

ROAD SHOW

Brazil

Railways

Portfolio of Projects
for Railway Concessions
and Smart Railways

1st Edition - 2026



RAILWAYS ROADSHOW

Brazil

The Ministry of Transportation conducts studies, projects, and procedures to expand railway infrastructure, with plans to use public and private funds for these initiatives. The project portfolio includes various types of contracts, such as concessions and public tenders, as provided for under current legislation.

Among the initiatives currently under development are railway projects across different regions of the country, as well as processes to implement new projects and expand private-sector participation in railway infrastructure.

The project aims to expand the capacity of the railway network, diversify freight transport options, and integrate different logistics corridors. These initiatives also take into account operational efficiency, safety, and sustainability, in accordance with the criteria outlined in the respective studies and contracting instruments.

The implementation of the projects will depend on the completion of the technical, regulatory, and bidding phases established for each project, in accordance with the conditions outlined in the legislation and the respective calls for bids.



STRUCTURE OF The Ministry of Transport



**Regulation and
Inspection of
16 Concession
Agreements + 41
Authorization
Agreements**



**Railway Asset
Management
and Performance
of Works**



**Structuring of Projects,
Management of
Logistics Terminals and
Performance of Works**

BUSINESS ENVIRONMENT

Projects, Funds, and Standards



Project Bank

The strengthening of Brazil's railway industry goes through a comprehensive strategy, which includes public and private investments for expanding its railway network. The domestic short, medium and long term railway development plan aims to advance different logistical solutions for the transport of cargo and passengers through:

- Concessions;
- Bidding notices;
- Authorization



Funding and Financing Model

Infrastructure Debentures: Decree No. 11964/2024, which regulates Infrastructure Debentures, was published;

Investments with Government Funds: New fund transfer model to leverage the profitability of railway projects. Funds contributed can only be invested in railways, with resulting assets reversing to public assets;

ICMS: Agreement within the scope of the National Council of Finance Policy (Confaz) that authorizes the federated units to grant exemption from ICMS in operations with goods and merchandise earmarked for the concessionaires, and the authorized companies of rail transport of cargo and passengers. This is ICMS Agreement No. 120, dated August 9, 2023;

Reporto: Tax Regime for the implementation of railways.



Regulatory Portfolio

Regulations:

- National Policy on Railroad Concessions;
- Regulations Governing Public Bidding;
- Regulations Governing the Calculation of Compensation;
- Guidelines for Early Extension;
- Sustainability Program.

GRANTING POLICY: REGULATORY MODEL



Auction

- highest offer, selecting the bid that requires less transfer of government funds;
- Criteria for the Concessionaire's legal structuring, pursuant to Law 8987, of February 13, 1995, as a Special Purpose Entity (SPE), organized as a Corporation, throughout the term of the Agreement, with the exclusive purpose of exploring the object of the Concession;
- Requirement of subscription and payment, in domestic currency, of the capital stock provided for under the Agreement.
- Bid funds deposited in linked account.



Tariff Security Mechanism

- Transport Tariffs per Cargo Unit freely negotiated according to the commercial interest, up to the cap price;
- Revision of Tariff Table with five-year adjustment by the regulatory agency.



Technical Resolution of Disputes

- Arbitration to resolve disputes relating to the available property rights, arising from the Agreement and its Annexes, or instruments related to it, pursuant to Decree No. 10025, of September 20, 2019;
- Dispute Board: Contractual management and risk mitigation mechanism for the regular performance of the Agreement, with the possibility of establishing a Dispute Resolution Committee to prevent and resolve divergences of a technical or economic and financial nature, pursuant to Article 23-A of Law 8987, of February 13, 1995, of Article 151 of Law 14133/2021, and ANTT Resolution No. 6040/2024.



Mutual Traffic and Right of Way Access

- Right of Way Access: The operation in which an applicant travels from one point to another of the Federal Railway Subsystem – SFF, upon payment, using the permanent way, and train licensing system of the assignor;
- Mutual Traffic: The operation in which an applicant travels from one point to another in the Federal Railway Subsystem – SFF, upon payment, using permanent way, train licensing system, and the operational resources of the assignor (such as locomotives).



Accounts Mechanism

- Use of Linked Accounts operated through an Account Bank that will receive exclusively the deposits assigned to them arranged under the terms of the Agreement, and may also receive funds from third parties, whether of a public nature, pursuant to Article 66 of Federal Law 14273/2021 or of a private nature, according to Article 25, §1 of Federal Law 13448/2021.



Ancillary Operations

- The Concessionaire may develop Ancillary Operations, at its sole discretion, subject to the provisions of the Agreement and the regulations;
- The concession models may include the establishment of incentive mechanisms for the exploitation of ancillary revenues by concessionary companies, including real estate exploration;
- The price to be charged for Accessory Operations will be defined in negotiation with the user, ensuring isonomic and non-discriminatory treatment.

