrasiliana	165.57	627.87	15	No	<b>ANTT</b>
Concebra	429.51	2,096.72	0	Yes	<b>TCU -</b> Admitted
Ecosul	154.10	409.84	15	No	<b>Archived</b>
Rodovia do Aço	157.38	309.84	15	No	<b>Archived</b>
Concer	193.44	347.54	15	No	<b>Archived</b>
<b>TOTAL</b>	<b>4.352</b>	<b>17.875</b>			

\*US\$ million

INVESTMENTS  
BY STATE

with the

“Optimizations”

STATE	Investments US\$ million	
	2025 to 2027	TOTAL
Bahia	422.95	2,939.34
Distrito Federal	6.56	55.74
Espírito Santo	260.66	1,216.39
Goiás	78.69	626.23
Minas Gerais	475.41	3,580.33
Mato Grosso do Sul	352.46	1,580.33
Mato Grosso	42.62	355.74
Pará	119.67	1,013.11
Paraná	127.87	1,052.46
Rio de Janeiro	388.52	1,544.26
Rio Grande do Sul	70.49	409.84
Santa Catarina	186.89	1,967.21*
São Paulo	272.13	3,278.69*

\*CAPEX plus additional works requested by civil society



**ESTIMATED  
EMPLOYMENT CREATION**

*Employment*

Concessionaires in Optimization	Direct	Indirect	Income Effect	TOTAL
Concebra	61,581	29,043	94,822	185,459
Concer	10,536	4,969	16,224	31,731
ECO101	34,351	16,201	52,893	103,451
Ecosul	12,316	5,809	18,964	37,092
Fernão Dias	72,069	33,990	110,972	217,045
Fluminense	29,107	13,727	44,818	87,658
Litoral Sul	41,326	19,491	63,635	124,461
MSVIA	47,052	22,191	72,450	141,702
Planalto Sul	19,966	9,416	30,743	60,129
Régis Bittencourt	41,519	19,581	63,931	125,040
Rodovia do Aço	9,189	4,334	14,149	27,674
Transbrasiliana	18,426	8,690	28,373	55,493
Via Bahia	86,357	40,729	132,974	260,078
Via Brasil	43,058	20,308	66,302	129,677
<b>TOTAL</b>	<b>526,853</b>	<b>248,478</b>	<b>811,250</b>	<b>1,586,690</b>

# Do you know what *innovations* Ordinance No. 848/2023 introduces?

## CONTRACTUAL OPTIMIZATION

- Standardization of contracts;
- Advancement of at least 3 years in the schedule for capacity expansion works;
- Transition period with qualified monitoring of ANTT's oversight through objective rules;
- Provision for a tariff reclassification mechanism linked to the execution of works;
- Simplified exit process for non-compliance with work targets;
- Requirement for proof of technical, economic, and financial capacity for immediate execution of works;
- Fairness in tariffs;
- Provision for a contract extension of up to fifteen years;
- Provision for the immediate start of the work cycle for pavement and signaling maintenance and restoration throughout the entire stretch.



# Advantages

## OF CONTRACTUAL “OPTIMIZATION”



Updating Contracts to the New Public Concession Policy.

Renunciation of alleged past imbalances not recognized by ANTT.

Renunciation of existing judicial, administrative, and arbitration proceedings.

Prior determination of the compensation value for the non-amortized intangible asset.

Prioritization of the execution, in the first 3 years, of licensed works with projects or at an advanced stage of analysis by the respective agencies.

The initial tariff applied is lower than the average of studies under development.

Requirement for financing and/or prior contributions from shareholders.



# How Ordinance

## 848 WORKS

### Pre-Admissibility Analysis

**Fourteen proposals for "optimization"** were submitted by concessionaire companies during the term of Ordinance 848, until December 31, 2023. The proposals, currently under evaluation by Ministry of Transport in partnership with Infra S.A., ANTT and TCU, will enable the early execution of significant works on the granted stretches.

**Ministry of  
Transport**

Pre-admissibility analysis

**INFRA**

Technical Analysis of the Projects, Always Comparing the Proposal with the New Bidding Studies Under Development

**Ministry of  
Transport**

Analysis by the Legal Consultancy and publication of the Pre-Admissibility Ordinance.

