



Sustaniable Multimodal Logistics Platform

Canela/Caxias – Rio Grande do Sul, Brazil



Sustainable Infrastructure

 **AIRPORTS**

 **ENERGY RESOURCES**

 **RAIL & ROAD SYSTEMS**

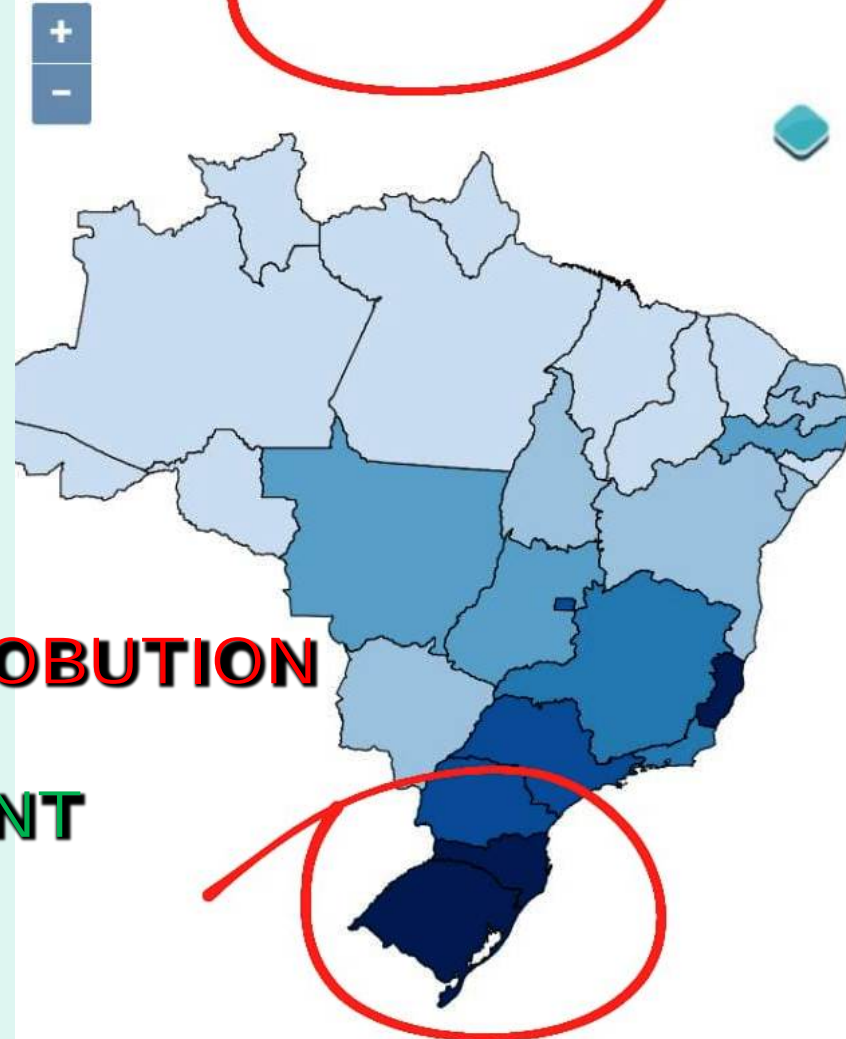
 **INFORMATION SYSTEMS**

 **WATER SUPPLY & DISTROBUTION**

 **WASTEWATER TREATMENT**

 **TELECOMMUNICATIONS**

Veja o mapa ampliado clicando aqui



Concept

- **Defined area with a geographic concentration of independent players and companies aiming:**

Freight transport.

Logistics operators.

Exporters and importers.

Freight forwarders.

Customs service.



- **Auxiliary services such as:**

- **Equipment maintenance**
- **Equipment rental**
- **Storage**



Infrastructure Expansion

- ENERGY RESOURCES
- INFORMATION SYSTEMS
- RAIL & ROAD SYSTEMS
- TELECOMMUNICATIONS
- WATER SUPPLY & DISTRIBUTION
- WASTEWATER TREATMENT



Transporters and Logistics Operators

Designated area where the following can be found:

- **CARGO WHAREHOUSES**
- **RECEPTION AND SHIPMENT**
- **INTERNAL MOVEMENT**
- **MANEUVER YARDS**



Logistic Support

Designated area where the following can be found:

- INTERIOR CUSTOMS STATION

- HANDLING AND STORAGE

- CUSTOMS PROCEDURES

- IMPORT OR EXPORT

- TELEMATICS



Support Services

Designated area where the following can be found:

● RESTAURANTS

● STORES

● GAS STATIONS

● BANKS



Advantages



- Enable a reduction of up to **12%** in logistical costs.
- productivity increase (t/m^2) of **40%** in relation to companies that do not their perform their operations by using logistics platforms.

