



Prefeitura de
CURITIBA *Trabalhamos
juntos.*



New Concession for CURITIBA'S PUBLIC TRANSIT SYSTEM

Roadshow

September/2026



AGENDA



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01

New concession model

02

Key investments

03

Municipal subsidies for investments

04

How future concessionaires will be paid

05

Bidding process: qualification requirements

06

Bidding process: procedure (documents and deadlines)

07

Bidding process: communication and clarification channels

BID STRUCTURING TIMELINE (KEY MILESTONES)



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BNDES and
Advisors
Engagement



OCT/23
TO APR/24

Preliminary
Studies
(Phase 1)



APR/24
TO DEC/24

Detailed Studies
Bid Docs.
(Phase 2)



JAN/25
TO SEP/25

Public
Consultation



SEP/25 TO
NOV/25

Public Hearings
and Roadshows



OCT/25

TCE review,
Public
Consultation
feedback,
revisions



NOV/25 TO
JUN/26

Bid Notice
Publication



AUG 19,
2026

Proposal
Submission
NOV 17, 2026



Auction
NOV 26, 2026

Contract
Signing



**6 MONTHS
AFTER
AUCTION
(ESTIMATION)**



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01

NEW CONCESSION MODEL

OVERVIEW OF THE NEW CONCESSION



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- Modality:
Common concession
- Award criterion:
Highest discount (%) on remuneration
- Contract term:
15 years
- Bus Depots:
Private
- Remuneration:
 - **The model removes the ridership (demand) variable from remuneration, linking it instead to operational (supply) variables**
 - **R\$ 18.8 bn** (USD 3.7 bn. Total estimated system remuneration, nominal, over 15 years)
- Electrification:
 - **250 buses** (mainly bi-articulated and articulated)
 - **2 shared public charging stations**
- 5 Lots:
 - **Structural subsystem:** BRT1 and BRT2 Lots
 - **Regional subsystem:** North, South, and West Lots

NEW CONCESSION MODEL



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5 LOTS: 2 structural lots (BRT1 and BRT2) and 3 regional lots (North, South, and West).

Lot	Route profile	Routes	Fleet (year 1)	Fleet profile	Predominant technology
BRT1	Structural routes on exclusive corridor	24	263	Bi-articulated, articulated, Standard Express	Electric + Diesel
BRT2	Structural routes on exclusive corridor	17	177	Bi-articulated, articulated, Standard Express	Electric + Diesel
NORTH	Feeder and local routes — North region	100	276	Regular, Articulated, Standard, and Micro	Diesel
SOUTH	Feeder and local routes — South region	92	295	Regular, Articulated, Standard, and Micro	Diesel
WEST	Feeder and local routes — West region	84	335	Regular, Articulated, Standard, and Micro	Diesel