**ANTT**

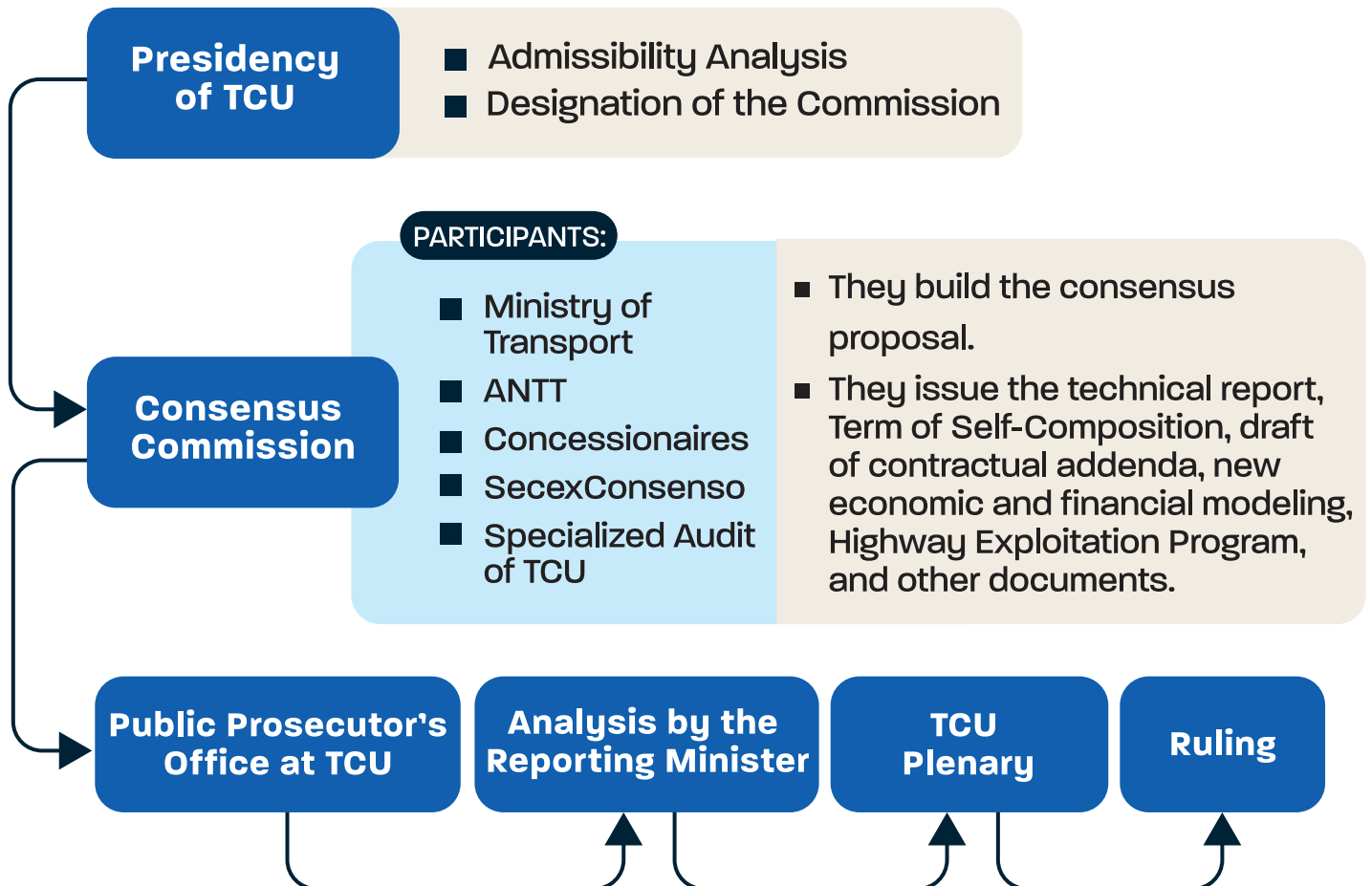
Analysis of the advantages through technical and legal opinions, aiming to demonstrate the benefit of "optimizing" the contract compared to the option of conducting a new auction at the end of the existing contract or the amicable termination process.  
Submission to the TCU.