Municipalities of the Serra Gaucha Region

Territorial: 253,002 km²

Population: 3.5 Million

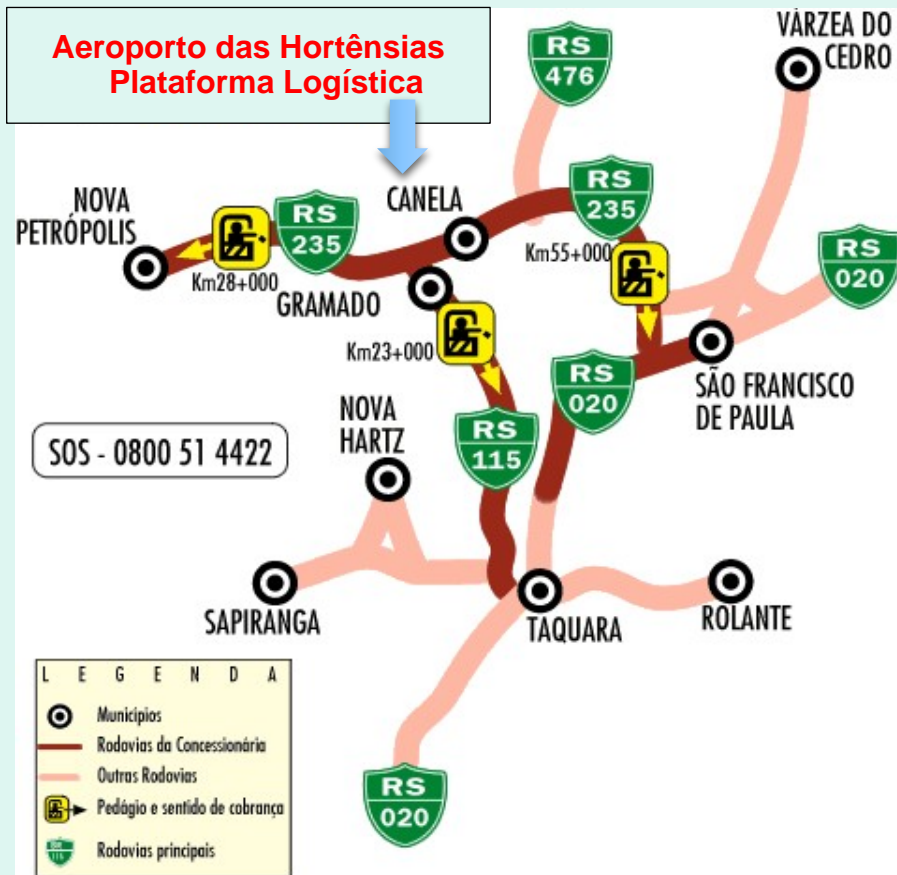
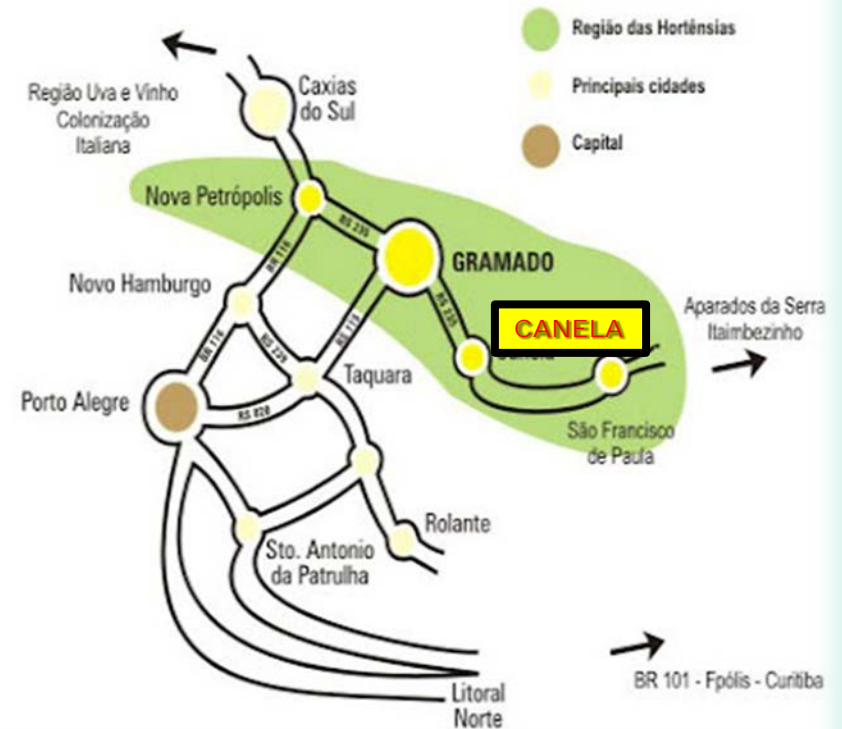
Distance to Capital: 123 km

- (01). FARROUPILHA,
- (02). CAXIAS DO SUL,
- (03). NOVA PETRÓPOLIS,
- (04). GRAMADO,
- (05). CANELA,
- (06). BENTO GONÇALVES,
- (07). CARLOS BARBOSA,
- (08). GARIBALDI,
- (09). BOM JESUS,
- (10). SÃO FRANCISCO DE PAULA,
- (11). CAMBARÁ DO SUL,
- (12). SÃO JOSÉ DOS AUSENTES,
- (13). VACARIA, and
- (14). JAQUIRANA.

