



IX CONSTITUTIONAL GOVERNMENT

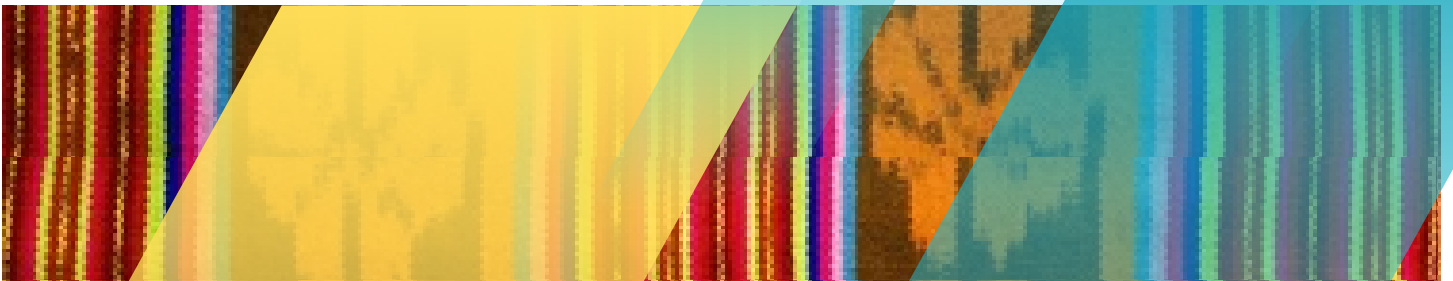
RECTIFICATION BUDGET

2026

Investing in National Transformation, Regional
Integration, Inclusive Development, and National
Resilience

REPORT

APPROVED VERSION



Contents

| | |
|--|----|
| 1. Part I: Speech of the Prime Minister | 4 |
| 2. Part II: Description and Analysis of the 2026 Rectification Budget | 11 |
| 2.1. Executive Summary | 11 |
| 2.2. Fiscal Policy and Macroeconomic Overview | 13 |
| 2.2.1. Fiscal Policy..... | 13 |
| 2.2.2. Macroeconomic Overview | 19 |
| 2.3. Government Priorities Under the 2026 Budget Rectification | 29 |
| 2.3.1. Progress and Updated Context for Budget Rectification | 29 |
| 2.3.2. Revised Spending Priorities..... | 30 |
| 2.3.3. Revised Budgetary Policy Measures..... | 32 |
| 2.3.4. Subsidies and Fiscal Implications | 34 |
| 2.4. Expenditure | 37 |
| 2.4.1. Expenditure Analysis for the Fiscal Year (FY) 2025..... | 37 |
| 2.4.2. Expenditure Analysis for the First Quarter of 2026..... | 39 |
| 2.4.3. Justification for the Rectification Budget Measures..... | 42 |
| 2.4.4. Justification for the Reallocation of the Original Budget..... | 44 |
| 2.5. Revenues and Financing | 47 |
| 2.5.1. Domestic Revenue | 47 |
| 2.5.2. Petroleum Revenues and the Petroleum Fund Balance | 48 |
| 2.5.3. Petroleum Wealth and ESI calculation | 52 |
| 2.5.4. Financing | 53 |
| Annex 1: Budget Lines Affected in Line Ministries (\$) | 57 |
| Annex 2: Projects Affected under the Infrastructure Fund (\$)..... | 59 |
| Annex 3: Budget Lines Affected in the Ministry of Public Works (\$) | 94 |
| Annex 4: Budget Lines Affected in the Ministry of Petroleum and Mineral Resources (\$) | 94 |
| Annex 5: Budget Lines Affected in the General State Budget Appropriation (\$) | 95 |

List of Tables

| | |
|---|----|
| Table 2.2.1 New Measures and Allocations under Rectification Budget 2026..... | 14 |
| Table 2.4.1 Execution by Economic Category for 2025 (\$ million) | 37 |
| Table 2.4.2 Execution up to the First Quarter of 2025 and 2026 (\$ million) | 39 |
| Table 2.4.3 Execution of Major Program up to the First Quarter of 2026 | 40 |
| Table 2.4.4 New Expenditures of Rectified Budget (\$ million)..... | 42 |
| Table 2.4.5 Rectified Budget Financing of New Expenditure (\$ million) | 45 |
| Table 2.5.1 Domestic Revenue Projections 2026-2030 | 48 |
| Table 2.5.2 Petroleum Fund Balance 2025-2026 (\$ million) | 50 |
| Table 2.5.3 Petroleum Wealth and the ESI (\$ million) | 52 |
| Table 2.5.4 Reallocations Through Budget Adjustment (\$ million) | 53 |
| Table 2.5.5 Reallocations and Additional Financing Sources for the 2026 Rectification Budget (\$ million) | 55 |

List of Figures

Figure 2.2.1 Petroleum Fund Lifespan under Current Trajectory (\$ million) 18

Figure 2.2.2 GDP Growth 2021-2024 and Projections for 2025-2030 20

Figure 2.2.3 Domestic Headline Inflation and Global Brent Oil Price Change (year-on-year) 26

Figure 2.2.4 Domestic Transport Operation Cost and Global Brent Oil Price Changes (year-on-year) 27

Figure 2.2.5 Domestic Rice Change and Global Brent Price Change (year-on-year) 27

Figure 2.4.1 Government Cash Expenditure by Economic Category, 2020-2025 (million).. 38

Figure 2.4.2 Capital and Development Expenditure, 2020-2025 (\$ million) 38

Figure 2.5.1 Distribution of Annual Returns from Growth Portfolio 51

1. Part I: Speech of the Prime Minister

Your Excellencies

Madam Speaker of the National Parliament

Vice-Speakers of the National Parliament

Distinguished

Members of Parliament

Members of Government

Ladies and Gentlemen,

It is with a profound sense of duty that I stand before this august House to present the proposed law for the first amendment to the 2026 State Budget.

The 2026 State Budget was approved by Your Excellencies in November last year, following an open and democratic debate, which concluded with the Parliament placing its confidence in the Government for the implementation of the essential strategies, public policies and investments presented.

As you know, the budgetary discussion is not merely about numbers, percentages, and financial data. On the contrary, its ultimate purpose is to promote the country's development and the well-being of its citizens.

