

CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE

**INLAND WATERWAY TRANSPORT IN TIMES OF GLOBALISATION
PREPARATORY WORKSHOP AND SIDE EVENT**

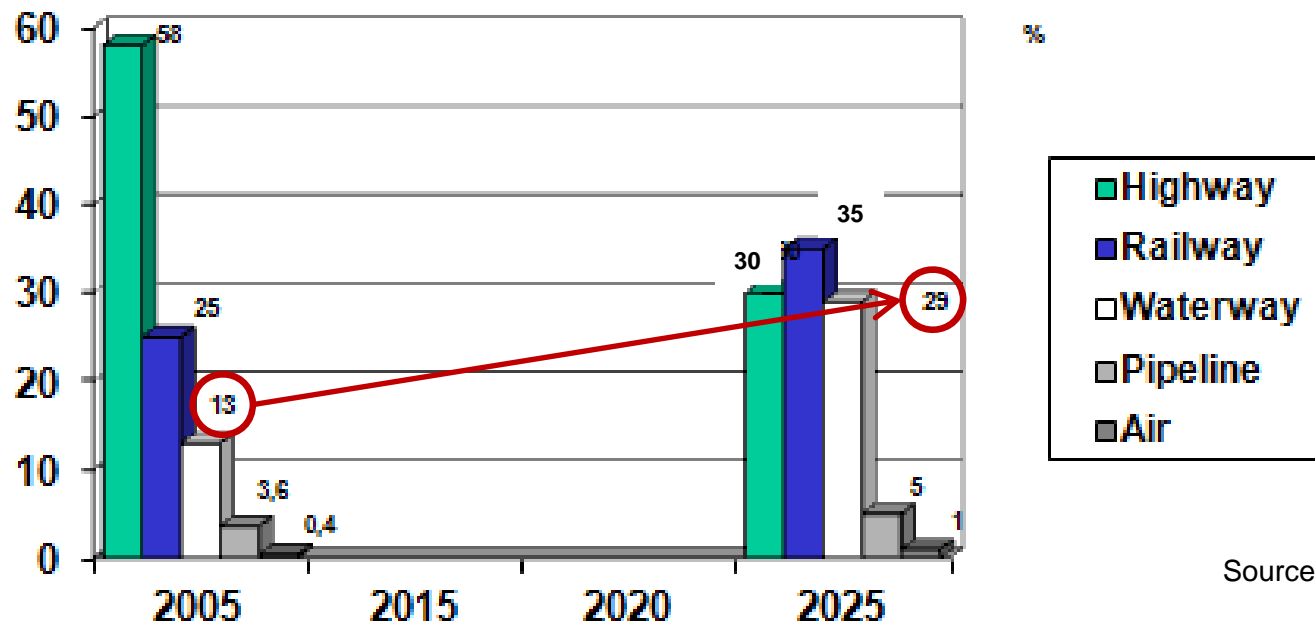
PARAGUAY-PARANÁ INLAND WATERWAY

MARSEILLE (France), 13 MARCH 2012

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BRAZIL**

GENERAL OVERVIEW

- Transport planning in Brazil is guided by the *National Plan of Logistics and Transport* (PNLT in portuguese)
- The main objective of this plan is to provide the country with a more balanced transport matrix by the year 2025.



Source: PNLT / MT

GENERAL OVERVIEW

- To achieve that, priority is being given to railways and waterway transport (inland navigation and cabotage)
- To consolidate the priority for waterway transport, a *Strategic Plan for Inland Navigation* (PHE in portuguese) in the main brazilian river basins is on the way.
- There is also provision for a Dutch technical assistance