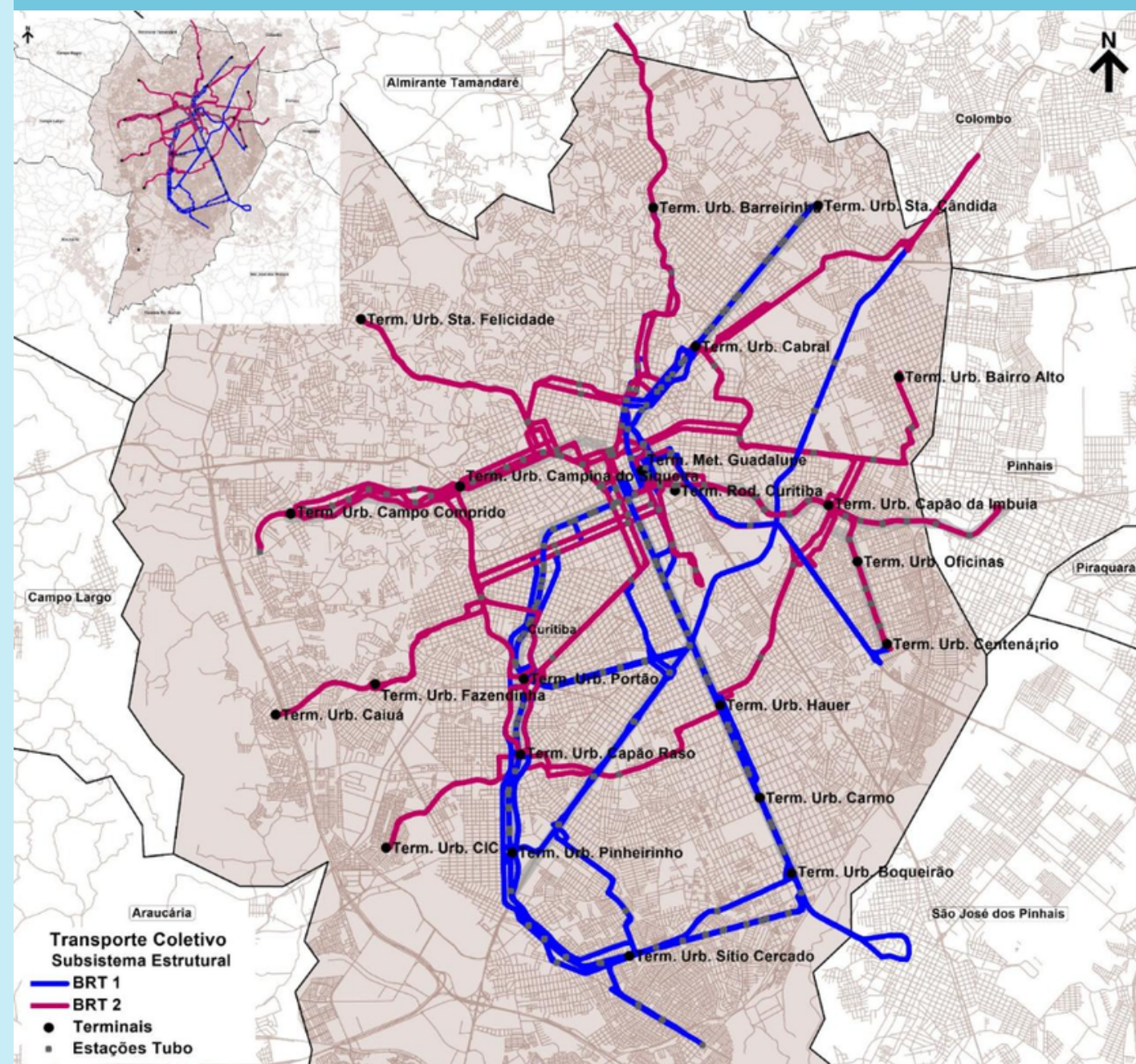
NEW CONCESSION MODEL



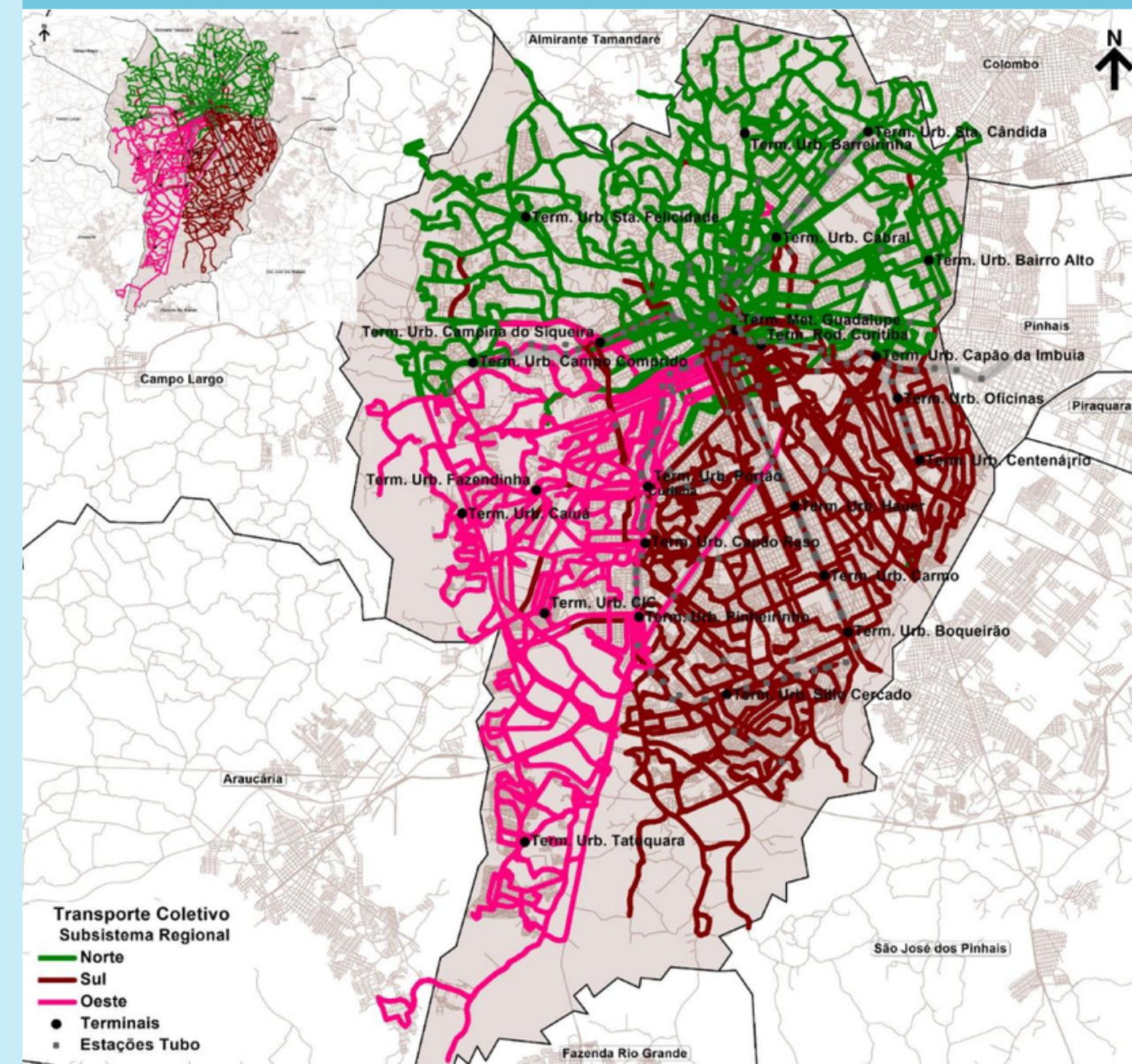
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STRUCTURAL SUBSYSTEM



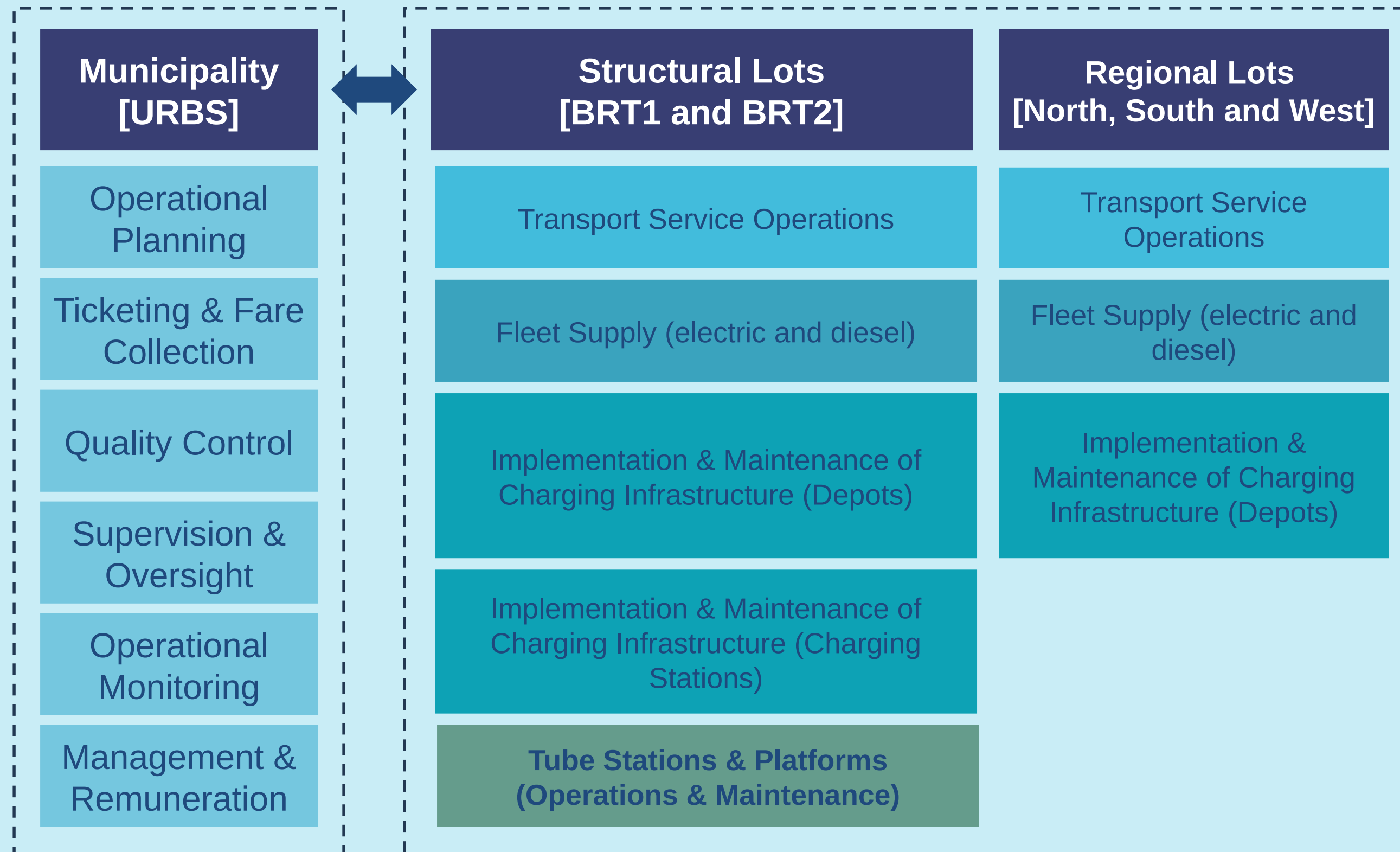
REGIONAL SUBSYSTEM



NEW CONCESSION MODEL | Responsibilities



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OPERATING PLAN



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DEFINITIONS

Structural operating parameters set by the
Granting Authority (URBS)



Routes &
Alignments



Minimum Required
Fleet
(by vehicle type)



Schedules &
Headways



Scheduled
Vehicle-Kilometers

OPERATING PLAN GOVERNANCE

Updated by the Granting Authority

Concessionaire may request adjustments, but approval
rests with the Granting Authority

Non-compliance affects remuneration

Reference Operating Plan

- Published in the Bid Notice
- Includes number of vehicles by type, number of trips, mileage, frequency, etc.
- Parameter for the Contract's economic-financial balance

