

Lexxion Verlagsgesellschaft mbH

PortugalAuthor(s): Pedro Melo

Source: *European Procurement & Public Private Partnership Law Review*, Vol. 12, No. 1 (2017), p. 64

Published by: Lexxion Verlagsgesellschaft mbH

Stable URL: <https://www.jstor.org/stable/10.2307/26695426>

JSTOR is a not-for-profit service that helps scholars, researchers, and students discover, use, and build upon a wide range of content in a trusted digital archive. We use information technology and tools to increase productivity and facilitate new forms of scholarship. For more information about JSTOR, please contact support@jstor.org.

Your use of the JSTOR archive indicates your acceptance of the Terms & Conditions of Use, available at <https://about.jstor.org/terms>



Lexxion Verlagsgesellschaft mbH is collaborating with JSTOR to digitize, preserve and extend access to *European Procurement & Public Private Partnership Law Review*

JSTOR

Portugal

Recent Developments in Portugal

*Pedro Melo**

After a significant period of time with scarce public investment in infrastructures, 2017 may be the year Portugal turns the corner.

In fact, for widely known reasons that bring back bad memories, Portugal was subject to innumerable budgetary restrictions, both at the level of the central State, and at the regional and municipal levels.

There has been a lack of new infrastructure projects and, if memory serves us well, the only significant project in recent years has been the Lisbon Cruise Terminal (initiated in 2014). These circumstances are naturally reflected in current work relating to the area of public law, including public procurement concerning infrastructures. Fortunately, however, there has been a boom in administrative litigation and public procurement relating to the purchase of goods and services has maintained very reasonable levels of demand.

As far as it is possible to predict in an incredibly unpredictable world, the near future is likely to be more promising for areas of the economy directly related to public law.

One important highlight is the programme known as *Portugal 2020* which includes, among others, the completion of a number of rail projects (*Rail Plan 2020*), including the key Sines / Caia line. Besides this, 2017 should also be the year that sees the launch of a long-awaited project: the new container terminal at Barreiro (whose environmental impact study has been concluded). Another potentially important

development is the strong possibility of a study being carried out with a view to building a new airport in the Lisbon area. The Government has already decided its location: Montijo, located a few kilometres south of Lisbon.

There are also plans for some investments in the healthcare sector, including the construction of new hospitals. However, the operation models for these hospitals still seem to be subject to some debate. Finally, the State Budget includes a provision of around €5 billion for public and private investment associated with European funds.

On another issue, 2017 will see a Public Procurement Code revised in line with the 2014 European Union Directives on public procurement. This is another element – this time relating to legal provisions – that will undoubtedly give rise to discussions about its interpretation at the various public entities and private entities with public functions.

As we mentioned above, we are living in times when the only certainty is uncertainty. Even so, we have plausible data that suggests an improvement in the outlook of Portugal for 2017, particularly in what concerns infrastructure projects and public procurement related matters.

* Pedro Melo, Partner at PLMJ – Law Firm, Lisbon, Portugal.
DOI: 10.21552/eppl/2017/1/13