GRANTING POLICY: REGULATORY MODEL



Partnerships and Management

- Models tailored to each transportation sector;
- The possibility of federal government participation, as provided for in applicable legislation;
- Guidelines for setting tolls and revenue-sharing mechanisms;
- Macroeconomic assumptions that ensure the viability and sustainability of the projects;
- Provisions for contractual instruments applicable to rail projects.



Technology and Operational Efficiency

- Adoption of smart systems and technological resources, aiming to ensure high quality and greater operational efficiency of railways;
- Implementation of new technologies for operational optimization and cost reduction;
- Sustainable energy transition, based on reducing pollutant emissions and market options;
- Streamlining of audits and inspections;
- Adoption of accredited inspection model and independent verifiers.



Rolling Stock

- Non-reversible rolling stock, with the possibility of using third-party equipment;
- The use of criteria based solely on the asset's age or its time in service is not allowed.



Risk Matrix

- Definition of the allocation of risks among the parties, as provided for in the contract.



Environmental Sustainability

- Railway operation and management targeted at the development of a resilient, sustainable, and financially viable infrastructure (ANTT Resolution No. 6057, of 2024);
- Incentives for the fleet's energy transition to reduce pollutant emissions.



Inclusion and Diversity

- Implementation of gender- and race-based affirmative actions;
- Diverse recruitment and promotion of equal progression, through inclusive training programs;
- Inclusive environment and adherence to social public policies.



Contractual Balance

- Mechanism for cases of extraordinary and relevant changes in the conditions of agreements; Contractual provision of mechanism to tackle any nonperformance of works or services provided for in agreement; Strict compliance with the contractual risk matrix.

GRANTING POLICY: RISK MATRIX



Risks

Risk Sharing Mechanism

Definition of the risk matrix, including the allocation of responsibilities among the parties, as provided for in the contract and applicable regulations.

Government's Risks

- Arbitration, judicial or administrative award that prevents the concessionaire from charging the tariff;
- Act of God or Force Majeure;
- Changes in the specifications issued by the regulatory agency;
- Additional investments by the regulatory agency;
- Creation, amendment or abolition of taxes that impair the economic and financial balance of the concession, except income tax;
- Changes in minimum technical specifications by the regulatory body;
- Residual risks and extraordinary effects.

Concessionaire's Risks

- Liable for risks pertaining to the implementation of the railway structure, from expropriations, arranging environmental licenses, compliance with environmental requirements, compensation actions, and management of environmental liabilities;
- Liable for damages to third parties, climate risks, technical failures, risks associated with technology and innovation, and changes in financial and money costs;
- Liability also includes the operational and property security of the railway, accidents, and damages relating to project performance failures, and the search for financing.

Shared Risks

Arranging the Environmental Preliminary License

The Federal Administration may be responsible for obtaining the Preliminary Environmental Permit for the planned projects, in accordance with the conditions set forth in the request for proposals and the contract.

Construction Costs and Inputs

The Government assumes risks of material changes in construction costs, including with respect to inputs.

Evictions, Expropriations, and Environmental Requirements.

The Government will share the risks pertaining to the amounts destined to expropriations and unlawful land occupations, in addition to costs for meeting environmental requirements.

PROJECT FLOW

Railroad Concessions



Preparation of technical and financial feasibility assessments and qualification in PPI

Economic Financial Model, Demand Assessments, Engineering, Operational, Socio-environmental and Regulatory Legal Model



Public Hearing (AP)

Franchised to interested parties, with the purpose of making public, receiving insights and contributions to assessments and documents



Granting Plan Approval

Consolidates the guidelines for the granting policy adopted for the partnership project, object of the structuring



External Control Review (TCU)

Prior inspection of the assessments carried out by the Federal Accounting Court – TCU, improving legal certainty



Notice Publication

Convening instrument that establishes in advance the requirements for broad participation under equal conditions



Holding Auctions

Bid evaluation criteria: **“highest offer, selecting the bid that requires less transfer of government funds”**



FINANCING of Concessions BNDES Railways



The National Bank for Economic and Social Development (BNDES) is a public financial institution that provides financing for infrastructure projects, in accordance with its operational policies and eligibility criteria.

BNDES finances federal railroad concessions, offering support through its Infrastructure Area team.

Forms of Support:

- BNDES Finem
- BNDES Debentures in public offerings
- BNDES Máquinas e Serviços

Interest Rate:

- Comprised of the financial cost and remuneration of BNDES.

Deadlines:

- Up to 34 years, with disbursements made according to the progress of investments.

Debt Volume:

- limited to 80% of total investments, considering the need to fund the project, and restricted to its ability to pay.

Guarantees:

- security interests (such as mortgage, pledge, fiduciary ownership, receivables, etc.) and/or personal guarantees (such as suretyship or accommodation), established through transaction analysis.