CONTINGENCY

In exceptional situations, the Granting Authority may order an emergency schedule

FLEET COMPOSITION BY VEHICLE TYPE

BRT1 and BRT2 Lots



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BRT1 LOT

Vehicle type	Technology	Year 1	Year 5+
Bi-articulated	Diesel	83	0
Bi-articulated	Electric	13	76
Articulated Express	Diesel	47	21
Articulated Express	Electric	0	18
Articulated Direct Line	Electric	27	27
Standard Direct Line	Diesel	93	61
TOTAL		263	203

able from Year 5 onward

BRT2 LOT

Vehicle type	Technology	Year 1	Year 4+
Bi-articulated	Diesel	53	0
Bi-articulated	Electric	12	65
Articulated Express	Diesel	9	7
Articulated Direct Line	Electric	27	27
Standard Direct Line	Diesel	76	76
TOTAL		177	175

able from Year 4 onward

BRT1 and BRT2 concentrate the larger-capacity fleet (bi-articulated and articulated)

FLEET COMPOSITION BY VEHICLE TYPE

North, South, and West Lots



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NORTH LOT

Vehicle type	Tech.	Year 1	Year 2+
Articulated	Diesel	32	24
Standard D.L.	Diesel	4	4
Standard	Diesel	38	38
Regular	Diesel	117	117
Micro	Diesel	74	74
Articulated	Electric	0	8
Standard	Electric	7	7
Regular	Electric	4	4
TOTAL		276	276

able from Year 2 onward

SOUTH LOT

Vehicle type	Tech.	Year 1	Year 2+
Articulated	Diesel	78	70
Standard D.L.	Diesel	4	4
Standard	Diesel	15	15
Regular	Diesel	167	167
Micro	Diesel	31	31
Articulated	Electric	0	8
TOTAL		295	295

able from Year 2 onward

WEST LOT

Vehicle type	Tech.	Year 1	Year 2+
Articulated	Diesel	99	89
Standard D.L.	Diesel	18	18
Standard	Diesel	31	31
Regular	Diesel	155	155
Micro	Diesel	32	32
Articulated	Electric	0	10
TOTAL		335	335

able from Year 2 onward

Unlike BRT1/BRT2, here the fleet is mostly Regular and Micro vehicles — smaller buses suited to operation on regular streets and conventional stops

FLEET PROVIDED BY THE MUNICIPALITY: Mitigating the Barrier to Entry



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Curitiba has a high-capacity fleet with unique characteristics*: there are no vehicles on the market, new or used, that can fully meet this need.

Part of the fleet needed to start operations will be provided by the Municipality to the new concessionaires of the BRT1 and BRT2 Lots:

PROVISION OF UP TO 220 BUSES:

167 bi-articulated buses

53 articulated buses, Express category

The expected use is **179 buses** (136 bi-articulated and 43 articulated), and the remaining 31 buses will form a supplemental fleet available as needed

* Door and floor configuration (tube stations and terminals)



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02

KEY INVESTMENTS

CAPEX | Key Investments



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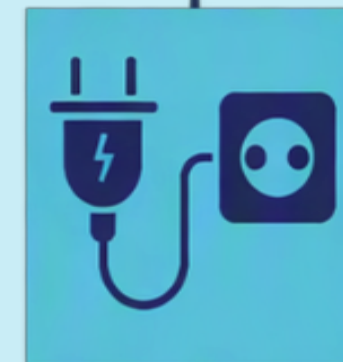
250 **electric buses**
Acquisition over 5 years



2 **public charging stations**
In the first 2 years
(38 chargers)



151 **diesel buses**
Euro 6 with air conditioning
Acquisition at start-up
1,091 Acquisition throughout
the contract
(renewal of the old fleet)



105 **chargers**
Charging infrastructure
at the depots

CAPEX | Total of approximately R\$ 3.9 billion over 15 years



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Lot	Diesel fleet (million)	Electric fleet* (million)	Infrastructure (million)	Total CAPEX (million)
BRT1	R\$ 216.6	R\$ 1,043.6	R\$ 56.8	R\$ 1,317.0
BRT2	R\$ 163.5	R\$ 823.5	R\$ 55.4	R\$ 1,042.4
NORTH	R\$ 380.4	R\$ 88.4	R\$ 6.4	R\$ 475.2
WEST	R\$ 523.7	R\$ 60.7	R\$ 4.2	R\$ 588.6
SOUTH	R\$ 427.3	R\$ 48.6	R\$ 4.2	R\$ 480.1
TOTAL	R\$ 1,711.5	R\$ 2,064.8	R\$ 127.0	R\$ 3,903.3
TOTAL (USD)	\$ 334.87	\$ 403.97	\$ 24.86	\$ 763.70

* Plus battery replacement starting in year 8

53%

of electric fleet CAPEX +
battery replacement

41%

of electric fleet investment is
covered by the subsidy

63%

of CAPEX concentrated in the
concession's first 5 years

CAPEX | Public and Private



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USE/SOURCE	CAPEX First 5 Years (R\$ Million)	CAPEX Year 6 to Year 15 (R\$ Million)	Total CAPEX (R\$ Million)	% of Total CAPEX
Diesel Fleet	763.03	948.52	1,711.54	44%
Electric Fleet	1,552.43	512.30	2,064.74	53%
Infrastructure	127.05	0.00	127.05	3%
Electric Fleet Investment Subsidy	-848.17	0.00	-848.17	-22%
Electric Charging Infrastructure Subsidy	-45.50	0.00	-45.50	-1%
Total Subsidy	-893.66	0.00	-893.66	-23%
Total CAPEX	2,442.51	1,460.82	3,903.33	100%
Total CAPEX (USD Million)	477.88	285.81	763.70	100%
Total Private CAPEX	1,548.84	1,460.82	3,009.66	77%
Total Private CAPEX (USD Million)	303.03	285.81	588.85	77%

Electrification concentrated in the first 5 years



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Electric Bus Entry (All Lots)

Electric buses
added to the
system, by year
(total: 250 vehicles)



Fleet electrification schedule

BRT1 and BRT2 Lots



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BRT1 LOT

Vehicle type	Year	Qty.
Bi-articulated	Year 1	13
Bi-articulated	Year 3	20
Bi-articulated	Year 4	36
Bi-articulated	Year 5	7
Articulated Express	Year 5	18
Articulated Direct Line	Year 1	27

Total: 121 electric buses

BRT2 LOT

Vehicle type	Year	Qty.
Bi-articulated	Year 1	12
Bi-articulated	Year 2	33
Bi-articulated	Year 3	20
Articulated Direct Line	Year 1	27

Total: 92 electric buses

BRT1 and BRT2 account for 85% of SIM's total electrification (213 of 250 vehicles). Bi-articulated buses account for most of the switch, since they are no longer manufactured in diesel and will be replaced with electric units in the first 5 years

Fleet electrification schedule

North, South, and West Lots



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NORTH LOT

Vehicle type	Year	Qty.
Standard Inter-District	Year 1	7
Regular Downtown Circular	Year 1	4
Articulated Inter-District	Year 2	8
Total: 19 electric buses		

SOUTH LOT

Vehicle type	Year	Qty.
Articulated Inter-District	Year 2	8
Total: 8 electric buses		

WEST LOT

Vehicle type	Year	Qty.
Articulated Inter-District	Year 2	10
Total: 10 electric buses		

The North, South, and West Lots together add 37 electric vehicles (14.8% of SIM's total), with rollout concentrated in a single event per lot.

