



*Changes that have occurred in
Brazilian ports and prospects for the
future.*

**“Executive Management Conference for
Latin America and the Caribbean”**

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Brazilian Ports

- 45 ports (35 sea-ports and 10 river ports) . 37 of these are administrated by the State under the regulations of Law nº 8.630/93
 - 121 private port terminals , handling 65% of the cargoes
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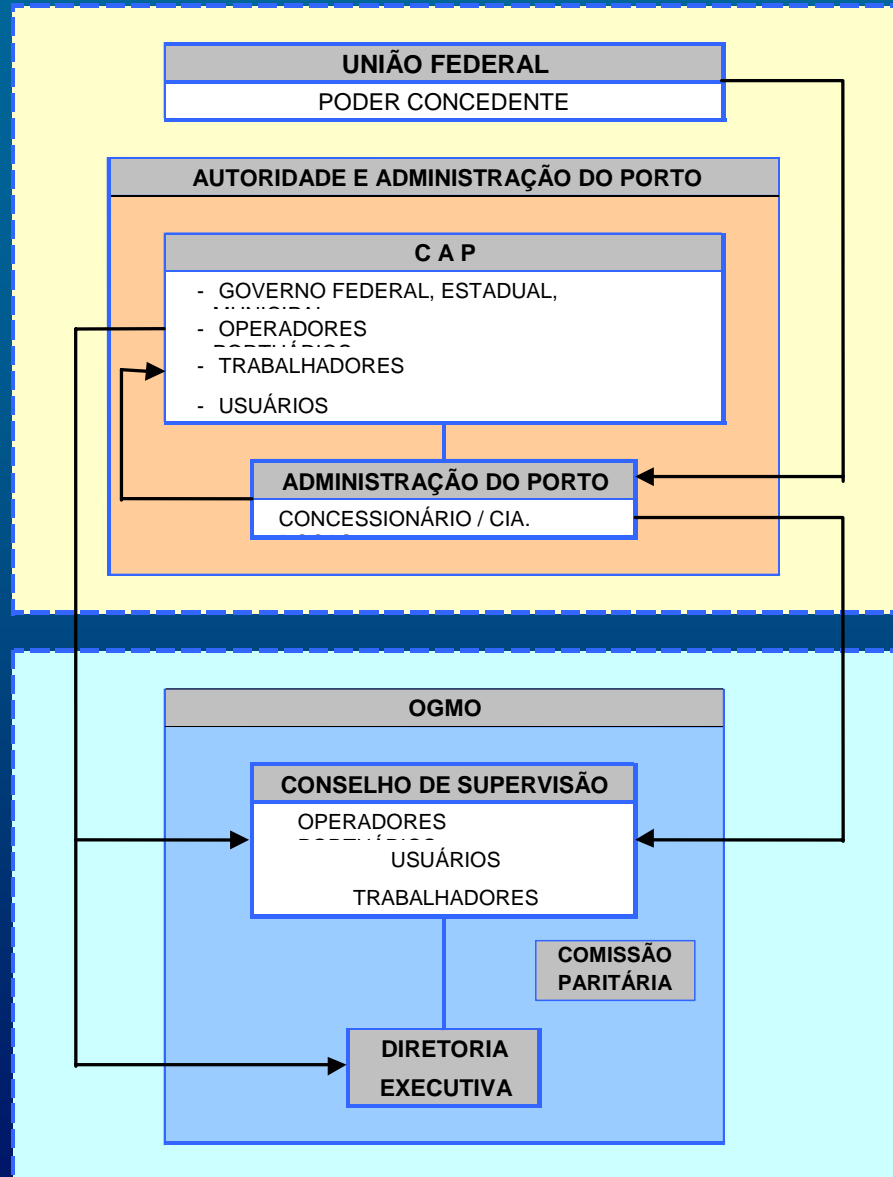




Law nº 8.630 (Port Modernization)

- Decentralized administration (Port Authority Councils – CAPS)
 - Solução para greves
- Casual Labor entity (OGMOs)







Law n° 8.630 (Modernization of Ports)

- Leasing contracts adhesion contracts (50 years)
- Port services privatized (Cargo handling)
- Free competition.



Positive results with the privatization of port terminals and areas.

- Over 7.4 million square meters comprising 145 areas have been leased.
- Public/private investments of 3 Billion US\$ have been made.
- Tonnage handled has increased 73% between 1993 (346 million tons) and 2005 (650 million tons)
- An increase of 277% in the number of containers handled (1.5 million teus in

1993/ 5.65 million teus in 2005)



Positive results with the privatization of port terminals and areas.

- Private terminals and of public use account for 95% of the cargo handled.
- Increased productivity and quality of service.
- Reduction in the prices charged for handling cargo.
- Greater security for the cargo
- The user can now to choose his

operator



What still needs to be done.

- Install a new model of Port Administration.
- Continuous and permanent dredging.
- Adequate dimensioning of the excessive number of casual labor.
- Freedom to contract and operate.
- Increase the leasing of areas.
- Adaptation of all contracts in accordance with Law No.8630/93 (50 year leases and juridical security)
- Rationalization of the excessive Red-tape and bureaucracy
- A solution to avoid strikes.



A new model of Port Administration.

- Administrative, financial and operational autonomy
 - Administrators that have a business oriented vision of matters.
 - An entity that is free from political party interference.
 - Na administration that is focused on efficiency, quality and on the lowering of costs.
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Institutional-Juridical instruments required.

- Clear regulatory requisites and compatible with the globalized market.
 - Regulatory Agencies that promote and encourage investments.
 - Public-Private Partnerships (PPPs) in the fields of Port Administration, in dredging, and in the exploration of port terminals of public use, as well as land accesses to same.
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**A Port generates wealth.
Brazil can and must open its
ports further to private initiative
and to foreign investment.**

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