It is with that purpose and sense of responsibility that, six months after the approval of the 2026 Budget, the Government returns to the National Parliament proposing a budget amendment that will allow the country to adapt to recent global developments.

Distinguished Members of Parliament,

Ladies and Gentlemen,

As is publicly known, the world is currently experiencing a moment of uncertainty and insecurity, with harmful consequences felt most acutely in developing countries such as Timor-Leste.

The tragic conflict that this year engulfed the Middle East, significantly aggravating the instability already affecting that region of the world, has triggered an unprecedented global energy crisis.

The crisis in fuel supply and availability, which are central to energy production and to the functioning of productive sectors in most countries, has required the adoption of urgent, exceptional, and financially costly measures.

These measures are essential not only to ensure fuel for electricity production and transport services, but also to guarantee the supply of goods to markets, the functioning of agricultural machinery and the prevention of difficulties in access to food, healthcare services, and education.

Timor-Leste, still heavily dependent on imports, is particularly exposed to these shocks, which may even lead to a situation of social instability.

It is our duty, as Government and National Parliament, to ensure national security and protect the Timorese people.

The Government of Timor-Leste, like the governments of many other countries, reacted immediately by procuring 80 million litres of diesel fuel and adopting legislative measures to ensure price stability.

However, the global situation continues to be marked by a veil of uncertainty, which requires the adoption of further measures that cannot be implemented without amendments to the 2026 State Budget.

The objectives of investing in national transformation, regional integration and inclusive development remain firm. Likewise, the withdrawals from the Petroleum Fund foreseen in the original 2026 Budget remain unchanged.

Accordingly, this revised budget seeks to ensure budgetary stability in a context of global instability through a combination of internal budget reallocations, available cash balances, carried-over resources, and higher-than-expected domestic revenues, to support these additional measures.

In other words, the Government will continue to invest in roads and bridges, in improving schools and health services, in supporting agriculture and tourism, in supporting the private sector and in creating opportunities for young people. The Government will also continue working to ensure that Timor-Leste fulfils its responsibilities as a member of ASEAN.

And it will continue to do so because it will adapt to the new circumstances that so require. This, indeed, is the function of responsible governance.

Your Excellencies,

Ladies and Gentlemen,

The proposed budget amendment is the result of a rigorous review exercise, essentially consisting of the reallocation of funds already foreseen among different budget categories, institutions, and activities.

The reallocation of resources from lower-priority projects to urgent and priority areas does not represent a retreat, but rather an honest exercise in redefining priorities.

This approach is consistent with the reforms introduced in programme-based budgeting, rigorous monitoring of budget execution, improved expenditure control, and more effective management.

We are responding to an urgent crisis, but without placing immediate additional pressure on the Petroleum Fund. And this fact, Honourable Members of Parliament, was a commitment made and honoured with the utmost discipline in the preparation of the budget amendment before us today.

Madam Speaker of the National Parliament

Distinguished Members of Parliament,

The proposed budget amendment essentially introduces the following measures, which we shall have the opportunity to discuss in detail during today's debate and over the coming days.

It introduces a targeted package of measures **amounting to 271 million dollars**. The key measure is the establishment of a national strategic fuel reserve in the amount of **174.3 million dollars**, sufficient to cover approximately seven months of electricity generation needs.

This is a strategic decision aimed at ensuring the continuity of supply to Hera, Betano, the Special Administrative Region of Oe-Cusse Ambeno and Ataúro, as well as protecting the functioning of essential services at a time of global uncertainty.

We are also introducing a fuel subsidy programme in the amount of **42 million dollars** to limit the direct impact of rising international fuel prices on families and businesses.

A further allocation of **5 million dollars** is proposed to reinforce rice reserves, the staple food of the population, and strengthen food security.

When global fuel prices rise, the price of rice may also increase due to higher transport, fertiliser, and production costs.

This measure will strengthen the Government's capacity to intervene should market conditions deteriorate further.

At the same time, we are reinforcing the contingency reserve by **40.9 million dollars**. Not because we wish to spend more, but because we must be prepared.

A responsible State must have the capacity to respond rapidly to new shocks, whether arising from energy markets, food prices, natural disasters, or other unforeseen events.

Your Excellencies,

The budget amendment does not undermine — rather, it reinforces — the vision underpinning the 2026 State Budget approved by Your Excellencies.

The decentralisation process, aimed at the electoral process for the election of local government bodies next year and at ensuring that national development reaches every village in the country, remains a priority.

For this reason, the proposed budget amendment includes support for the municipalities and the Special Administrative Region of Oe-Cusse Ambeno, including fuel support for agricultural tractors and resources to strengthen the new administrative structure of Oe-Cusse Ambeno.

National development cannot be achieved solely from Dili. A nation is strong when its institutions serve all its citizens, wherever they may live.

Finally, the proposed budget amendment also seeks to fulfil our international commitments, which today assume greater importance than ever before.

Timor-Leste, a country marked by war and suffering, but also by the values of peace, reconciliation and dialogue, believes in international solidarity and cooperation as conditions without which humanity cannot survive and no country can develop.

Integration into ASEAN, accession to the WTO, cooperation with the CPLP and partnerships with our neighbours and development partners are not symbolic. They are pathways to the development of our country and to bilateral and regional stability and cooperation.

For this reason, the proposed budget amendment includes the necessary appropriations for Timor-Leste to honour the commitments assumed under the Pro Tempore Presidency of the CPLP, exercised with a sense of responsibility, thereby contributing to the unity, solidarity, and development of the peoples of the Community of Portuguese Language Countries.

Your Excellencies,

Despite the external shock, our economy remains resilient.

Growth of **4.5 per cent** is estimated for 2025, one of the highest rates recorded over the last decade.

In 2026, growth is projected to moderate slightly to **4.3 per cent**, as higher global fuel and food prices reduce household purchasing power, increase business costs and weaken investment.

Inflation, which fell sharply to **0.5 per cent** in 2025, is expected to rise to **2.2 per cent** in 2026 due to renewed imported inflationary pressures.

These figures tell us two things.