Charging Infrastructure | Charging Stations and Bus Depots



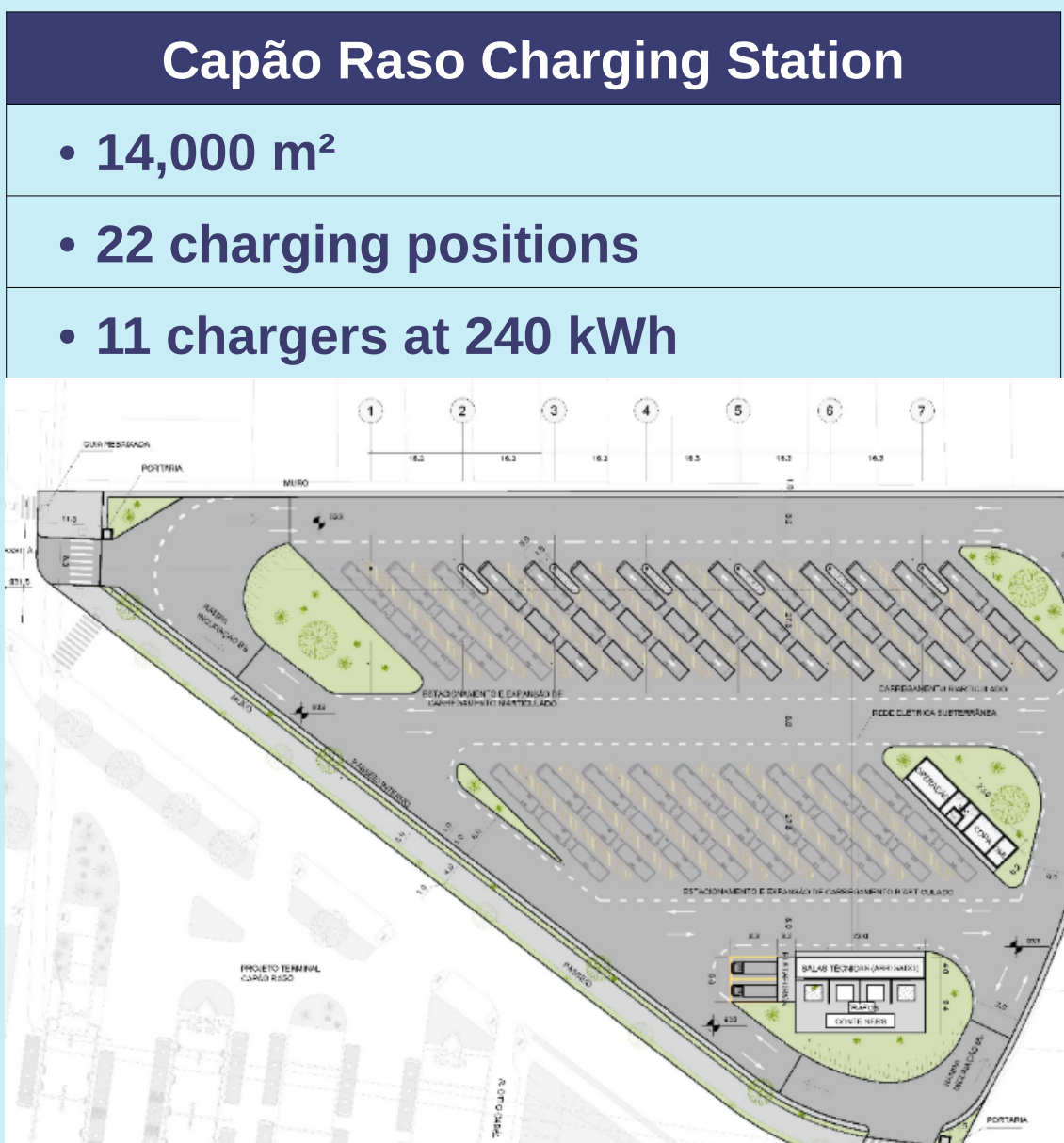
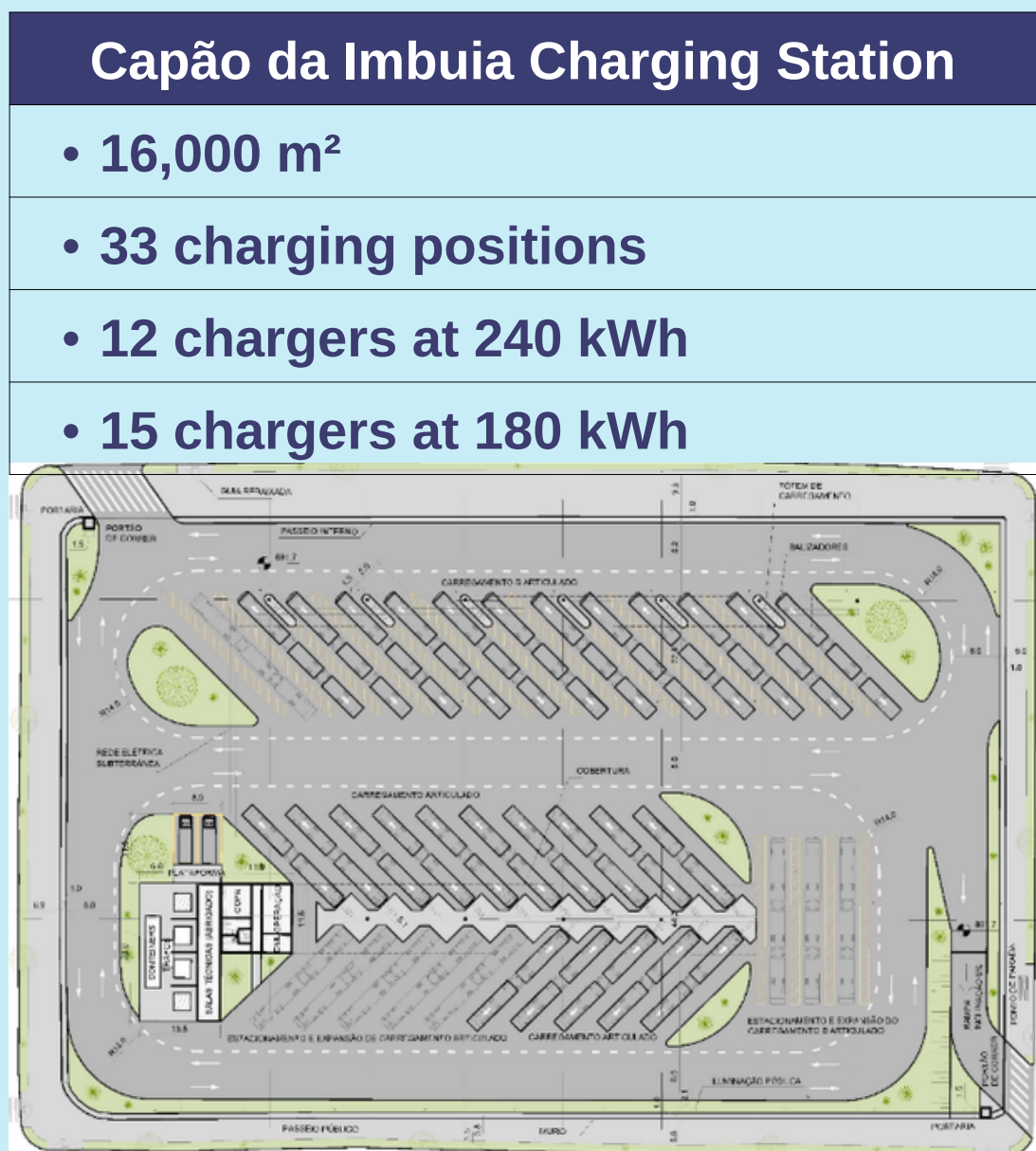
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1) Construction of 2 public charging stations for shared use,
with 38 chargers in total:

Location:

Sites chosen to minimize deadhead mileage and idle operating time. **Land to be expropriated by the Municipality.**



2) Deployment of charging
infrastructure at the depots:

48 chargers at 180 kWh
57 chargers at 240 kWh

105 chargers in total

Site	Unit	Total Chargers	Demand (kW)
BRT1 Depot	Unit 1	22	4,190
	Unit 2	20	3,810
BRT2 Depot	Unit 1	20	3,450
	Unit 2	20	3,450
North Depot	-	11	1,400
South Depot	-	6	800
West Depot	-	6	800
Total		105	17,900

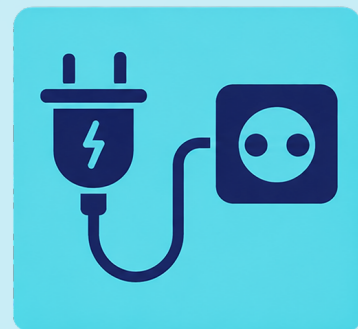
Charging Infrastructure | Charging Stations



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Total charging infrastructure



143
reversible
chargers

**105 in
garages**
**38 in
parking lots**

Investments:

CHARGING STATIONS:

Capital subsidized by the Municipality, land expropriated, at no cost to the private party.

DEPOTS:

Private investment.

CHARGING INFRASTRUCTURE

Lot	Chargers	Subsidized CAPEX	Private CAPEX	Total CAPEX
Capão Imbuia Charging Station	27	R\$ 18.3M		R\$ 18.3M*
Capão Raso Charging Station	11	R\$ 27.2M		R\$ 27.2M*
BRT1	42		R\$ 22.3M	R\$ 22.3M
BRT2	40		R\$ 21.4M	R\$ 21.4M
North	11		R\$ 6.4M	R\$ 6.4M
South	6		R\$ 4.2M	R\$ 4.2M
West	6		R\$ 4.2M	R\$ 4.2M
Total	143	R\$ 45.5M	R\$ 58.6M	R\$ 104.1M
Total (USD million)	143	\$ 8.90	\$ 11.45	\$ 20.35

*Chargers + civil infrastructure

Charging Station Sites | Expropriation Status



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CAPÃO RASO

- Decree No. 1,382/2022: declares the property of public interest for expropriation purposes
- Expropriation: process underway under Docket No. 01-181477/2022
- Title deeds have been corrected for inventory registration purposes
- Next step is registering the expropriation of the remaining area

CAPÃO DA IMBUÍA

- Decree No. 2307/2025: declares the property of public interest for expropriation purposes
- Expropriation: process underway under Docket No. 01-126994/2026
- Judicial expropriation motion filed



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03

MUNICIPAL SUBSIDY FOR INVESTMENTS

R\$ 893.7 million in public investment subsidy



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Lot	Fleet Subsidy	Charging Infra Subsidy	Total	% of Lot's mandatory CAPEX
BRT1	R\$ 321.6 mi	R\$ 18.3 mi	R\$ 339.9 mi	26%
BRT2	R\$ 420.8 mi	R\$ 27.2 mi	R\$ 448.0 mi	43%
NORTH	R\$ 46.4 mi	—	R\$ 46.4 mi	10%
WEST	R\$ 32.0 mi	—	R\$ 32.0 mi	5%
SOUTH	R\$ 27.4 mi	—	R\$ 27.4 mi	6%
Total	R\$ 848.2 mi	R\$ 45.5 mi	R\$ 893.7 mi	
Total (USD million)	\$ 165.94	\$ 8.90	\$ 174.85	

WHAT THE SUBSIDY COVERS

Purchase of electric buses and public charging stations

Funding for the Investment Subsidy



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Two financing facilities being negotiated by the Municipality:

KfW: €100 million, of which €73 million (R\$ 457 million) allocated to the concession:

- Authorizing Law No. 16,543/2025 approved by the Municipal Council
- Financing approved by KfW's board and draft contract already negotiated among the Municipality, KfW, and the Federal Government
- Limits and Conditions Review Request (PVL) approved by the National Treasury Secretariat (STN) and forwarded to the Office of the Attorney General of the National Treasury
- **Signing expected by December 2026**

BNDES: R\$ 380 million (USD 74.35 million)

- Authorizing Law No. 16,544/2025 approved by the Municipal Council
- Financing approved by the BNDES Board of Directors
- PVL (Limits and Conditions Review Request) under review by the National Treasury (STN)
- **Signing expected by December 2026**



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04

REMUNERATION STRUCTURE AND PUBLIC GUARANTEE

Concessionaire Remuneration



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Separation between passenger fare and service remuneration.

Service remuneration is calculated based on 8 technical components tied to **infrastructure under the concession, investments made, mileage produced, hours operated, and fleet made available**

Component	What it remunerates
CT Infra_Recarga	CAPEX and OPEX of charging stations and depot chargers (based on infrastructure units)
CT Infra_Moburb	CAPEX and OPEX of tube stations and urban mobility (BRT) infrastructure (based on infrastructure units)
CT Cap_MR	Fleet capital cost, diesel and electric, with a return based on WACC (10.14% p.a.) – remuneration of non-subsidized investments
CT VAR	Variable costs per km operated — fuel/energy, lubricants, tires, parts (includes deadhead mileage, capped at 6%)
CT MO	Driver labor costs, based on hour operated
CT FIXO	Fixed costs associated with the fleet — maintenance, depot lease, cleaning, administration
CT CL	Bidding costs (B3, BNDES studies, concession fee)
CT MOBS	Operating margin on subsidized and municipality-rovided assets* — 4.29%

*Applied to the OPEX of subsidized vehicles and charging stations and of the affected fleet (% set using the RPS methodology).

Remuneration linked to service quality (IDG)



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Each month, a Reduction Factor (FR_m) may reduce remuneration based on the Global Performance Index (IDG) measured 3 months earlier — linking remuneration to service quality, not just operating volume.