# Flow

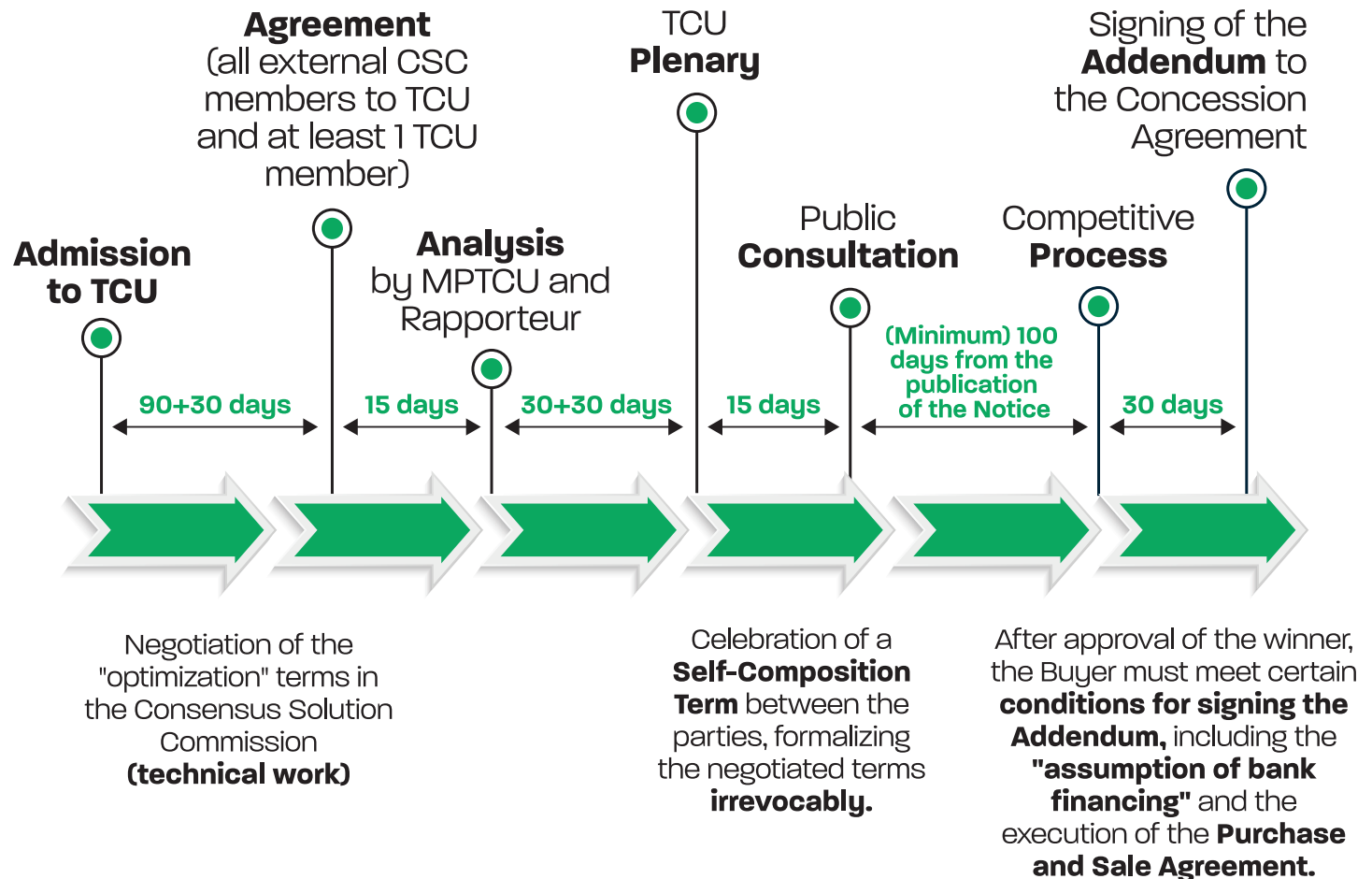
## AT THE TCU SECEX-CONSENSO

### Analysis Process at the Court



# Analysis Deadlines

## SECEX-CONSENSO





# *Main Planned Works*

## Duplication

### TOTAL

**666 miles**

with 156 miles  
between 2025 and 2027

### Eco101

**105 miles**  
on BR-101/ES/BA

with 50 miles between  
2025 and 2027

### MSvia

**114 miles**  
on BR-163/MS

with 42 miles between  
2025 and 2027

### Fluminense

**40 miles**  
on BR-101/RJ

with 13 miles between  
2025 and 2027

### Via Brasil

**152 miles**  
on BR-163/MT

with 3 miles between  
2025 and 2027

### Transbrasiliana

**120 miles**  
on BR-153/SP

with 38 miles between  
2025 and 2027

### Concebra

**127 miles**  
on BR-060/153/262  
/DF/GO/MG

with 10 miles between  
2025 and 2027

### Planalto Sul

**8 miles**  
na BR-116/PR/SC

---



# Main Planned Works Contour

TOTAL

**84.33  
miles**

## MSVIA



**Location:**

Mundo Novo

**3.55 miles**



**Location:** Eldorado

**6.82 miles**



**Location** Itaquiraí

**3.70 miles**



**Location:**

Vila São Pedro

**2.13 miles**



**Location:** Vila Vargas

**1.71 miles**

## ECO 101



**Location:** Linhares\*

**21.87 miles**



**Location:** Ibirapu

**2.61 miles**



**Location:** Fundão

**7.08 miles**

## Fluminense



**Location:** Itaboraí

**1.24 miles**



**Location:** Campos\*

**14.60 miles**

## Litoral Sul



**Location:**

Morro dos Cavalos\*

**3.11 miles**

## Concebra



**Location:**

Campo Florido

**2.55 miles**

## Regis Bittencourt



**Local:** Curitiba\*

**13,36 miles**

Contour North

\*Executed by trigger



# *Main Planned Works*

## Additional Lane

TOTAL

**530miles**

with 130 miles  
between 2025 and 2027

**Eco101**

**25 miles**

on BR-101/ES/BA

---

**MSvia**

**120 miles**

on BR-163/MS

with 39 miles between  
2025 and 2027

**Fluminense**

**34 miles**

on BR-101/RJ

with 25 miles between  
2025 and 2027

**Concebra**

**136 miles**

on BR-060/153/262/DF/GO/MG

with 9 miles on BR-060/GO  
between 2025 and 2027

**Transbrasiliana**

**17 miles**

on BR-153/SP

with 15 miles between  
2025 and 2027

**Fernão Dias**

**71 miles**

on BR-381/MG/SP

with 18 miles between  
2025 and 2027

**Via Brasil**

**29 miles**

on BR-163/230/PA

with 10 miles between  
2025 and 2027

**Planalto Sul**

**8 miles**

on BR-116/PR/SC

with 4 miles between  
2025 and 2027

**Régis Bittencourt**

**20 miles**

on BR-116/SP/PR

with 7 miles between  
2025 and 2027

**Litoral Sul**

**70 miles**

on BR-116/376/PR e 101/SC

with 3 miles between  
2025 and 2027