First, Timor-Leste is moving forward. Our people are working, our businesses are investing, our public programmes are supporting economic activity, and our reforms are beginning to strengthen the foundations of the economy.

Second, despite these positive developments, we remain vulnerable to external shocks.

The amendment to the 2026 State Budget is therefore necessary.

Your Excellencies,

Ladies and Gentlemen,

I stand before Your Excellencies, accompanied by the members of the Ninth Constitutional Government, at yet another decisive moment in the life of the State.

A revision of the State Budget in response to a critical moment in the history of humankind.

Today, the uncertainty inherent in the human condition has assumed alarming proportions in a context marked by war, the absence of dialogue and the erosion of tolerance.

We cannot, however, give up. Within our capacities, we have a duty to adopt all necessary measures to safeguard our country and protect the well-being of our people.

The proposed law amending the budget is presented with seriousness and confidence. Confidence in the resilience of our people. Confidence in the dedication of our institutions. And confidence in the sense of responsibility of the organs of sovereignty.

We stand ready to debate a budget amendment that is measured, balanced and pragmatic. An amendment for the security of the country and the protection of our people.

Accordingly, I appeal to Your Excellencies to approve the proposed amendment to the 2026 State Budget, thereby allowing the Government to have the necessary instruments to respond responsibly to the challenges facing the country.

Thank you very much.

Kay Rala Xanana Gusmão

2. Part II: Description and Analysis of the 2026 Rectification Budget

2.1. Executive Summary

The 2026 Rectification Budget responds to a significant deterioration in the external environment, particularly the sharp increase in global fuel prices and heightened geopolitical uncertainty associated with the Middle East crisis. As a highly import-dependent economy, Timor-Leste remains vulnerable to external shocks transmitted through higher fuel, transport, and food prices. These developments have increased risks to inflation, household purchasing power, energy security, and overall macroeconomic stability. In response, the Government has introduced a targeted and temporary fiscal adjustment aimed at mitigating the immediate economic impact of external shocks while preserving medium-term fiscal sustainability.

The Rectification Budget introduces additional expenditure measures amounting to \$271.0 million, primarily for energy security, fuel price stabilization, food security, and contingency financing. The largest allocation, amounting to \$174.3 million, supports the establishment of a strategic national fuel reserve sufficient to cover approximately seven months of electricity generation needs. In parallel, a fuel subsidy program of \$42 million has been introduced to limit the pass-through of global fuel price increases to domestic consumers and businesses. Additional targeted measures include \$5 million for rice stock reinforcement and food security interventions, \$40.9 million to strengthen the contingency reserve, and smaller allocations for the Special Administrative Region of Oe-cusse Ambeno (RAEOA), national security, and Timor-Leste's Tempore Presidency of the CPLP commitments.

Of the total \$271.0 million in new measures, \$79.0 million corresponds to budget adjustments already undertaken under the applicable legal framework, while \$192.0 million represents the amount, excluding budget execution adjustments, submitted for Parliamentary approval. This comprises \$90.9 million in inter-entity reallocations and \$101.1 million in additional financing sources.

Importantly, the rectification does not increase withdrawals from the Petroleum Fund relative to the original 2026 Budget. The additional measures are fully financed through a combination of internal budget reallocations, use of available cash balances, carryover resources, and higher-than-expected domestic revenue. Total domestic revenue for 2026 has been revised upward to \$271.6 million, reflecting higher import-related tax collections associated with increased global fuel and food prices. Following the rectification, the revised consolidated budget increases from \$2,291.0 million to \$2,392.1 million.

Macroeconomic conditions remain broadly resilient despite the worsening external environment. Real GDP growth is estimated at 4.5 percent in 2025, supported by strong public expenditure, private consumption, and investment activity. However, growth is projected to moderate slightly to 4.3 percent in 2026 as higher global fuel and food prices reduce real household incomes, compress business margins, and weaken investment. The annual average inflation, which declined sharply to 0.5 percent in 2025, is projected to rise to 2.2 percent in 2026 due to renewed imported inflation pressures. The Government's subsidy measures are expected to partially cushion the transmission of external price shocks and support household purchasing power, particularly among vulnerable groups.

Despite the targeted nature of the rectification, Timor-Leste's fiscal position remains characterized by a large structural deficit and continued dependence on Petroleum Fund financing. Total expenditure substantially exceeds both domestic revenue and the Estimated Sustainable Income (ESI), resulting in approved excess withdrawals of \$1,175.9 million in 2026. While the rectification itself does not increase these withdrawals, it does not materially alter the underlying fiscal imbalance. Under current expenditure and revenue trajectories, and in the absence of significant fiscal reforms, the Petroleum Fund is projected to be depleted toward the end of 2030s. This underscores the urgency of implementing a credible medium-term fiscal consolidation strategy focused on strengthening domestic revenue mobilization, improving expenditure efficiency and prioritization, and fostering private sector-led economic diversification.

The 2026 Rectification Budget represents a targeted and temporary policy response to elevated external risks. It seeks to preserve macroeconomic stability, protect households from rising living costs, and maintain continuity of essential services, while avoiding additional immediate pressure on the Petroleum Fund. Nevertheless, continued reliance on large excess withdrawals highlights the importance of sustained fiscal adjustment and structural reforms to ensure long-term fiscal sustainability and intergenerational equity.

2.2. Fiscal Policy and Macroeconomic Overview

2.2.1. Fiscal Policy

The 2026 Rectification Budget represents a calibrated fiscal adjustment to evolving external conditions, introducing targeted and temporary measures to address emerging risks while preserving macro-fiscal stability. Fiscal policy under the rectification remains anchored in supporting economic resilience and safeguarding priority spending, consistent with medium-term sustainability objectives.

The ongoing Middle East crisis has increased volatility in global energy and freight markets through heightened risks and disruptions in the Strait of Hormuz, a key transit corridor for oil and fertilizer shipments. These developments are expected to affect Timor-Leste's economy due to its high dependence on imported fuel and rice, valued at \$209.6 million and \$66.2 million in 2025, accounting for 21 percent and 6.7 percent of total goods imports, respectively. Fuel is the largest imported commodity, while rice ranks among the top four imports, implying a high degree of exposure to external price shocks.