ENVIRONMENTAL SUSTAINABILITY

Sustainability and Performance Guidelines

Qualification of projects for the issuance of incentivized debentures and infrastructure



- ✓ Assessment and Management of Social and Environmental Risks and Impacts
- ✓ Employment and Work Conditions
- ✓ Resource and Pollution Prevention Efficiency
- ✓ Community Health and Safety
- ✓ Land Acquisition and Involuntary Resettlement
- ✓ Biodiversity Conservation and Sustainable Management of Natural Resources
- ✓ Indigenous Peoples
- ✓ Heritage and Cultural Heritage
- ✓ ANTT Sustainability Policy
- ✓ Brazilian Sustainable Taxonomy (TSB)
- ✓ National Fund on Climate Change (Climate Fund)

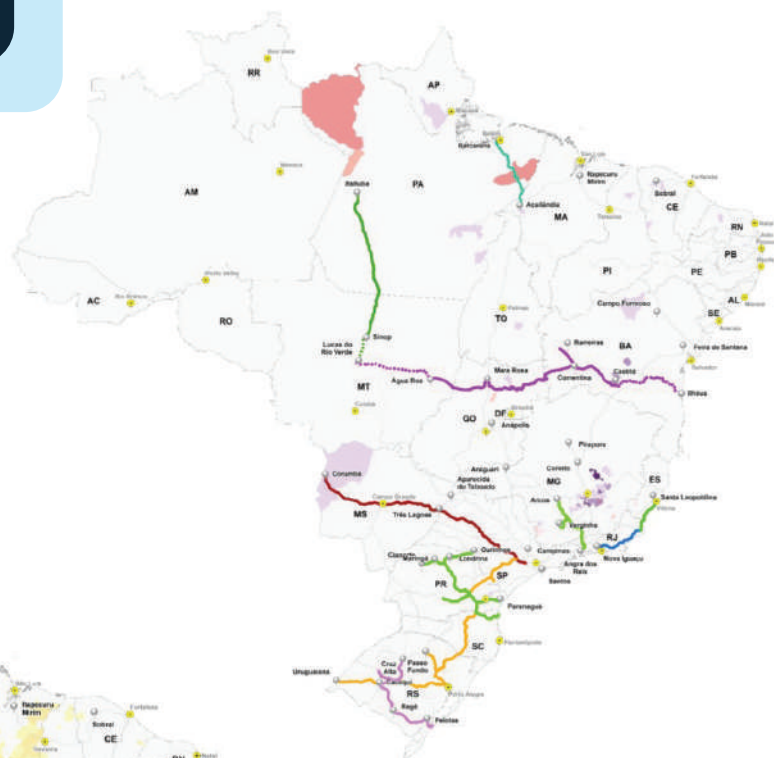
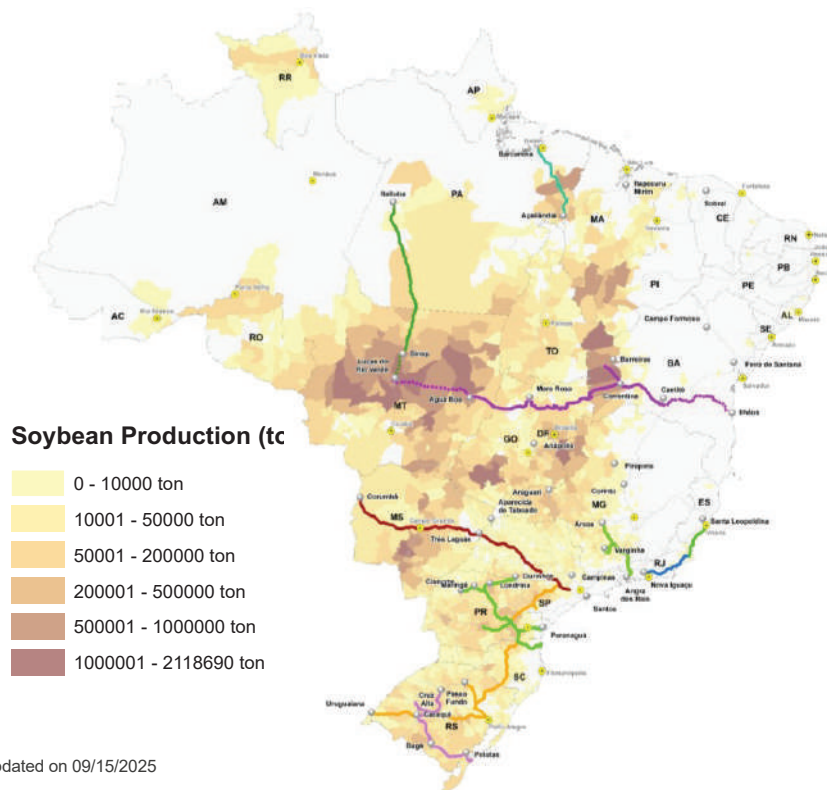
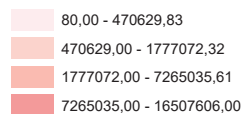