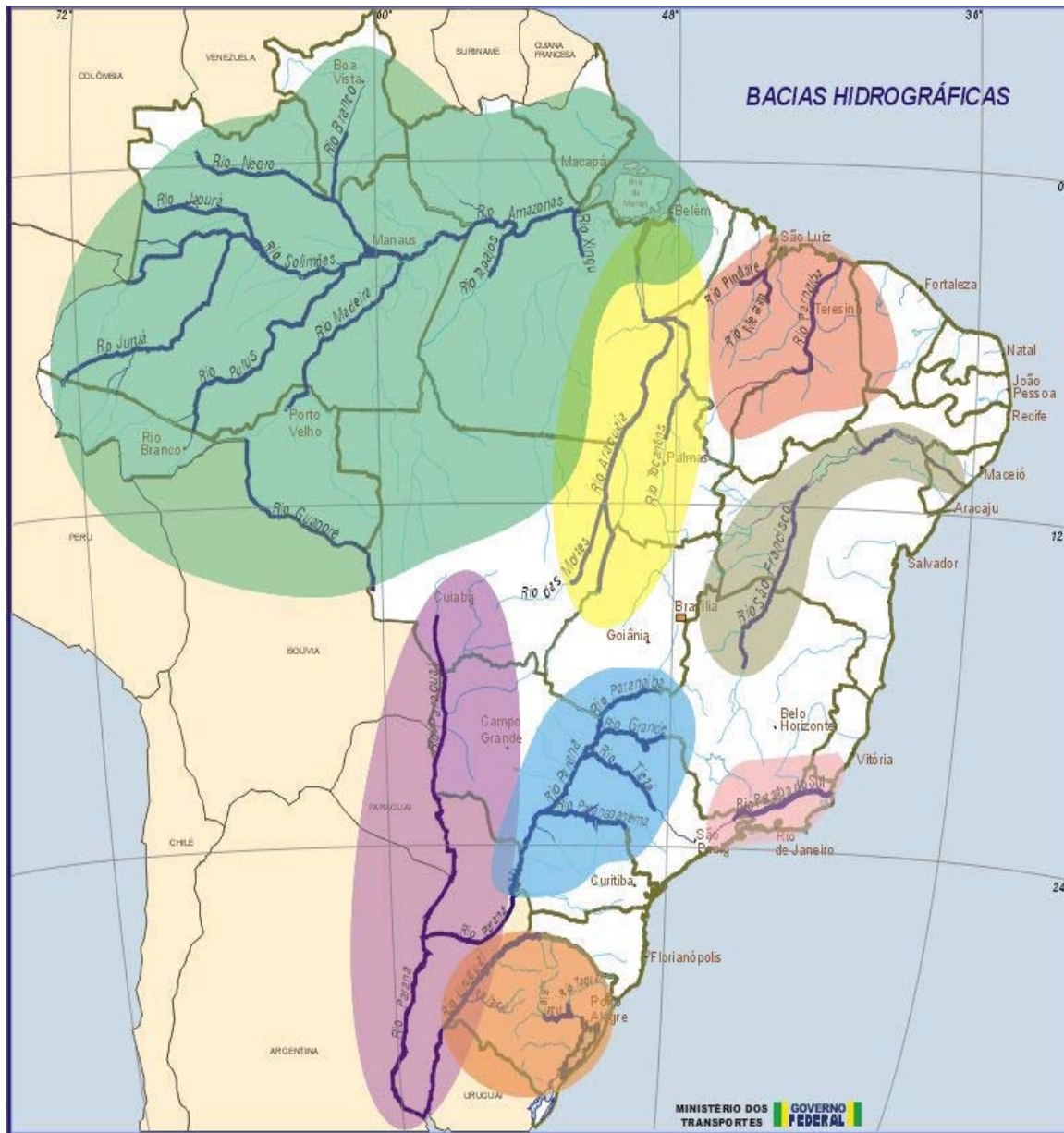
GENERAL OVERVIEW

- Brazil Inland Waterway Characteristic: High Potential and Low Use
- There are 60000 km of inland waterways and only 13000 km are used
- Inland waterway transport is limited mainly to agricultural and mineral goods
- 45 million tons are transported by brazilian waterways every year
- Potential: about 180 million tons (source: ANTAQ)

BRAZIL'S INLAND WATERWAY MAIN PROBLEMS

- Insufficient regulatory framework
- Lack of integration with other transport modes
- Maintenance dredging required
- Long procedures to get environmental licenses
- Construction of hydroelectric plants without locks

PARAGUAY-PARANÁ INLAND WATERWAY



11 Main Inland Waterways

- ◆ Amazon Basin
- ◆ North-eastern Basin
- ◆ São Francisco Basin
- ◆ Tocantins Araguaia Basin
- ◆ Paraguay-Paraná Basin
- ◆ Tietê-Paraná Basin
- ◆ Southeast Basin
- ◆ South Basin

The Paraguay-Paraná inland waterway is one of the most extensive and important continental axes of political, social and economic integration.