IDG $\geq$ 9.0

Excellent performance

No deduction from remuneration

5.0 < IDG < 9.0

Intermediate performance

Proportional deduction: $FR_m = 0.03 \times (9 - IDG_m) / 4$

IDG $\leq$ 5.0

Insufficient performance

Maximum deduction of 3% of remuneration

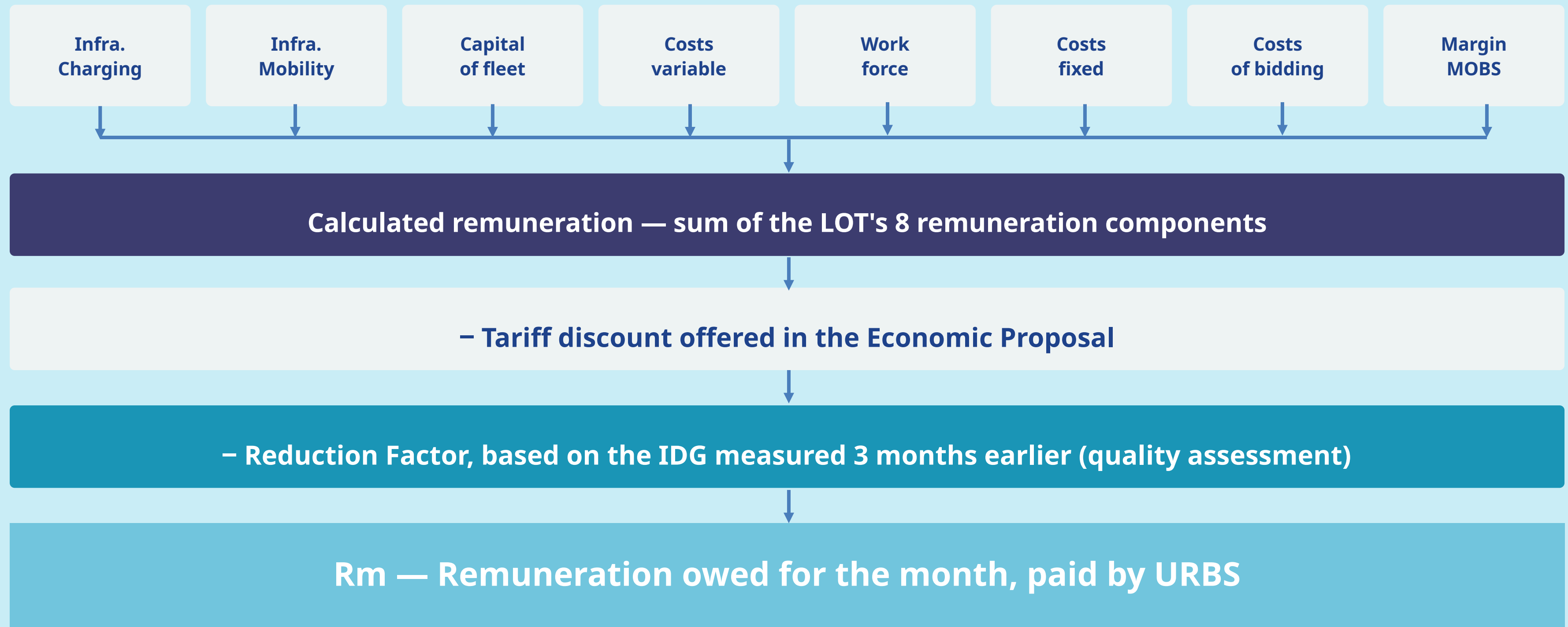
3-month lag between performance and deduction

The IDG measured in month "m-3" determines the Reduction Factor applied to month "m"'s remuneration — giving the concessionaire operational response time between detecting a quality issue and its financial impact on remuneration.

From cost to payment: the remuneration path



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Contractual Adjustments and Reviews



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Annual Adjustments:

Always in February

Parametric update of the tariff components tied to operating costs (IPCA, sector indices)

The Contract details the formulas and indices to be used in the adjustments, for each component of each remuneration installment.

Ordinary Three-Year Reviews:

- Every 3 years, counted from the date operations begin. Applied to the following three-year period (and does not constitute retroactive economic rebalancing)
- Update of technical and price parameters based on actual costs (no index applied);
- The three-year reviews may revisit prices, indices, the investment plan, quality indicators, and established targets, to promote continuous improvement in service delivery and the concession's scope.
- The Contract details the methodology to be used in the three-year reviews.

Extraordinary Reviews:

- Triggered by the actual or imminent occurrence of events with a material impact on revenues or expenses
- Materiality threshold: impact exceeding 5% of the average remuneration measured over the prior 12 months

Remuneration composition by technology, by lot



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Lot	Estimated average annual remuneration (R\$ MM)	Estimated average annual remuneration (USD MM)	Total projected operating revenue (USD MM, 15 years)	Operating revenue Total projected (R\$ MM, 15 years)
BRT1	310.5	60.75	911.37	4,658.1
BRT2	239.2	46.80	702.04	3,588.2
NORTH	212.4	41.56	623.45	3,186.5
WEST	259.0	50.67	760.19	3,885.4
SOUTH	235.0	45.98	689.69	3,525.1

R\$ 18.8 bi
(USD 3.7 bn)

**Total projected operating revenue
(15 years, aggregated across the 5 lots)**

Public guarantee: security for remuneration and subsidy



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The Granting Authority will set up a Public Guarantee in favor of the concessionaire, covering payment of the Remuneration and the Investment Subsidy — a mandatory condition for issuing the Service Commencement Order

WHAT IT COVERS

Full payment of the Remuneration (subsidy + user fare) and the Investment Subsidy owed to the concessionaire, throughout the entire 15-year Concession term

PRIVATE CREDIT ENHANCEMENT

The concessionaire may assign its rights under the Public Guarantee to the project's lenders—strengthening bankability and enabling *project finance*

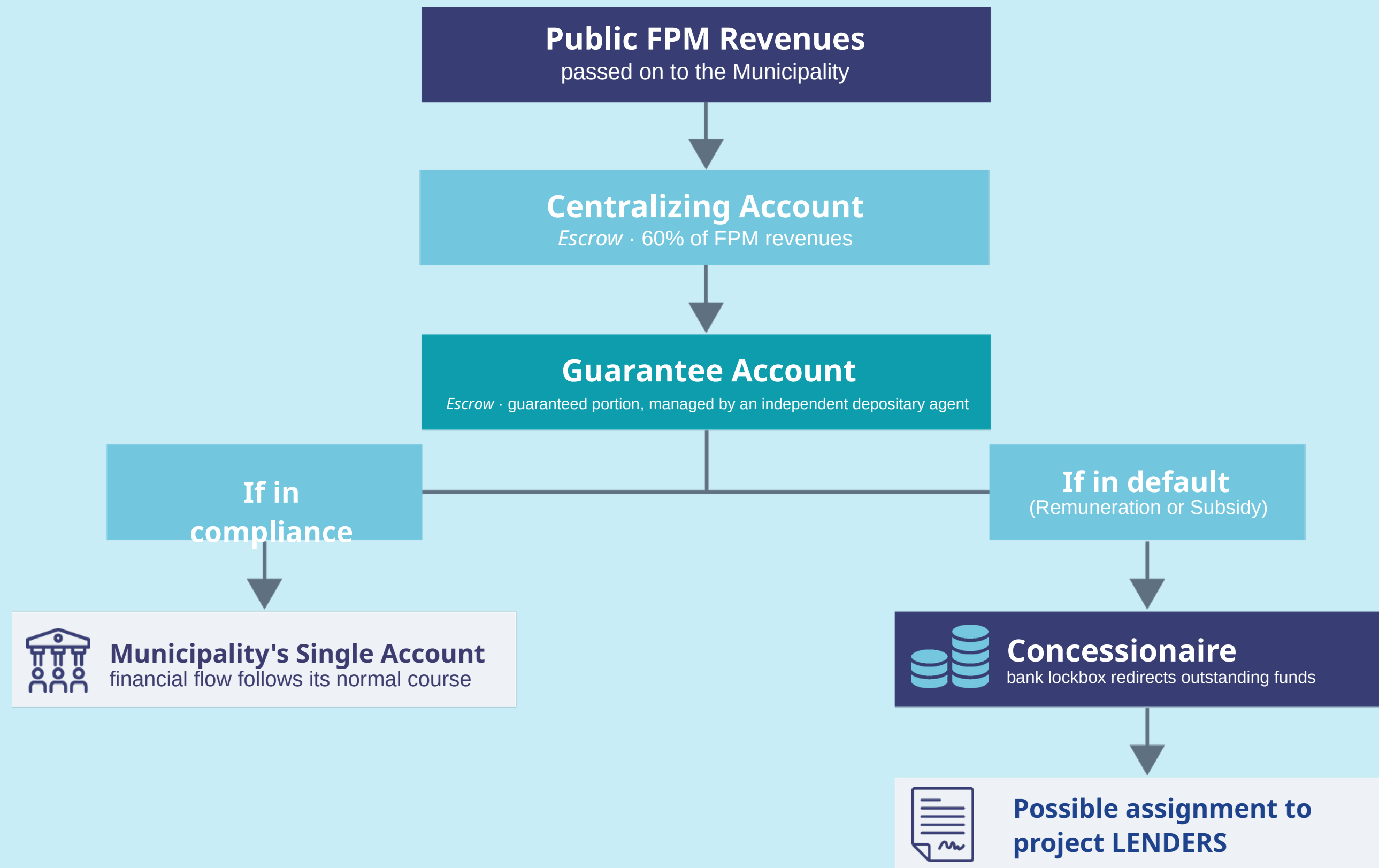
STRUCTURE CHOSEN

Revenue pledge: a portion of the FPM (Municipal Participation Fund) revenues owed to the Municipality, segregated in *escrow* accounts managed by an independent depositary agent