# Main Planned Works

## Marginal Roads

**TOTAL**

**125 miles**

with 31 miles  
between 2025 and 2027

**Eco101**

**7 miles**

on BR-101/ES/BA

-----

**MSvia**

**7 miles**

on BR-163/MS

with 2 miles between  
2025 and 2027

**Fluminense**

**8 miles**

on BR-101/RJ

with 8 miles between  
2025 and 2027

**Fernão Dias**

**15 miles**

on BR-381/MG/SP

with 3 miles between  
2025 and 2027

**Concebra**

**12 miles**

on BR-060/153/262  
/DF/GO/MG

-----

**Via Brasil**

**28 miles**

on BR-163/230/PA

with 8 miles between  
2025 and 2027

**Litoral Sul**

**14 miles**

on BR-116/376/PR  
and BR-101/SC

with 4 miles between  
2025 and 2027

**Planalto Sul**

**15 miles**

on BR-116/PR/SC

-----

**Régis Bittencourt**

**19 miles**

on BR-116/SP/PR

with 6 miles between  
2025 and 2027



## OTHER

# Planned Works



### Fluminense

**Improvements of  
1.4 miles  
on BR-101/RJ**

Incorporation of Av. Estilac Leal –2025

### Fluminense

**Improvements  
on BR-101/RJ**

In the Campos Crossing –2025

### Via Brasil

**Construction of Access  
to Miritituba Port  
on BR-230/PA**

3.7 miles, by 2025

### Régis Bittencourt

**Execution of  
Macrodrainage  
on BR-116/SP/PR**

At 4 points, between 2026 and 2028

### Via Brasil

**Construction of Access  
to Itapacurá Terminal  
on BR-230/PA**

9 miles, by 2031



### Transbrasiliana

**Construction of  
1 Interchange  
na BR-153/SP**

At km 4.8, between 2026 and  
2027 –BR-153/RJ –2027



### Planalto Sul

**Construction of  
11 Interchanges  
on BR-116/SP/PR**

Between 2026 and 2036

### Planalto Sul

**Construction of  
9 Interchanges  
on BR-116/PR/SC**

Between 2026 and 2037

### Fernão Dias

**Construction of  
1 Tunnel  
on BR-381/SP**

At km 71+800, by 2034

# Rest and Parking Areas - RPA



**Concebra**

QUANTITY:

**3**

**ECO 101**

QUANTITY:

**2**

**MSVIA**

QUANTITY:

**1**

**Régis Bittencourt**

QUANTITY:

**1**

**Fernão Dias**

QUANTITY:

**2**

**Fluminense**

QUANTITY:

**1**

**Planalto Sul**

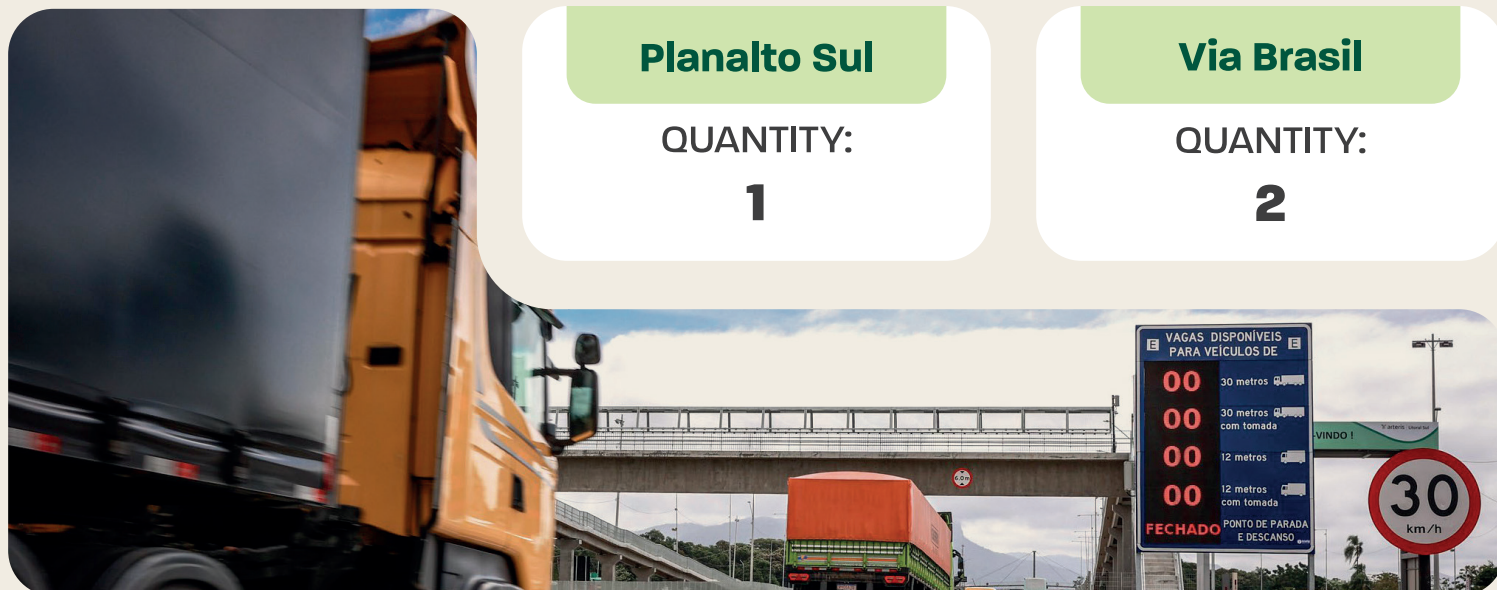
QUANTITY:

**1**

**Via Brasil**

QUANTITY:

**2**



# ECO101

BR-101/BA/ES

**Approved TCU** - RULING No. 1996/2024 –TCU –Plenary  
Competitive process scheduled for 05/15/2025

OPTIMIZATION

-  Extension  
**295.72 miles**
-  Contract Start  
**05/10/2013**
-  Extension of Concession Term  
**25 years**
-  Prorrogação  
**10 years**
-  Capex  
**US\$ 1,177.05 million**
-  Opex  
**US\$ 550.82 million**
-  Aev 2023  
**57,968,686**
-  CAPEX Original:  
**US\$ 745.90 million**
-  CAPEX Executed Original:  
**US\$ 414.75 million**