It cuts through half of South America, stretching from the city of Cáceres, in Mato Grosso, to Nova Palmira, Uruguay.

It has 3442 kilometers, with 2,202 km to the border with Paraguay and Argentina.

The Paraguay-Paraná inland waterway runs through five countries: **Brazil, Bolivia, Paraguay, Argentina** and **Uruguay**.



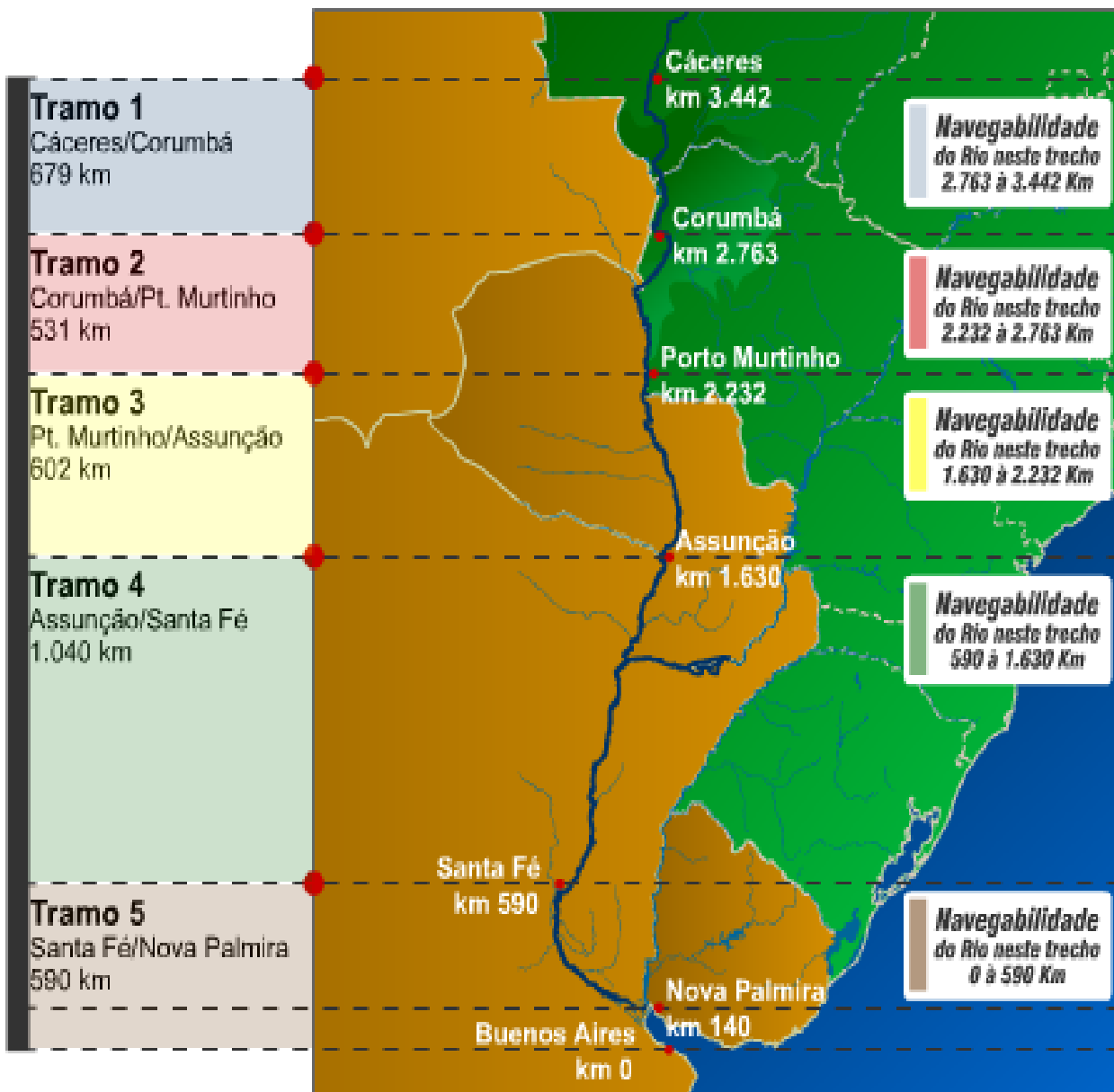
NAVIGABLE EXTENSION

Brasil:	890 km
Brasil/Bolívia:	58 km
Brasil/Paraguai:	322 km
Paraguai:	557 km
Paraguai/Argentina:	375 km
Argentina:	1.240 km
Total:	3.442 km