**Metropolitan Inhabitants of
Caxias, Canela, Gramado 1.5 Mil**



Municipality of Canela – RS Location

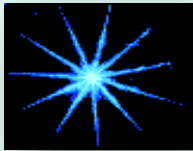
**MAPA de localização regional / Rodovia**

- **Proximity to the main cities of Serra Gaúcha.**
- **Is a junction point of BR's 235 and 115.**
- **Strategic location from a logistical point of view.**

Distances from Canela - RS



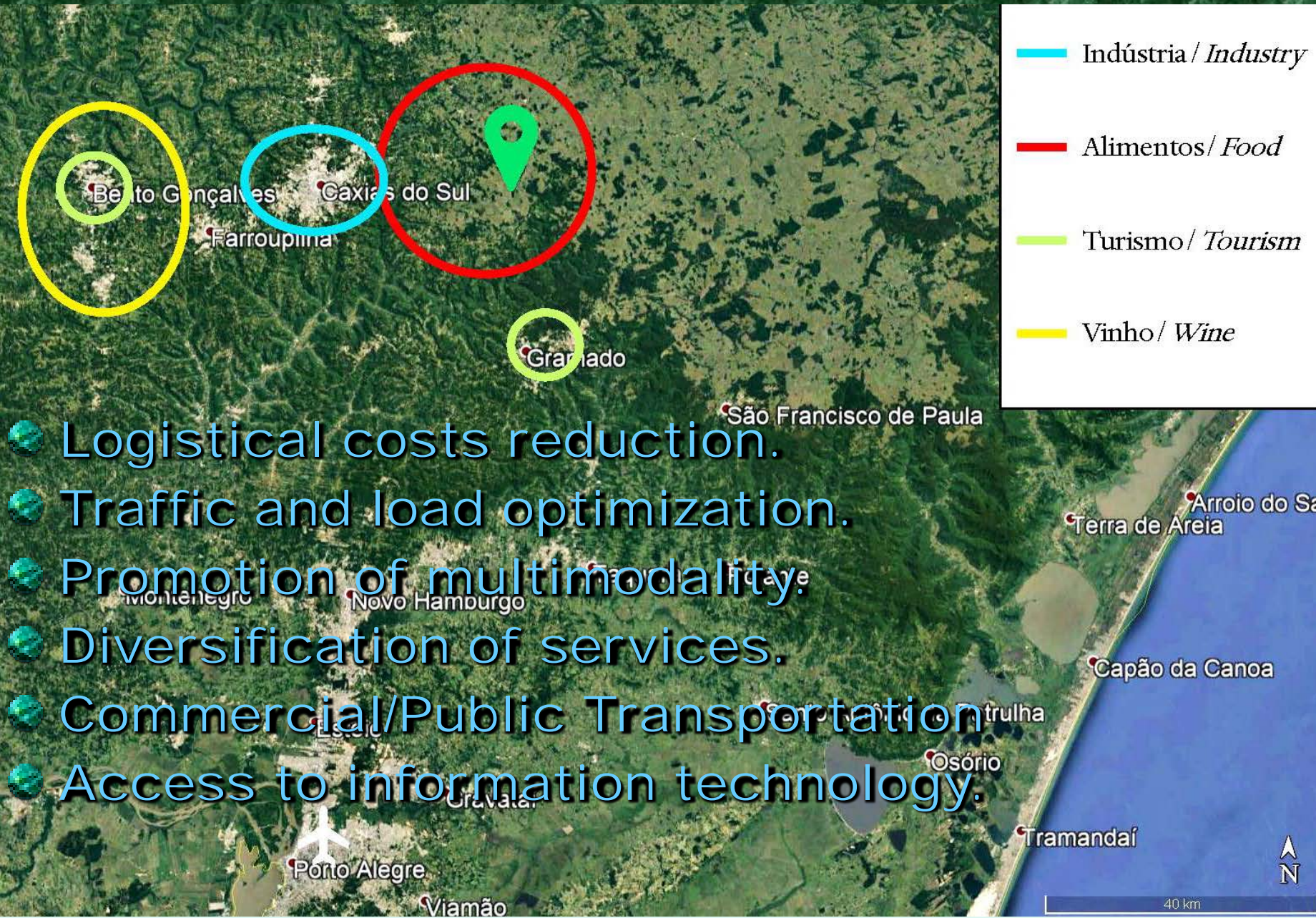
Bento Gonçalves:	116 km
Caxias do Sul:	79 km
Nova Petrópolis:	28 km
Farroupilha:	94 km
Garibaldi:	114 km
Carlos Barbosa:	108 km
São Vandellino:	90 km
Feliz:	71 km
Novo Hamburgo:	82 km
Sapiranga:	68 km
Taquara:	54 km