Qualified for Relicitation by Decree No. 11,539, of 05/31/2023



Data base: **march/2023**

Type	CAPEX (million)	Duplication (miles)	Additional Lane (miles)	Contour (miles)
Total (Year 01-03)	<b>306.56</b>	<b>50</b>	<b>-</b>	<b>10</b>
Total Contract	<b>1,177.05</b>	<b>105</b>	<b>25</b>	<b>32</b>



# FLUMINENSE

BR-101/RJ

**Approved TCU** - RULING No. 2318/2024 –TCU –Plenary  
Competitive process scheduled for 05/22/2025

OPTIMIZATION



Extension

**198.91 miles**



Contract Start

**02/18/2008**



Extension of Concession Term

**25 years**



Prorrogação

**14 years**



Capex

**US\$ 991.80 million**



Opex

**US\$ 700 million**



Aev 2023

**46,601,522**



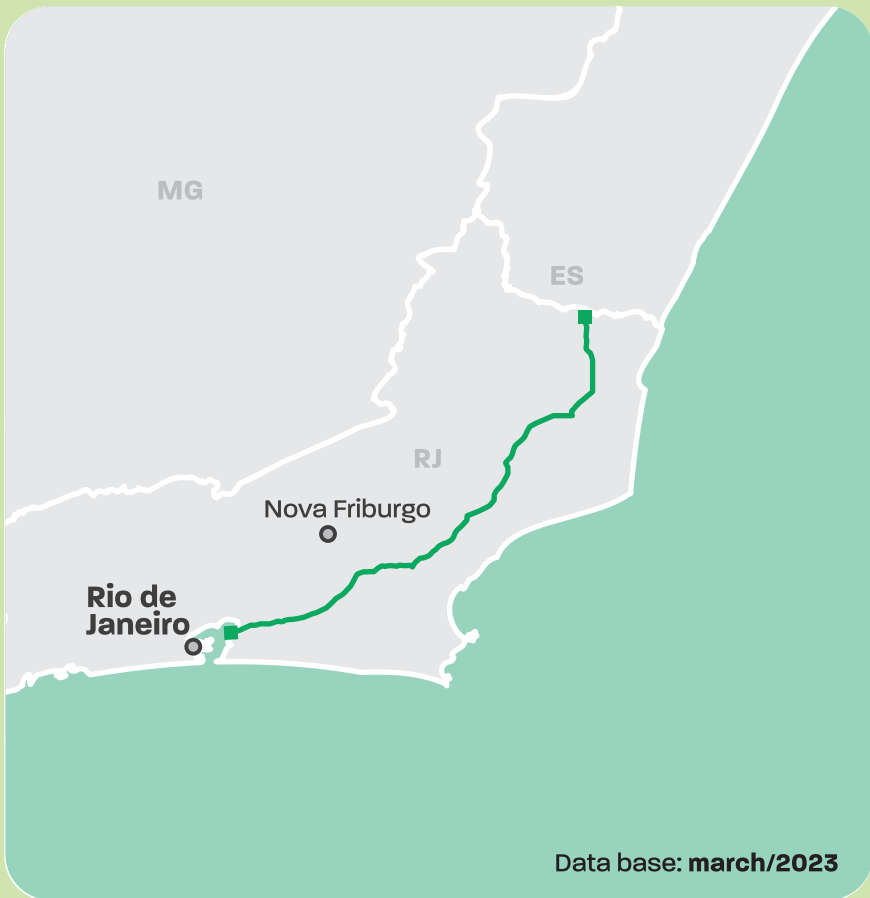
CAPEX Original:

**US\$ 501.64 million**



CAPEX Executed Original:

**US\$ 619.67million**



Data base: **march/2023**

Type	CAPEX (million)	Duplication (miles)	Additional Lane (miles)	Contour (miles)
Total (Year 01-03)	<b>329.51</b>	<b>13</b>	<b>25</b>	<b>-</b>
Total Contract	<b>991.80</b>	<b>40</b>	<b>34</b>	<b>16*</b>

\*Executed by trigger

# MSVIA

## BR-163/MS

**Approved TCU** - RULING No. 2434/2024 –TCU –Plenary  
Competitive process scheduled for 05/29/2025

OPTIMIZATION



Extension

**526.44 miles**



Contract Start

**04/11/2014**



Extension of Concession Term

**30 years**



Prorrogação

**10 years**



Capex

**US\$ 1,580.33 million**



Opex

**US\$ 1,259.02 million**



Aev 2023

**56,571,528**



CAPEX Original:

**US\$ 1,326.23 million**



CAPEX Executed Original:

**US\$ 429.51 million**

Qualified for relicitation by Decree No. 10,647, of 03/11/2021



Type	CAPEX (millions)	Duplication (miles)	Additional Lane (miles)	Marginal Roads (miles)	Contour (miles)
Total (Year 01-03)	<b>352.46</b>	<b>42</b>	<b>39</b>	<b>2</b>	<b>8</b>
Total Contract	<b>1,580.33</b>	<b>114</b>	<b>119</b>	<b>7</b>	<b>45</b>