INTERNATIONAL NAVIGATION AGREEMENTS

- Prata Basin Treaty, 04/23/69
- Inland Waterway Intergovernmental Committee - CIH, 08/89
(Incorporated into the Brasilia Treaty System, 10/1991)
- River Transport Agreement, 06/26/1992
- “Modernization Program of the Navigation Conditions on the Paraguai-Paraná Waterway (Cáceres Port/ Nova Palmira Port)”
- Decree nº. 2716, of 8/10/1998 promulgates the River Transport Agreement by Parana-Paraguay Inland Waterway (Cáceres Port/ Nova Palmira Port)





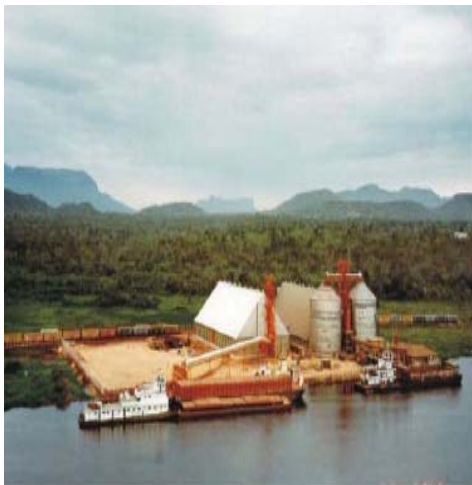
Inland Waterways' Main Ports



TERMINAL INTEMODAL - Cáceres MT



TERMINAL INTERMODAL - Corumbá MS



TERMINAL GRANEL QUÍMICA - Ladário MS



TERMINAL NUEVA PALMIRA - Uruguay



PARAGUAY-PARANA RIVER TYPICAL CONVOY



Inland Waterway Cargo Transport

Tabela 2.1. Transporte de cargas na hidrovia do Paraguai por navegação interior internacional e linha de carga, em toneladas e TKU - 2010

Linha	Sentido		Total (t)	%	Total (tku 10 ³)	%
	Exportação	Importação				
Corumbá (MS) – Argentina	2.775.819,20	0,00	2.775.819,20	71,19%	1.411.078,41	68,32%
Ladário (MS) – Argentina	1.008.326,00	0,00	1.008.326,00	25,86%	592.552,86	28,69%
Corumbá (MS) – Paraguai	79.752,00	0,00	79.752,00	2,05%	46.019,69	2,23%
Porto Murtinho (MS) – Uruguai	22.820,74	3.579,52	26.400,26	0,68%	15.159,29	0,73%
Ladário (MS) – Uruguai	5.766,87	0,00	5.766,87	0,15%	358,24	0,02%
Porto Murtinho (MS) – Argentina	0,00	3.083,82	3.083,82	0,08%	191,57	0,01%
Total			3.899.148,14	100,00%	2.065.360,05	100,00%

Tabela 2.2. Transporte de cargas na hidrovia do Paraguai por navegação interior internacional por país de origem/destino em toneladas - 2010

Parceiro comercial	Exportações brasileiras	Importações brasileiras	Total (t)	%
ARGENTINA	3.784.145,20	3.083,82	3.787.229,02	97,13%
PARAGUAI	79.752,00	0,00	79.752,00	2,05%
URUGUAI	28.587,60	3.579,52	32.167,12	0,82%
Total	3.892.484,80	6.663,34	3.899.148,14	100,00%