2025/2026 PORTFOLIO LOGISTICS CORRIDORS

Iron Ore Production (ton)



Bauxite and Aluminum Production



MAP

2025/2026 PORTFOLIO



Railways

- Minas-Rio Corridor
- Ferrogrão
- East-West Corridor
- North Extension – North-South Railw

Southeast Railway Ring

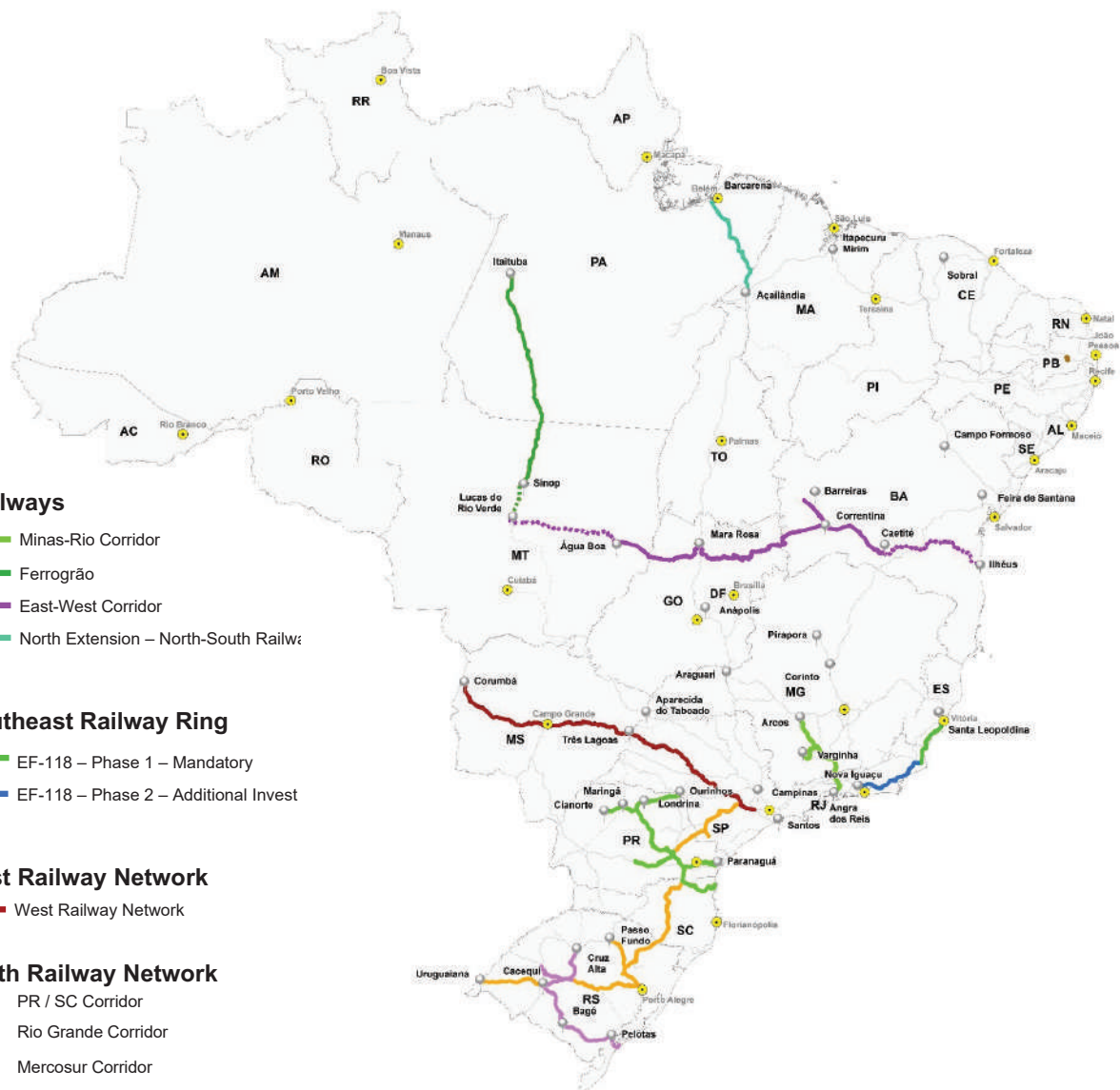
- EF-118 – Phase 1 – Mandatory
- EF-118 – Phase 2 – Additional Invest

West Railway Network

- West Railway Network

South Railway Network

- PR / SC Corridor
- Rio Grande Corridor
- Mercosur Corridor



Southeast Railway Ring

The Southeast Railway Ring, also known as EF-118, is designed to transport cargo between ports, combining sections of new construction (greenfield) with existing sections (brownfield).