# FERNÃO DIAS

BR-381/MG/SP

TCU Commission

OPTIMIZATION



Extension

**349.22 miles**



Contract Start

**02/18/2008**



Extension of Concession Term

**25 years**



Prorrogação

**15 years\***



Capex

**US\$ 2,455.74 million**



Opex

**US\$ 1,377.05 million**



Aev 2023

**167,913,886**



CAPEX Original:

**US\$ 683.61 million**



CAPEX Executed Original:

**US\$ 754.10 million**

\* Estimated Extension of Concession Term



Type	CAPEX (million)	Additional Lane (miles)	Marginal Roads (miles)
Total (Year 01-03)	521.31	18	3
Total Contract	2,455.74	71	15

# RÉGIS BITTENCOURT

BR-116/SP/PR

TCU Commission

OPTIMIZATION



Extension  
**242.22 miles**



Contract Start  
**02/18/2008**



Extension of Concession Term  
**25 years**



Prorrogação  
**15 years\***



Capex  
**US\$ 1,414.75 million**



Opex  
**US\$ 1,229.51 million**



Aev 2023  
**156,900,252**

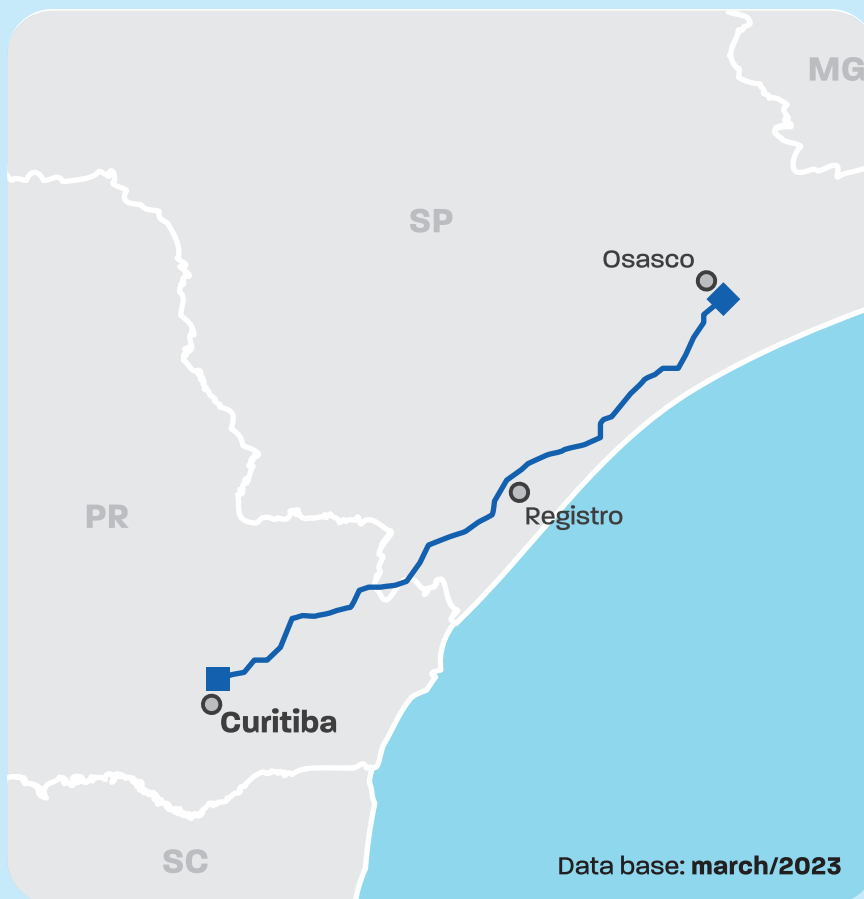


CAPEX Original:  
**US\$ 955.74 million**



CAPEX Executed Original:  
**US\$ 965.57 million**

\* Estimated Extension of Concession Term



Type	CAPEX (million)	Additional Lane (miles)	Marginal Roads (miles)	Contour (miles)
Total (Year 01-03)	267.21	7	6	-
Total Contract	1,414.75	20	19	13*

\*Executed by trigger



# CONCEBRA

BR-060/153/262/DF/GO/MG

Admitted by TCU

OPTIMIZATION



Extension

**731.06 miles**



Contract Start

**01/31/2014**



Extension of Concession Term

**30 years**



Prorrogação

**0 years\***



Capex

**US\$ 2,096.72 million**



Opex

**US\$ 1,377.05 million**



Aev 2023

**93,674,294**



CAPEX Original:

**US\$ 2,278.69 million**



CAPEX Executed Original:

**US\$ 360.66 million**

Qualified for Relicitation by Decree No. 10,864, of 11/19/2021



Type	CAPEX (millions)	Duplication (miles)	Additional Lane on Single-Carriageway (miles)	Additional Lane on Dual-Carriageway (miles)	Marginal Roads (miles)	Contour (miles)
Total (Year 01-03)	<b>429.51</b>	<b>13</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>-</b>
Total Contract	<b>2,096.72</b>	<b>127</b>	<b>80</b>	<b>56</b>	<b>12</b>	<b>3</b>