Three main transmission channels are expected. First, inflationary pressures arise from higher global oil prices, which feed directly into domestic fuel and transport costs, increasing production and consumer prices. Second, fiscal pressures may intensify due to increased spending needs for energy security and food-related support measures. Third, risks to the Petroleum Fund may rise due to heightened volatility in global financial markets, affecting investment returns and long-term fiscal sustainability. Mitigating these impacts will likely require targeted government support to cushion households and businesses while maintaining macro-fiscal stability.

In response, the 2026 Rectification Budget has been introduced to address rising international fuel prices and heightened global uncertainty. The budget aims to strengthen energy security, ensure continuity of electricity supply, and mitigate the pass-through of external energy price shocks to the domestic economy. The adopted measures are temporary and targeted, intended to support household purchasing power and micro, small, and medium enterprises (MSMEs), while preserving medium-term fiscal sustainability.

The measures include the acquisition of a diesel fuel reserve sufficient to cover up to seven months of consumption by *Eletricidade de Timor-Leste* (EDTL), the establishment of a cap on domestic fuel prices, and the provision of targeted support, such as food assistance to vulnerable households.

This Rectification Budget introduces a total fiscal envelope of \$271.0 million in additional expenditure measures, partially financed through budget virements, available cash balances, and expected additional domestic revenue. The key expenditure measures under the rectification are summarized in Table 2.2.1.

Table 2.2.1 New Measures and Allocations under Rectification Budget 2026

| No | Rectificative Budget | Original Budget 2026 (in million) | Rectification Budget 2026 (in million) | |
|--|---|-----------------------------------|--|----------------|
| a | b | c | d | |
| Rectification Measures | | | | |
| 1 | Strategic National Fuel Reserve | | \$174.3 | |
| 2 | Fuel Subsidy Program | | \$42.0 | |
| | Fuel Subsidy for Public | | \$40.0 | |
| | Health Sector Support - Fuel for ambulance | | \$1.0 | |
| | Municipal Support (MAE) - Fuel for tractors | | \$1.0 | |
| 3 | Food Security Program - Reinforcing rice stock | | \$5.0 | |
| 4 | National Security - Recruitment of PNTL Personnel | | \$3.0 | |
| 5 | CPLP Presidency (Pro Tempore) Expenditure | | \$2.0 | |
| 6 | Allocation for RAEOA | | \$3.9 | |
| | Reinforcement of Expenditure for the Establishment of the New Administrative Structure of RAEOA | | \$3.8 | |
| | Allocation for Procurement of Equipment for Notary Services, RAEOA | | \$0.1 | |
| 7 | Contingency Fund Reinforcement | | \$40.9 | |
| 8 | Total Amount of Rectification Measures (d=1+2+3+4+5+6+7) | | | \$271.0 |
| 9 | Total Adjusted Amount of Rectification (d=8-10) | | | \$192.0 |
| Financing Sources for Rectification | | | | |
| 10 | Use of Original Budget (DGE, Contingency, MPRM) – Through budget adjustment | | \$79.0 | |
| 11 | Reallocation of Original Budget from Other Government Entities | | \$90.9 | |
| 12 | New Financing Sources (Existing Cash Balance and Domestic Revenue) | | \$101.1 | |
| 13 | Total Financing for Rectification Measures (d=10+11+12) | | \$271.0 | |
| 14 | Total Adjusted Financing for Rectification (d=13-10) | | \$192.0 | |
| Total Rectification Budget 2026 | | | | |
| 15 | Central Administration (AC) (16+17+18) | \$2,214.7 | \$2,311.9 | |

| | | | |
|-----------|--|------------------|------------------|
| 16 | Expenditures Net of Transfers to RAEOA and the National Institute of Social Security (INSS) (d=16c+12-6) | \$2,060.6 | \$2,157.8 |
| 17 | Transfer from AC to INSS (d=17c) | \$124.1 | \$124.1 |
| 18 | Transfer from AC to RAEOA (d=18c) | \$30.0 | \$30.0 |
| 19 | INSS (20+21) | \$170.4 | \$170.4 |
| 20 | Expenditure Financed by INSS Revenues (d=20c) | \$46.3 | \$46.3 |
| 21 | Expenditures Financed by Transfers from the AC (d=21c) | \$124.1 | \$124.1 |
| 22 | RAEOA (23+24) | \$60.0 | \$63.9 |
| 23 | Expenditures Financed by RAEOA (d=23c+6) | \$30.0 | \$33.9 |
| 24 | Expenditures Financed by Transfer from the AC (d=24c) | \$30.0 | \$30.0 |
| 25 | Global Expenditure (15+19+22) | \$2,445.1 | \$2,546.2 |
| 26 | Total Consolidated Expenditure (25-17-18) | \$2,291.0 | \$2,392.1 |

Note: Numbers may not sum exactly due to rounding to one decimal place. This applies for all numbers throughout the document.

Source: Ministry of Finance, Rectified Budget 2026

The reinforcement of the contingency aims to ensure adequate fiscal space for the Government to respond promptly to unforeseen shocks, including further volatility in global commodity prices.

The fuel subsidy program of \$42.0 million is designed as a price-gap compensation mechanism to stabilize domestic fuel prices. Under this arrangement, the Government sets indicative retail price ceiling of \$1.50 per liter for gasoline, \$1.65 per liter for diesel, \$2.5 per liter for aviation fuel, and \$4.2 per kilogram for Liquefied Petroleum Gas (LPG) as defined under Decree-Law No. 13/2026 of 25 March. When import and distribution costs result in retail prices exceeding these thresholds, the Government compensates the difference through direct payments to fuel importers and distributors. This mechanism is implemented through budget transfers to the designated fuel supply operators, thereby mitigating pass-through of international price increases to final consumers and containing second-round inflation effects.

The \$5 million allocation for food security strengthens rice reserves at the *Centro Logístico Nacional* (CLN). These buffer stocks will support market stability and provide emergency assistance to vulnerable households if supply conditions deteriorate.

In terms of national rice availability, a recent assessment indicates that total rice stocks, including reserves held by private distributors, are sufficient to cover short-term consumption needs. However, the above measure is intended to further strengthen rice

availability for government market interventions and to prevent excessive price increases that could undermine household affordability.