Site area will occupy 402.37 Hectares

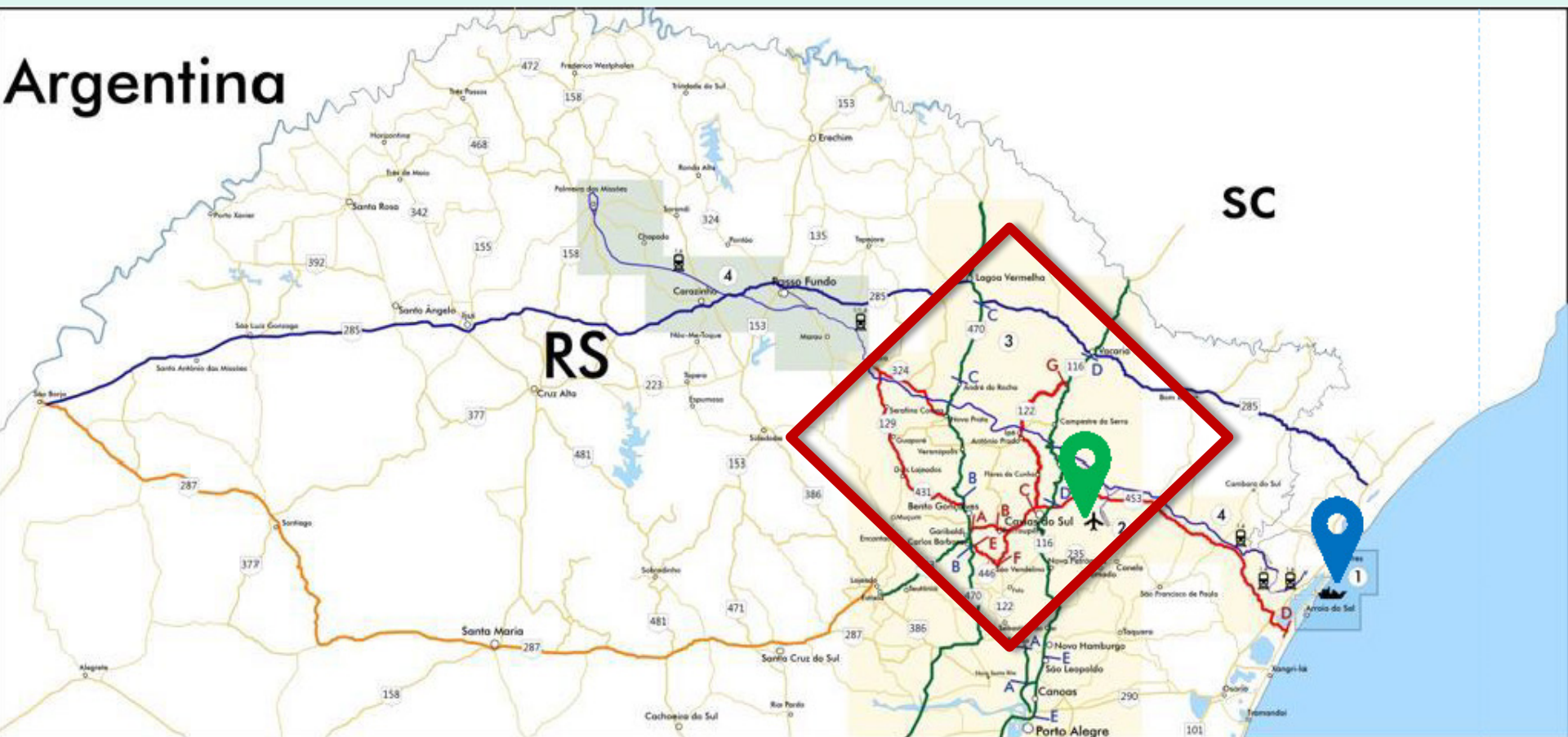


Platform Proposal



- Logistical costs reduction.
- Traffic and load optimization.
- Promotion of multimodality.
- Diversification of services.
- Commercial/Public Transportation.
- Access to information technology.