# VIA BRASIL

BR-163/MT/PA e BR-230/PA

Admitted by TCU

OPTIMIZATION



Extension  
**626.98 miles**



Contract Start  
**04/01/2022**



Extension of Concession Term  
**10 years**



Prorrogação  
**15 years\***



Capex  
**US\$ 1,432.79 million**



Opex  
**US\$ 632.79 million**



Aev 2023  
**17,285,248**



CAPEX Original:  
**US\$ 388.52 million**



CAPEX Executed Original:  
**US\$ 214.75 million**

\* Estimated Extension of Concession Term



Type	CAPEX (million)	Duplication (miles)	Additional Lane (miles)	Marginal Roads (miles)
Total (Year 01-03)	280.33	9	10	8
Total Contract	1,432.79	152	29	28

# LITORAL SUL

BR-116/376/PR e BR-101/SC

Under Analysis by ANTT

OPTIMIZATION



Extension  
**252.22 miles**



Contract Start  
**02/18/2008**



Extension of Concession Term  
**25 years**



Prorrogaco  
**5 years\***



Capex  
**US\$ 1,408.20 million**



Opex  
**US\$ 808.20 million**



Aev 2023  
**148,556,801**

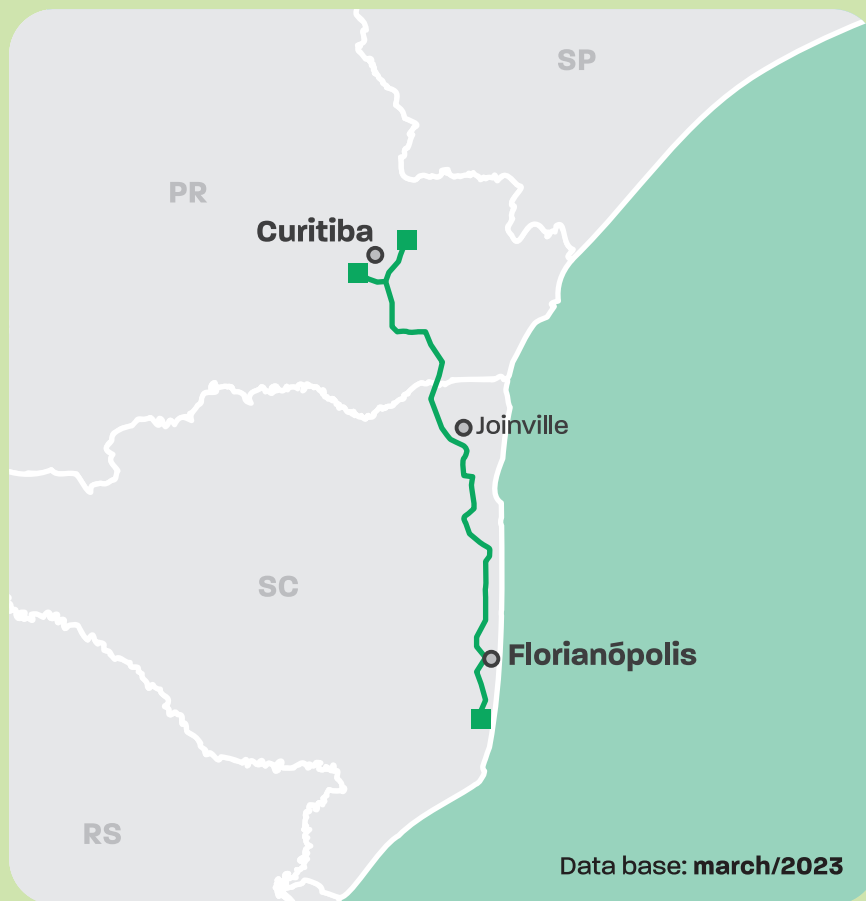


CAPEX Original:  
**US\$ 965.57 million**



CAPEX Executed Original:  
**US\$ 1,431.15 million**

\* Estimated Extension of Concession Term



Data base: march/2023

Type	CAPEX (million)	Additional Lane (miles)	Marginal Roads (miles)	Contour (miles)
Total (Year 01-03)	349.18	3	4	-
Total Contract	1,408.20	70	14	3*

\*Executed by trigger

# PLANALTO SUL

BR-116/SC/PR

Under Analysis by ANTT

OPTIMIZATION



Extension

**256.45 miles**



Contract Start

**02/18/2008**



Extension of Concession Term

**25 years**



Prorrogação

**15 years\***



Capex

**US\$ 680.33 million**



Opex

**US\$ 744.26 million**



Aev 2023

**33,119,856**



CAPEX Original:

**US\$ 342.62 million**



CAPEX Executed Original:

**US\$ 449.18 million**

\* Estimated Extension of Concession Term



Type	CAPEX (million)	Duplication (miles)	Additional Lane (miles)	Contour (miles)
Total (Year 01-03)	<b>145.90</b>	-	<b>4</b>	-
Total Contract	<b>680.33</b>	<b>8</b>	<b>8</b>	<b>15</b>



# TRANSBRASILIANA

BR-153/SP

Under Analysis by ANTT

OPTIMIZATION



Extension

**199.84 miles**



Contract Start

**02/18/2008**



Extension of Concession Term

**25 years**



Prorrogação

**15 years\***



Capex

**US\$ 627.87 million**



Opex

**US\$ 765.57 million**



Aev 2023

**23,622,245**



CAPEX Original:

**US\$ 137.70 million**



CAPEX Executed Original:

**US\$ 209.84 million**

\* Estimated Extension of Concession Term



Type	CAPEX (million)	Duplication (miles)	Additional Lane (miles)
Total (Year 01-03)	165.57	38	15
Total Contract	627.87	120	15

