



The Paranagua channel concession project

The project for the concession of the access channel to the Port of Paranagua has advanced to another stage.

In November 2023, a public hearing was held regarding the concession of the port channel, during which representatives of the Brazilian waterway sector and other interested parties were consulted.

By August 2024, the project received approval from the board of directors of the National Waterway Transportation Agency - ANTAQ, responsible for regulating, supervise, and oversee the activities of waterway transportation service provision and the operation of port and waterway infrastructure.

The documents will now be submitted for review by the Ministry of Ports and Airports and subsequently by the Federal Court of Accounts - Brazil (TCU).

This is a groundbreaking acquisition process as it marks the first time an access channel infrastructure concession is put out for bidding.

Currently, at the Port of Paranagua, when there is a need for deepening the access channel, individual bidding is conducted. This process is often slow and costly as it requires starting a new bidding process each time, along with new and long environmental studies.



The average annual expenditure on dredging is 85 million BRL, excluding the amounts paid for rock removal dredging and related obligations, such as environmental monitoring, maritime traffic control, bathymetry, nautical signaling, among others.

The new proposal, however, establishes a contractual term of 25 years, with the possibility of extension up to 70 years, aiming to resolve the current challenges.

It is important to highlight that the concession model allows the port to increase its draft from the current 13.1 meters to 15.5 meters during the initial years of the contract.

This will enable the docking of larger vessels like New Panamax ships. Additionally, the project will widen the channel and expand the evolution area, improving operational capacity and safety.

In the first year, the concessionaire must reduce tariffs by 13% until achieving a draft of 13.3 meters. Only after reaching a draft of 15.5 meters will the tariff offered during the auction be applied.

Beyond achieving the required draft, the private company will also be responsible for performing all associated services outlined in the contract, such as environmental monitoring, and for transferring 80 million BRL annually to the port. This amount will be invested in improving the shared infrastructure of the organized port.



The concessionaire will also be responsible for maintaining the draft at the Port of Antonina for the first five years of the contract.

The pioneering nature of this concession model will serve as a reference for other projects of this kind, particularly those involving dredging and maintenance works in access channels, such as those at the Port of Santos and the Port of Rio Grande.

The Paranagua channel concession project is a pioneering initiative in Brazil, demonstrating the importance of modernizing port infrastructure to meet global maritime trade demands. By investing in dredging and channel expansion, Brazil can strengthen its position in the global market, reduce logistics costs, and optimize port operations.