Argentina



- 1 Projeto Porto de Torres ☐
- 2 Projeto Aeroporto Regional da Serra Gaúcha ☐
- 3 Projeto Polo Rodoviário da Serra Gaúcha ☐
- 4 Projeto Ferrovia Sul-Norte ☒

A-A Prolongamento BR-448 (18,5 km)
 B-B Duplicação BR-470 (27 km)
 C-C Pavimentação Asfáltica (47 km)
 D-D Duplicação BR-116 (115 km)
 E-E Triplificação BR-116 (25 km)
 A-B-E-F Glus Anel Rodoviário (60 km)
 A-B Duplicação Trecho Garibaldi/Farroupilha
 B-F Duplicação Trecho São Vendelino/Farroupilha
 E-F Duplicação Trecho São Vendelino/Carlos Barbosa
 B-C Triplificação RS-453 (18 km)
 C-D Duplicação RS-453 (158 km)
 C-G Duplicação RS-122 (93 km)

Ferrovia com Trilhos Simples
 Ferrovia com Trilhos e Crenelha
 Corredor Logístico/Estratégico
 Rodovia-alva de Melharias
 Rodovia-alva de Melharias
 Malha Rodoviária

Futuro Aeroporto Regional da Serra Gaúcha - Área Prevista
 Trecho Proposto para Ferrovia de Trilhos com Bitola de 1,6m
 Trecho Proposto para Ferrovia de Trilhos com Bitola de 1m e 1,6m
 Futuro Porto de Torres - Área Prevista

MULTIMODAL LOGISTICS PLATFORM OVERVIEW

Developing Sustainable Eco Systems!!!



LOGISTICS PLATFORM & INFRASTRUCTURE

1. Highway Freight Center,
2. Air Passenger Terminal,
3. Rail and Bus Terminals,
4. Inland Customs Station,
5. Air Cargo Terminal,
6. Shopping and Services Center,
7. Administrative Center,
8. Industrial District, and
9. **INFRASTRUCTURE**
Energy, Telecom/IT, Water Aquifere, and
Waste Treatment Resources.

All areas will have infrastructure instillation
(energy, telecommunications, water, and sanitation)
making it will be possible to carry out the following:

- Dry and refrigerated cargo storage.
- Receiving and shipping dry & chilled cargo.
- Customs clearance and cargo contracting.
- Product packaging and freight forwarding.
- Concentration and desconcentration of loads.
- Banking, postal, telecommunications services.
- Mechanical and industrial workshop shop.
- Automotive parts, and accessories stores.
- Restaurants and snack bars.

ACCESSABILITY AND CONNECTIONS

The CanelaCaxais Multimodal Logistics Platforms will allow for National and International coverage as an integrative ECO System project to a logistical axes.

Project integration to the following axes:

- Dry Port (Inland Customs Station).
- Rail & Bus (Freight and Passenger).
- The Caxais Airport (Restoration/Expansion).
- The New Hortensias International Airport (Passenger and large cargo aircrafts).
- Highways (RS - 476, RS - 235 and RS - 115)

Attractions for installing the Logistics Platform in Canela Multimodal we already have:

- Proximity to Hortênsias Airport.
- Complementing the tourist activity.
- Frequency of flights.
- Accommodating large body aircraft.
- Traffic and loads optimization.
- Reduction of operating costs.
- Valuing logistical integration.
- Diversification of services.
- Access to information technology.

RAIL AND BUS SYSTEMS

Complexo Industrial de Ana Rech
Caxias do Sul - BRASIL



Projetos especiais
Modernização e Reforma



The Bus and Rail transport for passenger and freight usage.

- **Purpose:** to create a regional passenger bus and rail system connecting the 14 regional Municipalities inclusive of freight rail within an integrated sustainable operational system.
- **Structure:** includes 28 rail stations, approximately 372 Kilometers each with enough space for parking and cargo trucks offloading.

Excelência para passageiros



Excelência para operadores



Trem Regional da Serra Gaúcha





Passenger and freight railway systems



CAXIAS AIRPORT RENOVATION



Aeroporto Regional
da Serra Gaúcha

*Serra Gaucha's
Regional Airport*

Rogério Rodrigues
Eng. Cristian Bertin



Caxias Airport



- **Delicate areas to expand the Caxias airport structure.**
- **Renovation and expansion of the current runway.**
- **In the future it may become an industrial airport.**



NEW HORTENSIAS AIRPORT



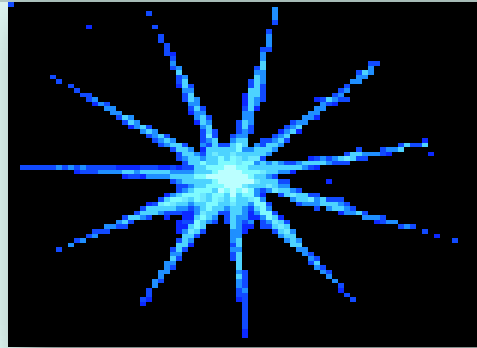
Aeroporto





- **Delicate area for the airport's infrastructures.**
- **Adoption of aircraft support and storage services.**
- **Designated for connecting passenger and cargo trains**

BENEFITS TO THE MUNICIPALITIES



- ❖ The population and the production sectors will benefit from the creation of a network of associative services, through cargo handling and with new taxes revenues to societal agendas.
- ❖ New job opportunities and income inducing development.

