

TAV Brasil - ANTT

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On the second day of the study tour the excursion to Agência Nacional de Transportes (ANTT) was on the program. ANTT is the national agency for transport and is concerned with traffic and transport topics in Brazil. Because the company's building is under construction, we were invited at the University of Sao Paulo. Here we got a presentation on the Trem de Alta Velocidade (TAV Brasil), a high speed rail link between Campinas, São Paulo and Rio de Janeiro. The presentation was given in Portuguese, so we needed the help of our supervisor Krol to translate. For which big thanks!

TAV Brasil is a big project with 510km of rail between the two economically most important areas in Brazil. Between São Paulo and Rio de Janeiro all transport is done by air, bus or car. To reduce the pressure on the transport system a new transport mode is necessary. For twenty years ANTT is studying the possibilities and design of a high speed rail link as in countries like France, Japan and Germany. They need this information from abroad, because till ten years ago there was no passenger transport by rail over such big distances at all in Brazil.

The main goal of the TAV project is to reduce emissions caused by busses and private cars. In the River valley, between São Paulo and Rio de Janeiro, and in the city centers these transport modes have little space for expansion. In total there will be 33,6 million transfers a year. Without TAV 14% uses air transport, 35% bus transport and 51% car transport. With the introduction of the TAV 7% will use air transport, 13% car transport, 26% car transport and 54% rail transport. Bus and air companies will not be compensated for loss of passengers, because the introduction of the TAV will reduce pressure on the existing system by generating more capacity and the demand will practically grow anyways.

The construction of the TAV the project has some challenges: the tunnel underneath Guanabara Bay: there is no space in Rio de Janeiro itself; a steep 800m climb from the coast to the highlands; mountain ridges with different geological conditions etc. In the future there are plans to expand the TAV to Curitiba and to Brasilia. It is even possible to connect the rail link to Belo Horizonte.

The project will be procured as an integrated contract. The concession will be a DBFMO contract with a lifespan of 40 years. The bid with the lowest price per kilometer will win the tender. After finishing the tendering and licensing process, the construction process will take about 6 years. The public investment will be 70% and the other 30% will come from private investors. In this project, the government is only responsible for land expropriation and the environmental assessment, 5000 families has to be resettled. Financial guarantees will be given by the government at start of the project. This will slowly decrease over the lifespan of 40 years of the project. Risks are

accommodated in a legal construction; the only public risks are construction risks and the risk of not meeting the expected demand.

The public opinion about this project is mixed. People in São Paulo think the TAV project is a good thing, because it will boost local development. On the other hand they are afraid that it will attract more passengers to a city that's already too big, since transport from São Paulo will be much easier and quicker. People from Rio de Janeiro are positive about the TAV project. They think the introduction of the TAV will bring companies back to Rio de Janeiro who left the city after it lost its reputation as capital.



Figure 1: TAV Brasil representatives and our project group

Dutch consulate

In the afternoon a visit to the Dutch consulate was on the program. In a very nice suburb of São Paulo, where each villa has its own security, we were invited in the backyard of Beatrix's residence. The Dutch consul elaborated on his job in São Paulo and his function as representative of the Netherlands. His function consists of personal affairs, like lost passports and prisoners, supporting Dutch companies settling in Brazil and improving trade relations between the Netherlands and Brazil.

With great drinks and snacks there was a possibility to exchange more information about our tour and his work.

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