# ECOSUL

BR-116/392/RS

Archived

OPTIMIZATION



Extension  
**284.16 miles**



Contract Start  
**07/15/1998**



Extension of Concession Term  
**28 years\***



Prorrogação  
**15 years\*\***



Capex  
**US\$ 409.84 million**



Opex  
**US\$ 473.77 million**



Aev 2023  
**27,786,681**



CAPEX Original:  
**US\$ 214.75 million**



CAPEX Executed Original:  
**US\$ 198.36 million**

\*Rounded Concession Term

\*\* Estimated Extension of Concession Term



Type	CAPEX (million)	Duplication (miles)
Total (Year 01-03)	154.10	3
Total Contract	409.84	6

# RODOVIA DO AÇO

BR-393/RJ

Archived

OPTIMIZATION



Extension

**124.53 miles**



Contract Start

**03/28/2008**



Extension of Concession Term

**25 years**



Prorrogação

**15 years\***



Capex

**US\$ 309.84 million**



Opex

**US\$ 234.43 million**



Aev 2023

**17,210,079**



CAPEX Original:

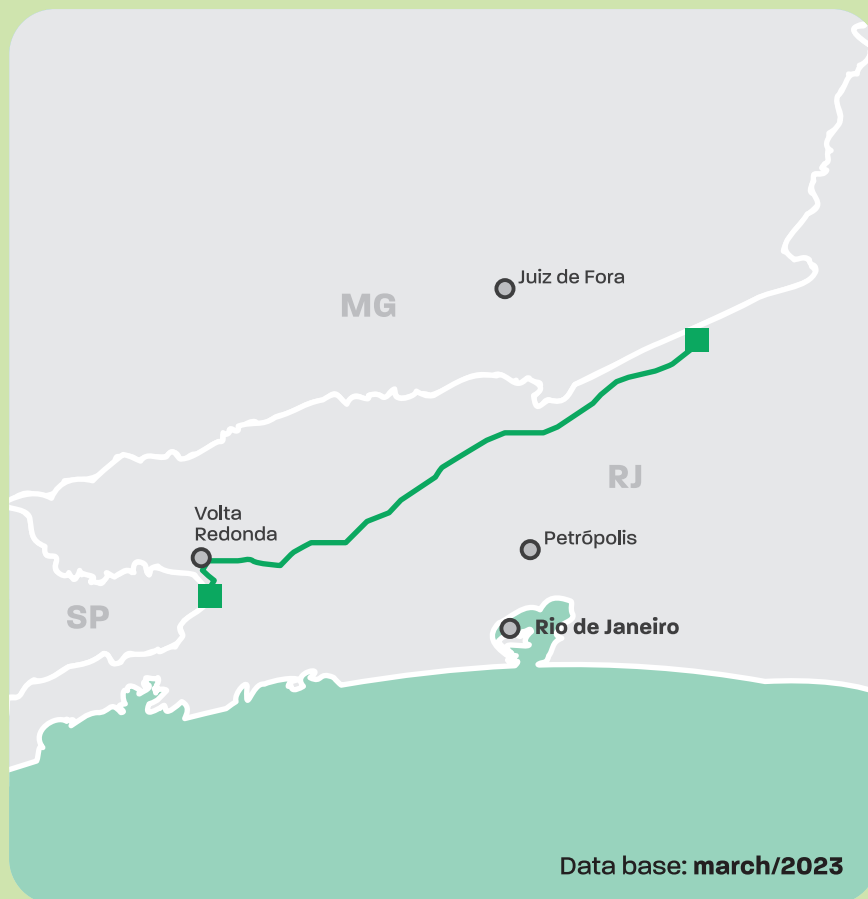
**US\$ 465.57 million**



CAPEX Executed Original:

**US\$ 139.34 million**

\* Estimated Extension of Concession Term



Type	CAPEX (million)	Duplication (miles)	Contour (miles)
Total (Year 01-03)	157.38	11	7
Total Contract	309.84	20	7

# VIA BAHIA

BR-324 e BR-116/BA

Awaiting Plenary at TCU

OPTIMIZATION



Extension  
**422.54 miles**



Contract Start  
**10/20/2009**



Extension of Concession Term  
**25 years**



Prorrogação  
**15 years\***



Capex  
**US\$ 2,942.62 million**



Opex  
**US\$ 1,255.74 million**



Aev 2023  
**88,989,912**



CAPEX Original:  
**US\$ 901.64 million**



CAPEX Executed Original:  
**US\$ 572.13 million**

\* Estimated Extension of Concession Term



Type

CAPEX  
(million)

Duplication  
(miles)

Total (Year 01-03)

**700**

**78**

Total Contract

**2,942.62**

**268**



# CONCER

BR-040/MG/RJ

Archived

OPTIMIZATION



Extension

**111,79 miles**



Contract Start

**02/01/1996**



Extension of Concession Term

**25 + 3 years**



Prorrogação

**15 years\***



Capex

**US\$ 347.54 million**



Opex

**US\$ 685.25 million**



Aev 2023

**24,843,746**



CAPEX Original:

**US\$ 660.66 million**



CAPEX Executed Original:

**US\$ 491.80 million**

\* Estimated Extension of Concession Term



Type	CAPEX (million)	Duplication (miles)	Marginal roads (miles)
Total (Year 01-03)	193.44	13	2
Total Contract	347.54	13	2

# 2025

[illegible]





Fernão Dias - Trevo km 494