INDUSTURAL DISTRICT

A few more reasons for companies to be part of this supply chain Logistics Platform:

- **Traffic and loads optimization.**
- **Reduction of operating costs.**
- **Valuing logistical integration.**
- **Diversification of services.**
- **Access to information technology.**

ROAD LOAD TERMINAL

The Highway Cargo Center houses logistics operators, wholesalers, distributors and transporters of varying different sizes.

- **Purpose:** to create operational facilities in the consolidation and distribution of loads in general and fractional services, including services to personnel, vehicles and all the equipment involved within an intergrated susbstaniable operational system.
- **Structure:** includes several modular warehouses of approximately 600 m² each with enough space for parking and moving trucks.

Operational Structure of the Road Cargo Center:

- **Dry Cargo Center.**
- **Perishables Goods Center.**
- **Return Center and Monoblocks.**

Public area where the land's subdivision are designed to meet a demand for service providers, via street and access avenues to the various points of the Multimodal Platform are being allocated.

AIR CARGO TERMINAL

- It should be a space dedicated to the airport structure for cargo as it can also be an industrial airport in the future.
- In a globalized world with the airport being the main gateway for entry and exit of cargo from the country to the world making the air modal extremely competitive and essential through this process.
- Structured in storage areas for quick storage.
- Cargo dispatches with high added value.
- Implementation of aircraft support services.

Reasons for using air transportation:

- Load safety.
- Operating cost.
- Agility and speed.
- Difficult access by another mean of transportation.
- Competitive advantage arising from its strategic position.

Operational Structure of the Cargo Air Terminal:

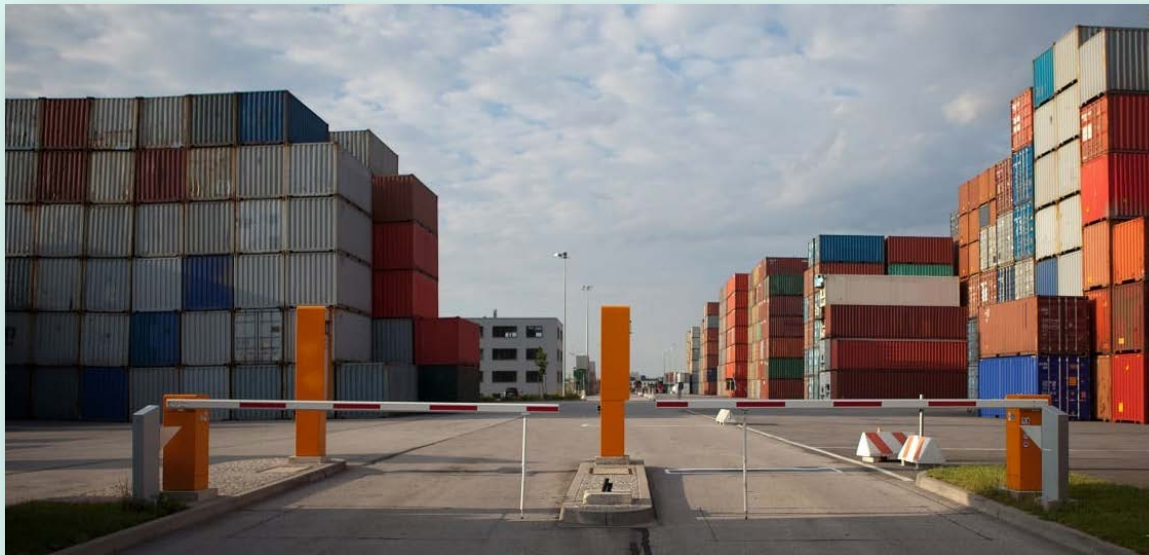
- Goods receiving and shipping area.
- Truck landing platform.
- Palletizing station.
- Load classification area.
- Special cargo storage area.
- Vertical storage area (pallet system).
- Vertical storage area (box system).
- Storage area for valuable cargo.
- Reception of imported cargo.
- Shipment of exported cargo.
- Horizontal storage area (mini-shipment system).



INTERIOR CUSTOMS STATION

The Dry Port and Inland Customs Station will have all the requirements to meet import needs.

- Covered area: 8,000 m²
- Uncovered area: 3,000 m²
- Refrigerated area: 1,000 m²
- Patio area: 23,000 m²
- Total Area: 10.39 Hectares in the 1st stage



SHOPPING AND SERVICE CENTER

Operational Structure of the Shopping Center and services.

- Mechanical maintenance workshops.
- Automotive fuel and electric charging stations complete with lubricant changing, car wash auto parts, and accessories stores.
- Convenience stores, clothing stores,
- Stationery, bookstore, news stand and cafes.
- Postal office and business centers.
- Banking services, and ATMs.
- Grooming salons, entertainment venues and food courts.