In the event of severe and persistent increases in global fuel and food prices, the Government may consider temporary exemptions of import duties and/or sales tax on selected essential imported items. This measure would complement the measures outlined above and help mitigate the impact of external fuel and food prices shocks on households.

However, any exemption would reduce revenue collection from import duties and sales taxes administered by the Customs Authority. The fiscal cost would depend on the duration, the scope of eligible goods, and import volumes. This option should therefore remain subject to ongoing review, given the potential trade-off between supporting household affordability and maintaining fiscal sustainability.

2.2.1.1. Revenue and Financing

The 2026 fiscal position remains characterized by expenditures exceeding both the domestic revenue and Estimated Sustainable Income (ESI), resulting in a structural fiscal deficit financed primarily through excess withdrawals from the Petroleum Fund, alongside limited use of cash balances, loans, and budget support.

Total domestic revenue (Central Government and RAEOA) for 2026 has been revised upward to \$271.6 million, around \$12.3 million higher compared to the original projection. This revision reflects higher expected import-based tax collections, driven by anticipated increases in fuel and food import values amid elevated global prices, although the outlook remains subject to downside risks, including possible shortfalls in import volumes and further changes in global food prices. Further details on domestic revenue developments are presented in the dedicated Revenue and Financing section of this report. RAEOA non-tax revenue is projected at \$5.9 million.

Total withdrawal from the Petroleum Fund remain unchanged at \$1,719.2 million, comprising \$543.3 million of the ESI and \$1,175.9 million in excess withdrawals. The Rectification Budget therefore does not introduce any additional withdrawal from the Petroleum Fund.

The additional expenditure package under the Rectification Budget amounts to \$271.0 million. This package is fully financed through a combination of budget reallocations amounting to \$169.9 million and additional financing sources of \$101.1 million, including available cash balances and an upward revision of domestic revenue. A

detailed explanation of the financing structure is provided in the Revenue and Financing section of this report.

Following the rectification, the consolidated budget increases from \$2,291.0 million to \$2,392.1 million, reflecting net additional financing while maintaining Petroleum Fund withdrawal levels.

2.2.1.2. Fiscal Sustainability

Timor-Leste continues to face a structurally large fiscal deficit, reflecting the country's development needs and the still limited size of the domestic revenue base. Based on the 2026 Rectification Budget, total expenditure remains above the combined domestic revenue and the ESI, requiring continued financing from the Petroleum Fund.

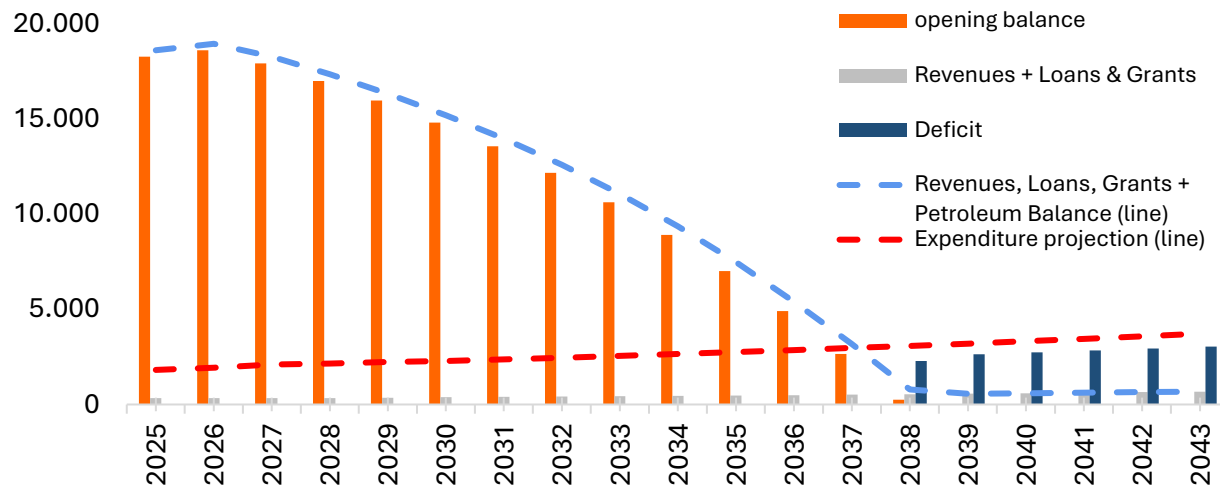
The overall fiscal deficit in 2026 is estimated at 60.5 percent of Non-Oil GDP, slightly higher than in the original budget. This reflects the continued reliance on the Petroleum Fund to finance public expenditure, including spending for economic development, energy security, social protection, and essential public services.

Importantly, the 2026 Rectification Budget does not increase excess withdrawals from the Petroleum Fund. Total withdrawals remain unchanged from the original budget. Therefore, the rectification does not impose additional immediate pressure on the Petroleum Fund balance. At the same time, the fiscal position continues to require careful medium-term management, given the gap between domestic revenue and public expenditure needs.

The Petroleum Fund remains a critical national asset and continues to provide an important buffer for fiscal operations, economic stability, and national development. However, continued withdrawals above the ESI highlight the importance of strengthening domestic revenue, improving expenditure efficiency, and supporting private sector-led growth over time.

Updated projections indicate that, under current policy and expenditure assumptions, the Petroleum Fund could be depleted by 2038. This projection incorporates updated 2025 data, including higher domestic revenue, lower-than-expected withdrawals, and actual budget execution. It also assumes that, beyond 2030, expenditure grows broadly in line with inflation and population growth, as set out in the original Budget Report. On this basis, the projected lifespan of the Fund is extended by one year compared to the initial projection.

Figure 2.2.1 Petroleum Fund Lifespan under Current Trajectory (\$ million)



Source: DGPO-National Directorate of Economic Policy (DNPE)

This projection should be interpreted as a policy planning scenario, not as a fixed outcome. The future path of the Petroleum Fund will depend on several factors, including global financial market performance, investment returns, future withdrawal levels, domestic revenue mobilisation, expenditure prioritisation, borrowing strategy, and the pace of economic diversification. Continued policy reforms and prudent fiscal management can help extend the life of the Fund and strengthen long-term fiscal resilience.