Source: ANTAQ / MT

Growth Acceleration Program - PAC

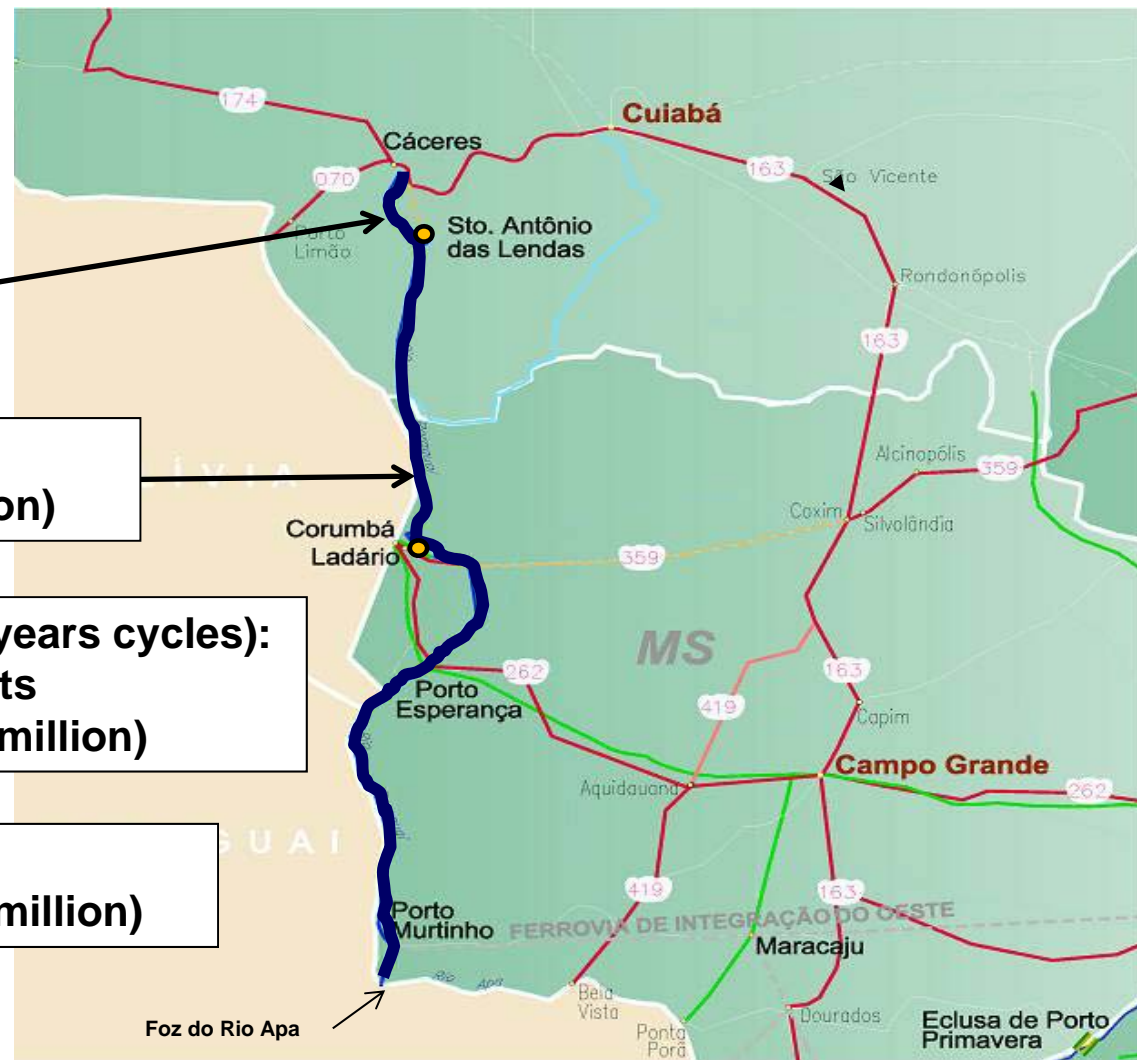
TOTAL INVESTMENT
R\$ 78,4 million

Located Dredging
(R\$ 3,9 million)

Located Dredging
Passo do Jacaré (R\$ 6,0 million)

Dredging and Sinalization (5 years cycles):
Corridor's studies and projects
Works and Services (R\$ 62,0 million)

Cargo Terminals:
Studies and Projects (R\$ 6,5 million)



Source: SEGES / MT

The inland waterway has been used mainly to transport iron ore from Brazil to Argentina

It has great potential to drain the production of soybeans and other products (from the states of Mato Grosso, Mato Grosso do Sul and Goiás).

For this, investments are needed in roads and railways connecting the city of Cáceres to the producing regions.

Ports of Santos and Paranaguá are already saturated. Paraguay – Paraná could be a good alternative.

Paraguay – Paraná: it is truly MERCOSUL's main inland waterway



Thank You!

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