ADMINISTRATIVE CENTER

Operational Structure of the Administrative Center

- ❑ Facilities for management, staff rooms, and office enterprise manager.
- ❑ It will be located near the entrance of the Platform bringing together the headquarters of Canela Multimodal Logistics Platform.
- ❑ There will be a reserved area for the Ministries of Health, Agriculture, the Internal Revenue Service and parking for visitor vehicles.

UTILITY CENTER

**Operating Structure of the Utility Center Area
for power substations electricity, water tank,
treament of effluents and urban equipment.**



ENVIRONMENTAL PRESERVATION

Operating Structure for Environmental Preservation

Reserved land with 35% of the area for environmental and permanent preservation as well as for public uses in compliance with the Federal, State and Municipal legislation.



IMPLEMENTATION STEPS

Destination (Hectares)	1st	2nd	Total
Rail Systems & Bus Terminal	72.48	114.59	187.07
Air Terminal		38.86	38.86
Customs Station	10.39		10.39
Shopping Center and Services	17.93		17.93
Administrative Center	1.63		1.63
Utilities Center	4.08		4.08
Road System	17.14	20.96	38.10
Environmental Presevation	43.27	61.04	104.31
Total (Hectares)	166.92	235.45	402.37

❖ Cargo Terminal

STRUCTURING OF PLATAFORM

- **Logistics operators**
- **Corporate distribution centers.**
- **Wholesalers, distributors, retailer.**
- **National & International carriers.**



❖ Road Cargo Terminal

PLATFORM OVERVIEW

- **Modular warehouses with 600m² each.**
- **Docks for cargo receiving.**
- **Pallet structures.**
- **Wide aisles.**



PLANNED PRIVATE AREAS

- **Installation of companies:**
72.48 hectares in the 1st stage
114.59 hectares in the 2nd stage
- **Installation of companies:**
187.07 hectares for dry and perishable loads.

❖ Air Cargo Terminal

- **Total area: 38.86 hectares in the 2nd stage.**
- **Runway length: 3,000 m**
- **Track width: 45 m**



- **Aircraft admitted: Boeing 727/100 - 727/200
707/320C - 747/300
DC-10/30F**



❖ Shops and Services

- Banks
- Stores
- Restaurants
- Automotive Services
- **Total Area: 17.93 hectares in the 1st stage.**



❖ Platform For The Administrative Center

- Main entrance.
- Vehicle parking.
- Offices.
- Reserved area for the Ministries of Health, Agriculture and Federal Revenue.



Total Area: 163 hectares in the 1st stage.

❖ Infrastructure

- **Water treatment plant.**
- **Sewage treatment plant.**
- **Electricity supply.**
- **Supply of natural gas.**
- **Road systems.**



❖ Benefits to Users

- ✓ **Competitiveness:**
Functionality and reduced operating costs.
- ✓ **Flexibility:**
Integrated logistics for customers demands.
- ✓ **Reliability:**
Diversified services & information technology.
- ✓ **Skilled labor:**
Employability and training.



ESTIMATED INVESTMENTS FOR CANELA/CAXAIS, RS DEVELOPMENTS
BUS AND RAIL PLATFORM PROJECTS FOR (2022]: **USD 1.5 Billion**
2 AIRPORT PLATFORMS PROJECTIONS FOR (2022]: **USD 2.0 Billion**
THE FIRST OF TWO REPORTS IS AVAILABLE BEFORE A CALL FOR TENDERS

04/21/2022

PLANNING 2022 RAILWAY ACCESS PROJECT MONITORED BY MOBICAXIAS IS HIGHLIGHTED IN THE LOCAL PRESS

New regional train project for Serra has a consortium to lead R\$1.6 billion

The initiative involves 14 municipalities in the Uva e Vinho, Hortênsias and Campos de Cima da Serra regions and aims to build a new rail network with international investments.

The project for a regional train in Serra Gaúcha is old. Studies to reactivate the rail network in the municipalities of the Uva e Vinho region were carried out, but the feasibility did not advance. In recent days, a different movement to address the same issue has gained strength with the Consórcio do Trem Regional da Serra Gaúcha, which is traveling through 14 municipalities in the region to present a proposal that, instead of reusing the deactivated tracks, creates a new route and covers two more regions: the Hortânsias and Campos da Cima da Serra.

What drives the new project, which provides for 372 kilometers of railroad network, is the intention that it be made possible without public investments, with international investments, according to the president of the consortium, Arnaldo Schildt.

— The projection is for investments of R\$ 1.5 billion from those who win the concession. For the pre-project studies of this new network, 2 million dollars are foreseen — points out Schildt, who is also a volunteer at Mobil Caxias (Mobilization for Caxias).

The entity from Caxias, which has an infrastructure chamber, bridged the gap with The US Trade and Development Agency (USTDA), an American fund that helps companies around the world to develop development projects.