How the public guarantee is triggered (simplified)



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05

BIDDING PROCESS: WHO CAN PARTICIPATE AND HOW TO ORGANIZE

Participation Conditions



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PARTICIPATION	PARTICIPANT ORIGIN	CONSORTIUM LIMIT	PARTICIPATION IN LOTS	BID GUARANTEE
Individually or as a Consortium ¹	National or International	No limit on the number of participants per consortium	No limit on the number of Lots bid for ²	1% of the estimated value of the respective lot's mandatory investments ³

Companies, investment funds, financial institutions, and pension funds, Brazilian or foreign, individually or as a consortium.

²Within the same lot, a company may not participate simultaneously in more than one consortium or individually (cross-participation is prohibited)

³The guarantee corresponds to 1% of the estimated value of the respective lot's mandatory investments, excluding investment subsidy amounts, and must remain valid for at least 180 days.

Required corporate structure

- SPE (Special Purpose Entity) headquartered in Curitiba/PR
- Formation and payment of minimum share capital within 12 months of the Effective Date

Minimum share capital per lot

Lot	Amount	Amount (USD)
BRT1	R\$ 62,878,495	\$ 12,302,340.98
BRT2	R\$ 38,780,999	\$ 7,587,603.26
NORTH	R\$ 28,391,529	\$ 5,554,876.45
WEST	R\$ 35,782,035	\$ 7,000,848.15
SOUTH	R\$ 29,428,998	\$ 5,757,859.95

Technical qualification: operating and investment experience



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Cumulative requirements, evidenced by certificate(s) each covering at least 50% of the required amount — with a minimum of 24 continuous months of operation:

Lot	Operation of public passenger transport services - Minimum equivalent operating fleet	Minimum proven investment in an infrastructure or public-service asset*	Minimum proven investment in an infrastructure or public-service asset* (USD million)
BRT1	193 equivalent buses	R\$ 470.8 million	\$ 92.11
BRT2	159 equivalent buses	R\$ 406.0 million	\$ 79.43
NORTH	140 equivalent buses	R\$ 163.9 million	\$ 32.07
WEST	197 equivalent buses	R\$ 193.4 million	\$ 37.84
SOUTH	170 equivalent buses	R\$ 159.6 million	\$ 31.23

* Investment may be evidenced in any infrastructure sector — mobility, energy, sanitation, logistics, or other public services provided under concession, not only transport

Depot: a formal commitment of availability (owned, rented, or leased) is required by the Assumption Date

Technical qualification requirements must be met by the CONSORTIUM, through any of its MEMBERS, individually or by summing the technical qualifications presented by the consortium members.

Economic-financial qualification and bid guarantee



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Required documentation

Balance sheet and income statement for the last 2 fiscal years; certificate of no bankruptcy filings (issued within 90 days); statement of financial capacity

No minimum ratios required

The Bid Notice sets no accounting ratios (liquidity/leverage) or minimum net worth — only the statement of capacity

Lot	Bid guarantee (1% of mandatory investments)	Bid guarantee (1% of mandatory investments) (USD)
BRT1	R\$ 6,287,849	\$ 1,230,234.00
BRT2	R\$ 3,878,099	\$ 758,760.15
NORTH	R\$ 2,839,152	\$ 555,487.47
WEST	R\$ 3,578,203	\$ 700,084.72
SOUTH	R\$ 2,942,899	\$ 575,785.84

Minimum validity of 180 days. Accepted forms: cash or public debt securities collateral, surety bond, bank guarantee, or capitalization bond



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06

BIDDING PROCESS: PROCEDURE DOCUMENTS AND DEADLINES

Bid Judgment Criterion



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JUDGMENT CRITERION:

Highest discount on the remuneration to be paid by the Municipality

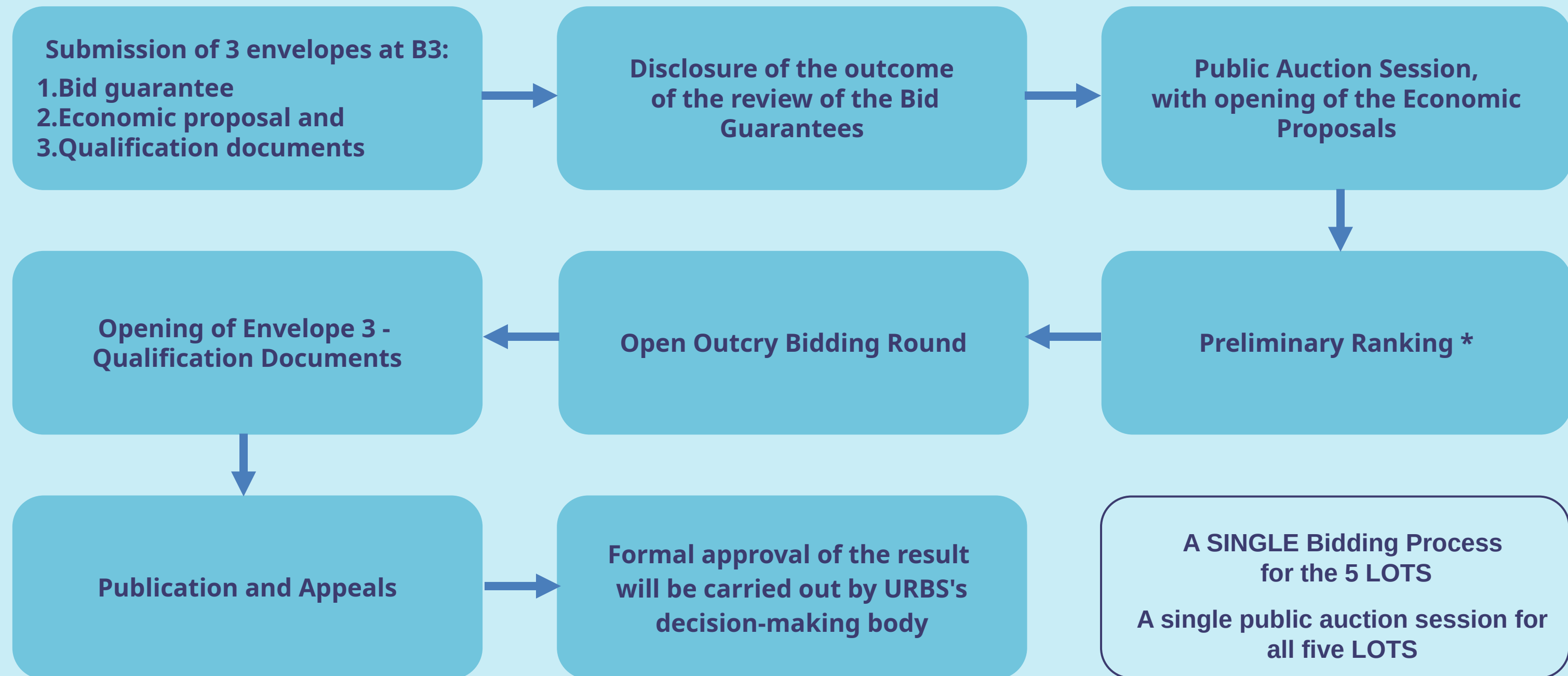
The bidder offers a percentage discount to be applied to the **remuneration calculated each month** throughout the Contract term.