Looking ahead, maintaining fiscal sustainability will require a gradual and balance reform approach focused on:

- strengthening domestic revenue mobilization, including tax policy and administration reforms;
- improving expenditure efficiency, prioritization, and execution quality; and
- fostering private sector-led growth to expand the non-oil tax base.

The Government remains committed to managing the Petroleum Fund prudently while using public resources to support national development, protect citizens from external shocks, and maintain essential services. The 2026 Rectification Budget reflects this balanced approach by responding to urgent economic pressures without increasing Petroleum Fund withdrawals beyond the level already approved in the original budget.

2.2.1.3. Fiscal Risks and Contingent Liabilities Statement

The Fiscal Risks and Contingent Liabilities Statement identifies potential deviations from the fiscal outlook in the 2026 Rectification Budget arising from macroeconomic shocks, external volatility, and the materialization of contingent liabilities.

Contingent liabilities include explicit obligations (such as PPPs, guarantees, contractual commitments, and legal claims) and implicit obligations, where the Government may be expected to intervene in response to natural disasters, economic disruptions, or social pressures. These risks could lead to higher-than-projected expenditure and additional financing pressures. Risks related to state-owned enterprises, including potential operational losses or the need for government support, also represent an additional source of contingent fiscal exposure.

Timor-Leste remains exposed to significant fiscal risks from external shocks, particularly volatility in global energy and food prices. Ongoing geopolitical tensions have increased uncertainty in oil markets, with direct pass-through effects to domestic fuel and transport costs, and indirect effects on food inflation. Given the economy's high import dependence, these developments may increase further demand for government support measures.

To strengthen fiscal resilience, the 2026 Rectification Budget allocates \$40.9 million to reinforce the contingency reserve, providing additional space to respond to unforeseen shocks and emergency spending needs during the budget year.

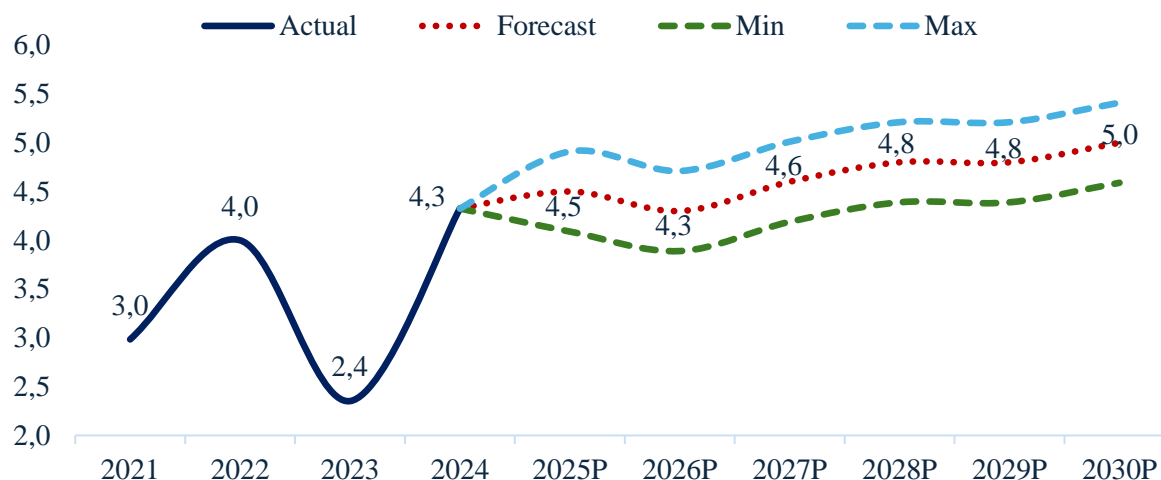
While this buffer strengthens the Government's capacity to respond to risks, it may not cover all possible fiscal pressures if external shocks become more severe or prolonged. In such cases, further policy or additional financing measures may be required to safeguard priority spending and preserve macro-fiscal stability. This reinforces the importance of prudent fiscal management, regular risk monitoring, and careful prioritization of public expenditure.

Further details on contingent liabilities are presented in the Fiscal Risks and Contingent Liabilities Statement of the original Budget Report. Apart from the updates discussed above, the broader fiscal risks remain largely unchanged from those outlined in the original documentation.

2.2.2. Macroeconomic Overview

The following figure presents the medium-term Gross Domestic Product (GDP) growth forecast for 2025 to 2030. The red line in the middle shows the Ministry of Finance's central growth projections, while the green and blue lines indicate the lower and upper bounds, respectively.

Figure 2.2.2 GDP Growth 2021-2024 and Projections for 2025-2030



Source: Actual and Preliminary GDP Growth 2021-2025 from National Accounts, INETL IP, Forecasts 2026-2030 from the National Directorate of economic Policy, Ministry of Finance, 2026

2.2.2.1. GDP Growth 2025

The economy is estimated to grow by 4.5 percent in 2025, representing one of the strongest growth rate recorded in the past decade. This follows a series of negative growth episodes, including the historic downturn caused by the combined effects of the political impasse and the COVID-19 pandemic in 2020. Growth in 2025 is supported by robust household consumption, strong public expenditure, and increasing private investment.

The main driver of growth in 2025 is final consumption, particularly private consumption, which contributed 2.6 percentage points to overall growth. Government consumption, including spending on goods and services and wages and salaries, also made a contribution of 2.2 percentage points. The strong performance of private consumption reflects increased household spending, supported by government transfers to households and expanded banking credit to households.

Improved economic activity in both the public and private sectors also contributed to increased employment opportunities and higher household earnings. This, in turn, boosted disposable income and supported further growth in household consumption. Moreover, relatively low average annual inflation in 2025 helped preserve household purchasing power and strengthened consumer confidence, further supporting the consumption growth.

Investment also made an important contribution to growth. Public and private investment together contributed 2.1 percentage points to overall growth, with public investment contributing 1.6 percentage points and private investment contributing 0.5 percentage points. Growth in public investment was largely supported by the expansion of capital expenditure on infrastructure development, including the construction and rehabilitation of roads, bridges, and irrigation systems.