— This agreement for the investment signaled by the USTDA of 2 million dollars will be signed between Mobi and the fund for the feasibility studies of the project in order to attract investment from companies, explains the president of Mobi, Rodrigo Pastiglione.

The next steps involve the conclusion of hearings with the Executive and Legislative branches of the cities that have expressed interest in joining the consortium. Seven cities in Campos de Cima and Hortolândia have already been visited. In these municipalities, the movement is more advanced because, as they did not have the old network revitalization project, some already have laws delimiting locations for passenger and cargo stations.

Next week, it will be the turn of Gramado and São Francisco de Paula to address the matter. From May 5th, the movement will be in the Grape and Wine region, in cities like Bento Gonçalves, Garibaldi, Carlos Barbosa and Farroupilha. Once this stage is completed, a hearing is scheduled for all municipalities in Caxias do Sul. The expectation, according to the president of the consortium, is that by the middle of the year all municipalities will already have a definition and legislation on rail access, that the pre-project studies will be concluded by the end of the year and that the bidding in search of investors in the project may take place next year.

Text: Babiana Mugnol/Gaucha Serra

- **USTDA is one of the leading project preparation facilities operating in Latin America and the Caribbean, supporting more than 700 project activities in 24 economies in the region. USTDA focuses its efforts on economic sectors of strategic importance to US industry and its regional partners, including energy, transportation, information technology, medical, hospital, agribusiness, water, energy, and communications.**
- **USTDA also announced funding for three new technical assistance activities under the GPI that will improve public procurement best practices in partnership with the Ministry and other Brazilian government entities.**

Learn more at

New regional train project for Serra has a consortium to lead R\$ 1.5 billion
<https://gauchazh.clicrbs.com.br/pioneiro/columnistas/babiana-mugnol/noticia/2022/04/novo-projeto-de-regional-tem-consortio-para-liderar-r-15-bilhao-cl27w5y7v0051017cy27cdek.html> [Message Us](#) your

<https://mobicaxias.com.br/noticias/prioridade-em-infraestrutura-regional-eo-projeto-polo-ferroviario-da-serra-mobicaxias-e-ustda-usa-firmam-parceria-para-2022/223>

USTDA WEBSITE: <https://ustda.gov/>



Caixa-Forte



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Novo projeto de trem regional para a Serra de R\$ 1,5 bilhão

O projeto de um trem regional da Serra Gaúcha é antigo.

Estudos para reativar a malha ferroviária nos municípios da região Uva e Vinho chegaram a ser realizados, mas a viabilização não avançou. Nos últimos dias, uma movimentação diferente para tratar do mesmo tema ganhou força com o Consórcio do Trem Regional da Serra Gaúcha que está percorrendo 14 municípios da região para apresentar uma proposta que, em vez de reaproveitar os trilhos desativados, cria uma nova rota e abrange mais duas regiões: Hortênsias e Campos de Cima da Serra.

O que impulsiona o novo projeto, que prevê 372 quilômetros de malha ferroviária, é a intenção de que ele não seja viabilizado pelo poder público e, sim, com investimentos internacionais, segundo explica o presidente do consórcio, Arnildo Schildt.

– A projeção é de R\$ 1,5 bilhão de investimentos de quem ganhar a concessão. Para os estudos do pré-projeto desta malha nova estão previstos 2 milhões de dólares – aponta Schildt, que também é voluntário do MobiCaxias.

A entidade caxiense que tem uma câmara de infraestrutura fez a ponte com a The U.S. Trade and Development Agency (USTDA), um fundo americano que ajuda companhias do



DEBDES DA GEOTROPICO

mundo todo a desenvolver
projetos de desenvolvimento.

— Esse acordo para o aporte sinalizado pela USTDA de 2 milhões de dólares será assinado entre o Mobi e o fundo para os estudos de viabilidade do projeto a fim de atrair investimentos de empresas — explica o presidente do Mobi, Rodrigo Postiglione.

Os próximos passos envolvem a conclusão de audiências com o Executivo e Legislativo das cidades que manifestaram interesse em integrar o consórcio. Sete cidades dos Campos de Cima e Hortênsias já foram visitadas. Nestes municípios, a movimentação está mais adiantada porque já têm leis

delimitando locais para a instalação das estações.

Na próxima semana, será a vez de Gramado e São Francisco de Paula abordarem o assunto. A partir do dia 5 de maio, o movimento em cidades como Bento Gonçalves, Garibaldi, Carlos Barbosa e Farroupilha. Concluída esta etapa, está prevista uma audiência com todos os municípios em Caxias.

A expectativa, segundo Schildt, é de que até a metade do ano todos os municípios já tenham definição e legislação sobre os acessos ferroviários, que os estudos do pré-projeto sejam concluídos até o fim do ano e que a licitação em busca de investidores no projeto possa ocorrer no ano que vem.

Thanks For Your Time, and Please Stay Safe!

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Trem Regional da Serra Gaúcha