The project is divided into two phases: the São João da Barra (RJ)–Santa Leopoldina (ES) link is Phase 1, a mandatory section spanning 245.9 kilometers, and Phase 2 is the Nova Iguaçu (RJ) – São João da Barra (RJ) link, 325 kilometers long, which will be implemented as an additional investment if the federal government approves it.



Section – Phase 1

**São João da Barra/RJ –
Santa Leopoldina/ES**



Extension

245,95 km



Concession Term

50 years



WACC

15,95% a.a.



Capex (Estimated)

BRL 6.6 B



Opex

BRL 3.61 B



Moving Load

3 locomotives and 145 wagons



Ports

**Porto Central (ES), Porto de Ubu
(ES) e o Porto do Açu (RJ)**



Transport Potential

24 million tons/year



Gauge

1,0 m (metric)



Cargo Type

**General Cargo, Liquid Bulks,
Agricultural Solid Bulks and Ores**

Ferrogrão

Ferrogrão consists of a 933-kilometer rail corridor between Sinop (MT) and the port terminals in Miritituba, Itaituba (PA). The project is intended for the transport of agricultural bulk goods, fertilizers, and liquid bulk cargo. The section between Sinop (MT) and Lucas do Rio Verde (MT), approximately 140 kilometers long, is planned as an additional investment, subject to Federal Government approval.



Section
Itaituba/PA – Sinop/MT



Extension
933 km



Concession Term
69 years



WACC
13.74% p.a



Capex (Estimated)
BRL 33.3 B



Opex
BRL 103.8 B



Moving Load
3 locomotives and 170 wagons



Ports
Ports of Miritituba/PA



Transport Potential
66 million t/year



Gauge
1.60 m (wide)



Cargo Type
**Agricultural Solid Bulks, Fertilizers,
and Liquid Bulks**

East-West Corridor

The project to connect the Midwest Integration Railway (FICO) and the West-East Integration Railway (FIOL) will form a 1,647-kilometer-long rail corridor—364 km of FICO I, 441 km of FIOL II, and 842 km of FIOL III—between the states of Mato Grosso, Goiás, and Bahia.

The corridor also connects to the North-South Railroad in Mara Rosa (GO) and to Porto Sul in Ilhéus (BA). The 505-kilometer branch line between Água Boa (MT) and Lucas do Rio Verde (MT) may be implemented as an additional investment.



Section
Caetité/BA – Água Boa/MT



Extension
1,647 km



Concession Term
65 years



WACC
14.47% p.a.



Capex (Estimated)
BRL 58.2 B



Opex
BRL 217.4 B



Moving Load
3 locomotives and 100 wagons



Ports
Porto Sul/BA



Transport Potential
41 million t/year



Gauge
1.60 m (wide)



Cargo Type
Liquid Bulks, Agricultural Solid Bulks

West Railway Network

The Western Railway Network is 1,973 kilometers long. The concession project covers the 1,593-kilometer main line between Corumbá (MS) and Mairinque (SP), including the rail connection to Bolívia, access to the river ports of Mato Grosso do Sul, and integration with the São Paulo Ferroanel.

The project includes the conversion to metric gauge on the section between Corumbá (MS) and Agente Inocência (MS), maintenance of the rail infrastructure between Agente Inocência (MS) and Campo Grande (MS), and the conversion to broad gauge between Campo Grande (MS) and Mairinque (SP).



Section – Phase 1
Corumbá/MS - Mairinque/SP



Extension
1,593 km



Concession Term
57 years



Ports
Santos/SP, and integration to the ports of Rio de Janeiro and Espírito



WACC
14,47% (CR3)



Transport Potential
52.5 million t/year



Capex (Estimated)
BRL 29 B



Gauge
1 m (metric) from Corumbá/MS to Campo Grande/MS and 1.6 m (wide) from Campo Grande/MS to Mairinque/SP



Opex (Estimated)
BRL 53.5 B



Cargo Type
Pulp, General Cargo, Liquid Bulks, Agricultural Solid Bulks

West Railway Network

The project calls for the construction of a railway line between Açailândia(MA) and Barcarena(PA), connecting the North-South Railway to the Vilado Conde PortComplex. The infrastructure will be used to transport ore, agricultural bulk goods, fuels, and general cargo.



Section
**Açailândia/MA –
Barcarena/PA**



Extension
486 km



Concession Term
60 years



WACC
16% p.a.



Capex (Estimated)
BRL 13.5 B



Opex
BRL 38,6 B



Moving Load
3 locomotives and 120 wagons



Ports
Vila do Conde Port Complex/PA



Transport Potential
58 million t/year (under assessment)



Gauge
1.60 m (wide)



Cargo Type
Mineral bulk solids, agricultural bulk solids, and liquid bulk cargo

South Railway Network – Paranã-Santa Catarina Corridor

The Paranã–Santa Catarina Corridor accounts for 78% of the cargo transported on the Southern Network. On this route, cargo destined for foreign trade stands out, handled primarily through the ports of Paranaguá and São Francisco do Sul, which account for about 80% of the volume transported along the corridor.