Private investment also recorded strong growth, supported by ongoing public infrastructure projects and an improved investment environment resulting from significant capital development in recent years. The accumulation of public capital has helped reduce infrastructure constraints and created better conditions for private sector activity. Private investment was also supported by increased bank credit to the private sector, particularly for trade, finance, and construction activities. This indicates a growing role of the banking sector in supporting economic activity and points to gradual improvements in the business environment in Timor-Leste, which is expected to further encourage future investment.

Total exports remained robust in 2025, driven by growth in both goods and services exports. Exports of goods remained concentrated in agricultural products, particularly coffee. Services exports also increased significantly, supported by international arrivals linked to major international events hosted in Timor-Leste. This is reflected in Balance of Payments¹ data, which indicates a substantial increase in services exports in 2025.

The expansion of direct flight connections with other countries, including Malaysia and China, has also supported the growth of services exports. This trend is projected to continue in the coming years, particularly following Timor-Leste's accession to ASEAN, which is expected to increase regional tourists and business travel. This development aligns with the Government's priority to promote tourism as a strategic sector for economic diversification and to support long-term fiscal and economic sustainability beyond the petroleum sector.

Despite the positive contribution from consumption, investment, and exports, overall GDP growth was partly offset by a considerable increase in imports. Total imports grew by 5.9 percent and reduced overall GDP growth by 3.8 percentage points in 2025. The main factor was the increase in imports of services, which subtracted 2.6 percentage points from overall GDP growth. This was largely linked to higher outflows associated with travel and tourism activities, as reported in the Balance of Payments data.

¹ <https://www.bancocentral.tl/en/go/timor-leste-balance-of-payments1>

Imports of goods also increased, subtracting 1.2 percentage points from GDP growth. This reflected higher demand for capital and intermediate goods used in production and investment activities. Imports of these goods were necessary to support the expansion of both public and private investments during the year.

2.2.2.2. GDP Growth 2026

Building on the fiscal and external environment described above, Timor-Leste's reliance on imported goods makes the economy vulnerable to external price shocks. Higher international fuel and food prices are transmitted to the domestic economy through higher transport, production, and distribution costs. These pressures raise inflation, reduce real household purchasing power, and lead to a decrease in both private consumption and investment. As a result, GDP growth in 2026 is projected to moderate compared to 2025, while remaining positive.

The fiscal measures introduced under the Rectification Budget are expected to partially cushion these effects. In particular, fuel-related measures and food security support are intended to help protect household consumption, reduce the pass-through of global price increases, and ensure continuity of electricity supply. However, these measures are not expected to fully offset the impact of higher global fuel and food prices on the wider economy.

Remittances to households were recorded at \$181.9 million in 2025, down from \$211.6 million in 2024. This downward trend may continue into 2026 if higher global fuel prices and rising living costs in host economies reduce the capacity of migrant workers to save and send money home. Given the importance of remittances as one of Timor-Leste's largest external inflows – more than four times higher than export of goods – any sustained decline could affect household disposable income. This impact would be more significant for lower- and middle-income households which rely on remittances for consumption smoothing, education, and basic consumption needs.

GDP growth in 2026 is projected at 4.3 percent, 0.2 percentage point lower than estimated growth rate for 2025 and 0.2 percentage point below the pre-shock projection in the Budget Book 2026. This moderate downward revision mainly reflects higher global oil prices and their impact on domestic inflation, household consumption, and business cost.

The pass-through of higher fuel prices increases the cost of goods and services, particularly through transport and logistics. This can reduce business margins, increase consumer prices, and further dampens private consumption and investment. These

effects are expected to slow overall economic activity, although the Government's policy response will help reduce the immediate pressure on households and businesses.

In addition, reliance on imported food amplifies external price transmission. A large share of domestic rice consumption is imported, primarily from India. Higher global energy prices can increase production, transport, and distribution costs in exporting countries, raising rice import prices and contributing to domestic food inflation.

Furthermore, disruptions in major energy transit routes, including the Strait of Hormuz, could affect global fertilizer prices because of the link between energy markets and petrochemical supply chain. Since fertilizer is an important input in rice production, higher fertilizer costs could reduce agricultural productivity and tighten global rice supply, adding further pressure to rice prices.

As rice is the main staple food in Timor-Leste and food represents a large share of the household consumption basket, higher global food prices would significantly reduce real incomes, particularly for vulnerable households, and increase risks to food security. This reinforces the importance of the Government's targeted measures to support food security, protect purchasing power, and maintain economic stability during a period of heightened external uncertainty.

2.2.2.3. Impacts of Global Shocks on Key GDP Components in 2026

Private consumption remains the main driver of growth in 2026. It has been revised upward from 3.6 percent to 3.8 percent, supported by fiscal measures introduced under the Rectification Budget, particularly fuel and food subsidies, and continued transfers to veterans and households. These measures are expected to help sustain disposable income and partially cushion the impact of higher inflation driven primarily by global fuel price increases.

In the absence of these subsidies, private consumption growth would be significantly lower, as households would face stronger pressure from higher fuel, transport, and food prices. Nevertheless, consumption growth remains constrained, particularly among lower-income households, given the high share of food in household spending and the expected pass-through of higher global food prices in the period ahead. Lower-than-expected remittance inflows may also affect household consumption, particularly among lower- and middle-income households that rely on remittances to support consumption, education, and other basic needs.

Investment growth is projected to moderate to 4.1 percent in 2026, down from 8.1 percent in 2025. This reflects higher production costs, tighter business margins, and

greater uncertainty associated with global price volatility. The reallocation of fiscal resources toward urgent subsidies and stabilization measures, including around \$60 million redirected from infrastructure-related allocation, is expected to reduce fiscal space for capital spending in 2026.

However, the impact on actual investment outcomes may be limited. Historically, public investment execution has often remained below budget allocations, and the reallocated amount is broadly equivalent to typical unexecuted capital spending. Nonetheless, the reallocation may still affect the timing and composition of selected public investment projects, with some lower-readiness or less urgent infrastructure activities deferred or re-phased. Further details on investment allocations and expenditure are provided in the expenditure review section of this report.