Lot	Estimated reference remuneration (millions)			
	Average annual (R\$)	Average annual (USD)	Total - 15 years (R\$)	Total - 15 years (USD)
BRT1	R\$ 310.5	\$ 60.75	R\$ 4,658.15	\$ 911.37
BRT2	R\$ 239.2	\$ 46.80	R\$ 3,588.23	\$ 702.04
North	R\$ 212.4	\$ 41.56	R\$ 3,186.47	\$ 623.45
West	R\$ 259.0	\$ 50.67	R\$ 3,885.45	\$ 760.19
South	R\$ 235.0	\$ 45.98	R\$ 3,525.11	\$ 689.69

Public Tender Procedure



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*Ranked by the largest remuneration discount offered, in descending order.

Proposal validity: The Economic Proposal must remain valid for 180 days, extendable for an equal period if necessary, failure to do so may result in disqualification

Tender Schedule



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Event	Date
Publication of the Bid Notice	Aug 19, 2026
Disclosure of updated bid guarantee amounts	By Oct 13, 2026
Deadline to request a technical site visit	Nov 3, 2026
Deadline for clarification requests and challenges	Nov 12, 2026
Deadline to conduct the technical site visit	Nov 16, 2026
Submission of Proposals (Guarantee, Proposal, and Qualification Envelopes)	Nov 17, 2026, 10:00 AM–12:00 PM
Public Auction Session (opening of proposals and bids)	Nov 26, 2026, from 10:00 AM
Publication of the Bid Evaluation Record (start of the appeal period)	Dec 1, 2026
Decision on any appeals	By Dec 29, 2026
Proof of conditions precedent to signing	Within 60 days of ratification
Contract signing	Within 15 days of notice

Location: Proposals are submitted and the public auction is held at B3's headquarters— Rua XV de Novembro, 275, Centro, São Paulo/SP

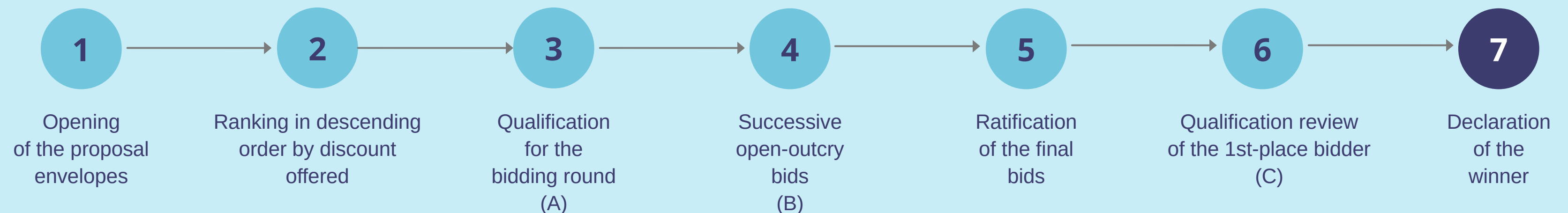
Public Auction Session: 7 steps, from opening the proposal envelopes to declaring the winner



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Sequential judgment by lot, in this order: BRT1 → BRT2 → NORTH → WEST → SOUTH



(A) Qualification range for bidding

1st-place bidder plus other bidders within 20% relative discount or 0.5 p.p. difference from it

(B) Successive bids must increase

Each bid must exceed the bidder's previous bid

(C) If the first-ranked bidder is disqualified

Qualification review moves down the ranking until a bidder is qualified and declared the winner

Winner of multiple lots

Must demonstrate, on a cumulative basis, the technical qualification requirements for all lots awarded

Insufficient demonstrated experience (for all lots won)

- Priority is given to lots for which only one proposal was submitted;
- then to lots in which the bidder offered the highest discount percentages;
- the bidder will be technically disqualified from the remaining lots for which it lacks sufficient capacity.



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07

BIDDING PROCESS: COMMUNICATION AND CLARIFICATION CHANNELS

Communication or Clarification Channels



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1

REQUESTS FOR CLARIFICATION ON THE BID NOTICE:

Email: esclarecimentosedital@urbs.curitiba.pr.gov.br

Use the template set out in Annex 1.06 of the Bid Notice

2

REQUEST FOR A TECHNICAL SITE VISIT:

Email: esclarecimentosedital@urbs.curitiba.pr.gov.br

Use the template set out in Annex 1.04 of the RFP

3

PRE-FEASIBILITY INQUIRY FOR BUS DEPOT SITES

Email: consulta@ippuc.org.br

Required information available in the Notice published on the Bidding website (<https://www.urbs.curitiba.pr.gov.br/portal/portal-da-transparencia/licitacoes/licitacoes-em-andamento>)

4

4) REQUEST FOR INDIVIDUAL MEETING (until Oct 23):

Email: eletromobilidade.curitiba@bndes.gov.br

Information available in the Notice published on BNDES's Project Hub: <https://hubdeprojetos.bndes.gov.br/pt/projetos/>

Pre-feasibility inquiry for bus depot sites



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WHO MAY REQUEST IT?

Parties interested in Curitiba's public transit concession who wish to assess a site for a potential bus depot.

STEPS:

1. Gather the site information:

- Requester's full name
- Requester's national ID (CPF)
- Contact phone number
- Company represented, if applicable
- Company tax ID (CNPJ), if applicable
- Updated copy of the property title deed
- Address and tax registration number of the lot

2. Send the request to IPPUC by email: consulta@ippuc.org.br

- Subject: Pre-feasibility inquiry – Bus depot – [site identification]

3. Await the review

- IPPUC will carry out a preliminary review, considering urban planning aspects related to the deployment of a bus depot.
- Confidentiality: pre-feasibility inquiries will be handled confidentially until the concession contracts are signed.

Pre-feasibility inquiry for bus depot sites



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IMPORTANT DEADLINES AND GUIDANCE

- Key Deadlines to Note: up to 21 calendar days after receipt of the duly substantiated request:
 - To receive the response before the proposal submission deadline (Nov 17), it is recommended that the inquiry be requested by October 26.
 - Early submission allows for any additional information or clarifications during the review.
 - Requests submitted later may not be completed before the proposal submission deadline.
- IPPUC's response is preliminary and advisory in nature, and it:
 - does not constitute approval or licensing
 - does not guarantee the deployment of the depot on the site
 - does not replace licenses, permits, or other approvals
 - does not certify ownership or availability of the property
 - does not authorize acquisition, occupation, or intervention on the site
 - does not waive other legal, urban planning, environmental, roadway, and bidding-related requirements.
- The choice and full assessment of the site remain the responsibility of the interested party.

General questions should be sent to consulta@ippuc.org.br

- Subject: Questions – Pre-feasibility inquiry – Bus depot

Thank you for your participation!

Bid Notice and other bidding documents published at:

<https://www.urbs.curitiba.pr.gov.br/portal/portal-da-transparencia/licitacoes/licitacoes-em-andamento>

Other information about the process:

<https://www.urbs.curitiba.pr.gov.br/PORTAL/licitacaoTransporteColetivo/>



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