Grain exports account for approximately 50% of the cargo volume, followed by sugar, at about 20%. Other products in the cargo flow include pulp, containers, fertilizers, fuels, and cement.

The corridor serves agricultural production in western Paranã and Mato Grosso do Sul through intermodal terminals located in Cascavel and Maringá.



Section
Paranã-Santa Catarina Corridor



Concession Term
35 years



WACC
13,87% p.a.



Capex (Estimated)
BRL 6.8 B



Opex (Estimated)
BRL 27.4 B



Extension
1,502 km



Ports
**São Francisco do Sul/SC,
Paranaguá/PR**



Transport Potential
32.6 million t/year



Gauge
1 m (metric)



Cargo Type
**General Cargo, Containerized Cargo,
and Agricultural Solid Bulks**

South Railway Network – Rio Grande Corridor

Currently, the Malha Gaúcha accounts for 16.6% of the total cargo transported on the Malha Sul.

Of this volume, about 75% originates from or is destined for the Port of Rio Grande, with agricultural grains (53%) being the most significant, along with bran and fertilizers. Fuels account for approximately 27% of total cargo volume.

About 40% of the Malha Gaúcha's freight flows are connected to other rail corridors. In the Serra Gaúcha region, the farming area is well-established, forming the productive base served by the railroad.



Section
Rio Grande Corridor



Concession Term
35 years



WACC
13,87% p.a.



Capex (Estimated)
BRL 3 B



Opex (Estimated)
BRL 6.3 B



Extension
880 km



Ports
Rio Grande/RS



Transport Potential
5.7 million t/year



Gauge
1 m (metric)

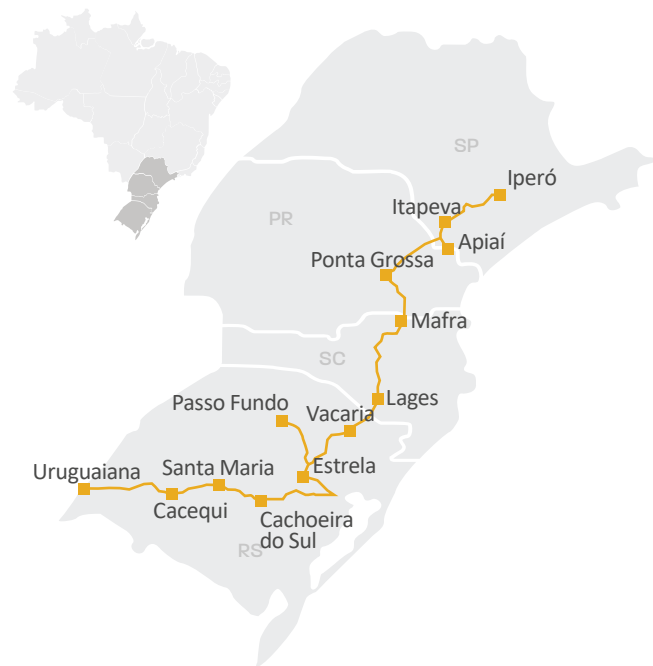


Cargo Type
**General Cargo, Agricultural Solid Bulks,
and Liquid Bulks**

South Railway Network – Mercosur Corridor

The Interstate Corridor begins in Iperó, where it connects with the Western Network, which links the plateau to the São Paulo coast. Heading south, the railroad reaches Ponta Grossa and, from that point on, shares its route with the Paraná–Santa Catarina Corridor all the way to Mafra. From Mafra, the corridor crosses Santa Catarina until it reaches Rio Grande do Sul, arriving at Roca Sales, where it splits into two branches: one toward Passo Fundo and the other toward General Luz.

In General Luz, the railroad extends in two directions: eastward to Pátio Industrial, in the Porto Alegre metropolitan area, and westward to Santa Maria. Between Santa Maria and Cacequi, the corridor shares the same route as the Malha Gaúcha, continuing to Uruguaiiana, on the border with Argentina, where it connects to the Mercosur rail network.



Section
Mercosur Corridor



Concession Term
35 years



WACC
13,87% p.a.



Capex (Estimated)
BRL 4.5 B



Opex (Estimated)
BRL 4.9 B



Extension
1,847 km



Ports
**Rio Grande/RS,
São Francisco do Sul, Santa Catarina,
Paranaguá, Paraná**



Transport Potential
5.6 million t/year



Gauge
1 m (metric)



Cargo Type
General Cargo and Liquid Bulks

SMART RAILWAYS

The National Land Transport Agency (ANTT) published Resolution No. 6,058 of 2024, which establishes procedures for the public call for proposals to select interested parties to operate railway sections under authorization.

The resolution defines criteria and stages for the submission, analysis, and selection of proposals, including technical, economic, and environmental aspects related to railway projects.

The procedure applies to railway sections eligible for operation under authorization, subject to the conditions outlined in current legislation and regulations.

Submitted proposals are evaluated according to the criteria established in Resolution No. 6,058/2024, and the competent agencies are responsible for conducting and deciding on the proceedings in accordance with applicable regulations.



WHAT DOES ANTT RESOLUTION 6058/2024 SET FORTH?



Applicable to Railways

- Railways that have not been constructed and that fall under the circumstances outlined in the regulations;
- Railways that have had no commercial traffic in the last two years;
- Railway sections in the process of being decommissioned or returned;
- Sections resulting from the partial return of a concessioned network.



Selection Criteria

- Defines criteria for participation, evaluation, and selection of proposals;
- Establishes parameters regarding contracts, term, obligations, infrastructure sharing, and penalties;
- Sets forth the conditions applicable to the use of public funds in public solicitation processes.

MINAS-RIO CORRIDOR

The project involves the construction of a rail link between Porto Seco Sul, located in Varginha (MG), and the Port of Angra dos Reis (RJ), pursuant to Law No. 14,273/2021.

The rail corridor consists of the Varginha–Lavras (130 km), Arcos–Barra Mansa (491 km), and Barra Mansa–Angra dos Reis (117 km) sections. These sections have different operational and contractual conditions, including segments that are in operation, out of operation, and in the process of being returned.



Section

**Arcos/MG – Angra dos Reis/RJ
and Varginha Branch Line**



Extension

738 km



Authorization Period

Up to 99 years



Moving Load

4 locomotives and 56 wagons



Ports

Porto de Angra dos Reis/RJ



Transport Potential

8.8 million t/year



Gauge

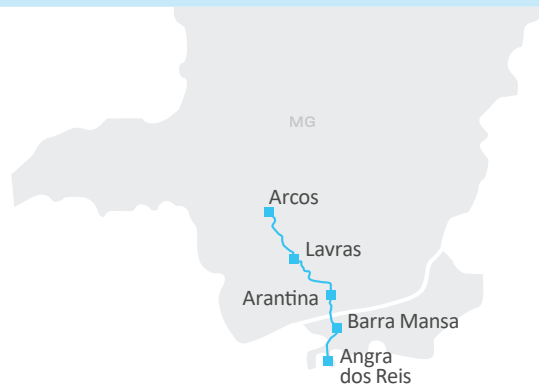
1,0 m (metric)



Cargo Type

**General Cargo and Mineral
Solid Bulk**

SMART RAILWAYS



Section
Arcos/SP – Angra dos Reis/RJ



Extension
573 km



Section
**Passo Fundo/RS –
Marcelino Ramos/RS**



Extension
172 km



Section
Alagoinhas/BA – Propriá/SE



Extension
427 km

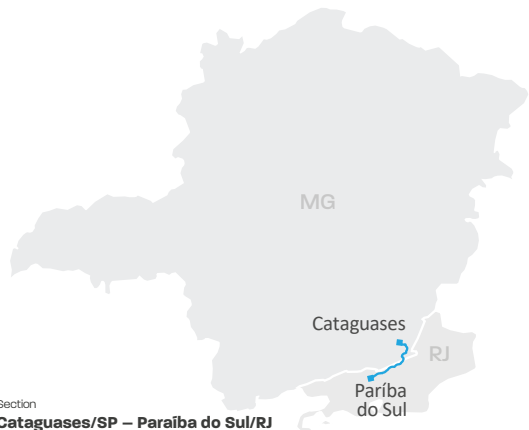


Section
Cianorte/PR – Maringá/PR



Extension
89 km

SMART RAILWAYS



Section
Cataguases/SP – Paraíba do Sul/RJ



Extension
178 km



Section
Sabará/MG – Ouro Preto/MG



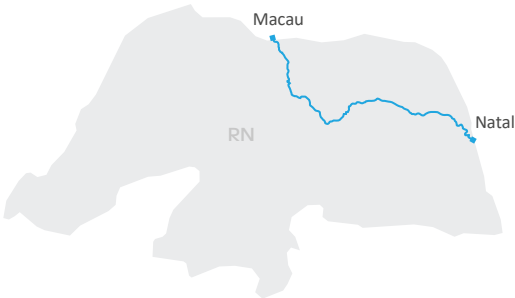
Extension
126 km



Section
Ouro Preto/MG – Cataguases/MG



Extension
308 km



Section
Natal/RN – Macau/RN



Extension
241 km



RAIL PASSENGER TRANSPORT

- ✓ The National Secretariat for Rail Transport (SNTF) conducts studies and assessments related to passenger rail transport.
- ✓ The Public Policy for Passenger Rail Transport includes guidelines on affordable fares, the rational use of resources, and the social and environmental aspects of these projects.
- ✓ The policy provides for financing mechanisms and complementary revenue sources, including real estate development associated with station areas and rail infrastructure, cross-subsidies, and budgetary resources, in accordance with applicable legal and regulatory instruments.
- ✓ Passenger rail transport projects are structured in accordance with technical, operational, regulatory, and economic and financial criteria defined by the competent authorities.



RAIL PASSENGER TRANSPORT



Section

Salvador/BA – Feira de Santana/BA



Extension

107 km



Cities

Salvador, Dias d'Ávila, Candeias, São Sebastião do Passê, Santo Amaro, São Gonçalo dos Campos, Conceição da Feira and Feira de Santana.



Section

Fortaleza/CE – Sobral/CE



Extension

240 km



Cities

Fortaleza, Caucaia, São Gonçalo do Amarante, São Luís do Curu, Umirim, Tururu, Itapipoca, Miraima and Sobral.

RAIL PASSENGER TRANSPORT



Section

São Luís/MA – Itapecuru Mirim/MA



Extension

116 km



Cities

São Luís, Bacabeira, Rosário, Santa Rita and Itapecuru Mirim.



Section

Brasília/DF – Luziânia/GO



Extension

62 km



Cities

Brasília/DF, Valparaíso de Goiás/GO, Cidade Ocidental/GO and Luziânia/GO.

RAIL PASSENGER TRANSPORT



Section

Pelotas/RS – Rio Grande/RS



Extension

64 km



Cities

Pelotas and Rio Grande.



Section

Londrina/PR – Maringá/PR



Extension

113 km



Cities

Londrina, Cambé, Rolândia, Arapongas, Apucarana, Cambira, Jandaia do Sul, Mandaguari, Marialva, Sarandi and Maringá.

CARGO LOGISTICS TERMINALS INFRA S.A.

What does Ministry of Transportation Ordinance No. 504/2025 establish?

Ministry of Transportation Ordinance No. 504/2025 sets forth guidelines for the management and operation of logistics terminals, rail yards, and storage areas administered by Infra S.A.

The ordinance establishes rules to standardize contractual instruments applicable to these assets, as well as procedures for their operation and use.

Among the provisions set forth are guidelines related to contractual organization, the definition of operating conditions, and the use of areas for cargo handling across different modes of transport.

The ordinance also addresses the management and use of logistics facilities under the responsibility of Infra S.A., including parameters for their operation and use within the framework of public transportation policies.

Finally, the regulatory act is part of the set of regulatory instruments that govern the federal logistics infrastructure.

LOGISTICS TERMINALS INFRA S.A.



North-South Railway

● Areas available to the market destined for yards and cargo logistics terminals of Infra S.A.

● Areas with logistics terminal contracts in force in the process of renewal and/or bidding.

● Effective agreements



TERMINAIS INFRA S.A.

The qualification of Infra S.A.'s five terminals under the Investment Partnerships Program (PPI) complies with applicable legislation and regulations.

Ordinance No. 504/2025 establishes guidelines for the management and operation of logistics terminals, railway yards, and storage areas operated by Infra S.A., including rules governing bidding processes and contract extensions.

The allocation of these assets will be in accordance with the criteria and procedures outlined in Ordinance No. 504/2025 and applicable legislation, as determined by the legal instrument adopted in each case.



Section

North South Railway (Four terminals in Porto Nacional/TO and one terminal in Palmeirante/TO)



Cargo Type

General Cargo and Liquid Bulks



Cargo Handling

1.576 million tons/year



Investments

More than BRL 200 M



Revenue Increase (annual fixed)

BRL 4 M

TERMINAIS INFRA S.A.

The Guaraí Terminal site is scheduled to be awarded to the private sector through a competitive bidding process, in accordance with the guidelines outlined in Administrative Order No. 504/2025 and applicable legislation. The bidding process is currently in the feasibility study phase.

The terminal has existing infrastructure and may be used for cargo handling, subject to the conditions outlined in the future call for bids and the respective contract. Among the types of cargo that may be handled are liquid bulk cargoes, depending on the facility's characteristics and market demand.



Section

North-South Railway (A terminal in Guaraí, Tocantins)



Cargo Type

General Cargo and Liquid Bulks



Platforms

Roadways and Railways

FUTURE ASSESSMENTS



North-South Railway Extension



Section
Estrela D'Oeste/SP – Chapecô/SC



Extension
950 km



Delivery of Assessments
November/2027

Santa Catarina Railway Corridor



Section
Dionísio Cerqueira/SC – Rio Grande/SC



Extension
700 km



Delivery of Assessments
November/2027

North-South Railway Extension



Section
Chapecô/SC – Rio Grande/RS



Extension
833 km



Delivery of Assessments
November/2027

Transnordestina RY in Pernambuco



Section
Salgueiro/PE – SUAPE/PE



Extension
544 km



Delivery of Assessments
October/2027

TLSA Connection - North-South RY



Section
Eliseu Martins/PI – Estreito/TO



Extension
620 km



Delivery of Assessments
August/2027

Idle Sections



Section
Existing national railway network



Extension
9,019 km



Delivery of Assessments
February/2026



Total
12,666 km