Exports are expected to grow by 22.4 percent in 2026, up from 20.1 percent in 2025. However, the export base remains narrow and vulnerable to higher transport costs and weaker external demand conditions. Exports of services are projected to slow, as fuel price increase transport and logistic costs.

On the other side, imports are projected to increase in nominal terms, mainly due to higher global prices for fuel and food. However, real import growth is projected to remain moderate at 6.3 percent, compared with 5.9 percent in 2025, broadly in line with softer domestic demand. The fuel import bill continues to be a key transmission channel of external shocks to the domestic economy.

Overall, GDP growth in 2026 is expected to be driven by relatively resilient private consumption, supported by fiscal transfers and subsidies, while investment weakness and external price pressures are expected to weigh on overall economic activities. The fiscal response helps smooth the adjustment to external shocks, protect purchasing power, and maintain essential services. However, it also implies a temporary rebalancing of expenditure away from capital formation toward consumption support and stabilization measures, which will need to be carefully managed to preserve medium-term growth and fiscal sustainability.

2.2.2.4. Medium-term GDP growth

Although the growth outlook for 2026 has been revised downward, the medium-term growth trajectory remains broadly resilient and generally consistent with the earlier projections published in the Budget Book 2026. The main adjustment is for 2027, where growth has been revised slightly down by 0.1 percentage point relative to the initial projection. This revision mainly reflects the expected persistence of inflationary

pressures from global fuel price shocks and their effect on household consumption, business costs, and investment activity.

Despite this adjustment, the overall macroeconomic impact is expected to remain manageable over the medium term. Growth is projected to gradually strengthen and reach around 5.0 percent by 2030, supported by continued public investment, improved infrastructure, and the Government's ongoing and planned reform agenda to create a more enabling environment for private sector development.

This broadly resilient medium-term outlook is underpinned by structural reforms and public investment initiatives aimed at strengthening the foundations for a more dynamic and investment-friendly economy. These includes efforts to accelerate land titling, improve the tax system, including the introduction of VAT, expand financial inclusion measures, and establish *Banco Nasional Dezenvolvimentu Timor Leste* (BNDTL). Strengthened financial regulation and transparency are also expected to support investor confidence.

Complementary infrastructure investments will also play an important role. The fiber optic cable project, the redevelopment of Dili Airport, and continued construction and rehabilitation of roads are expected to improve connectivity, reduce transport and communication costs, and strengthen domestic and regional economic integration.

Combined with opportunities arising from ASEAN accession and WTO integration, these reforms and investments are expected to support private sector expansion and accelerate economic diversification in the medium term. Improved digital connectivity and transport infrastructure will help lower transaction costs, facilitate cross-border trade in goods and services, improve access to regional markets, and attract investment from ASEAN economies.

This would help expand opportunities in sectors such as tourism, agribusiness, and digital services. However, the full realization of these gains will depend on effective policy implementation, improved public sector execution capacity, and continued coordination across government institutions. Weak implementation would reduce the expected impacts of reforms and infrastructure investment on private investment, exports, job creation, and overall economic growth.

2.2.2.5. Domestic Inflation and Global Brent Oil Price

Average annual inflation decelerated to 0.5 percent in 2025, down from 2.1 percent in 2024. This reflects the continued easing of inflationary pressures following the post-pandemic peak of 8.4 percent in 2023. This moderation was supported by lower global

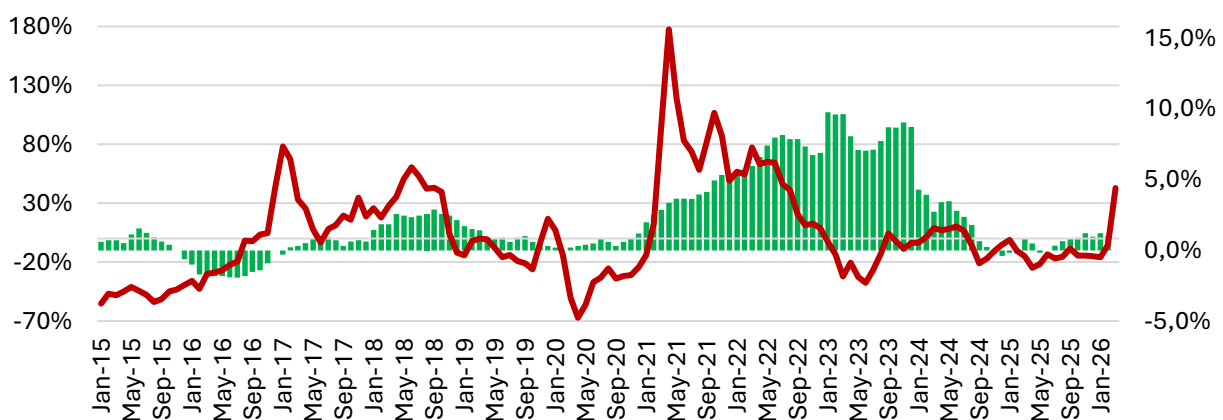
commodity prices, including a decline in brent oil prices of around 14 percent and fall in global grain prices of approximately 10 percent in 2025. The reduction in import duties from 5 percent to 2.5 percent also helped ease imported inflation pressures, particularly through food and transport components of the consumption basket.

Despite this moderation, domestic inflation remains highly sensitive to global fuel and food price shocks due to the economy’s reliance on imports. In 2026, global brent oil prices increased by approximately 55.3 percent between January and March, leading to a rapid pass-through to domestic fuel prices. Domestic retail prices of gasoline and diesel rose by around 27 percent in March 2026 compared to the previous month. This illustrates the rapid transmission of global oil price shocks into domestic inflation and household costs.

Moving forward, continued geopolitical tensions and disruptions in the Strait of Hormuz could affect not only oil prices but also fertilizer-related supply chains. This may place additional upward pressure on global food prices, particularly rice. As a result, average annual inflation in 2026 is projected to increase to 2.2 percent, revised upward from the previous forecast of 1.2 percent.

Figure 2.2.3 shows a strong co-movement between Brent crude oil prices and domestic headline inflation. This is consistent with a dominant external cost-push inflation mechanism, where changes in global fuel prices are transmitted to domestic prices through import costs, transport, and distribution channels. The relationship was particularly visible during the 2021–2022 energy price surge.

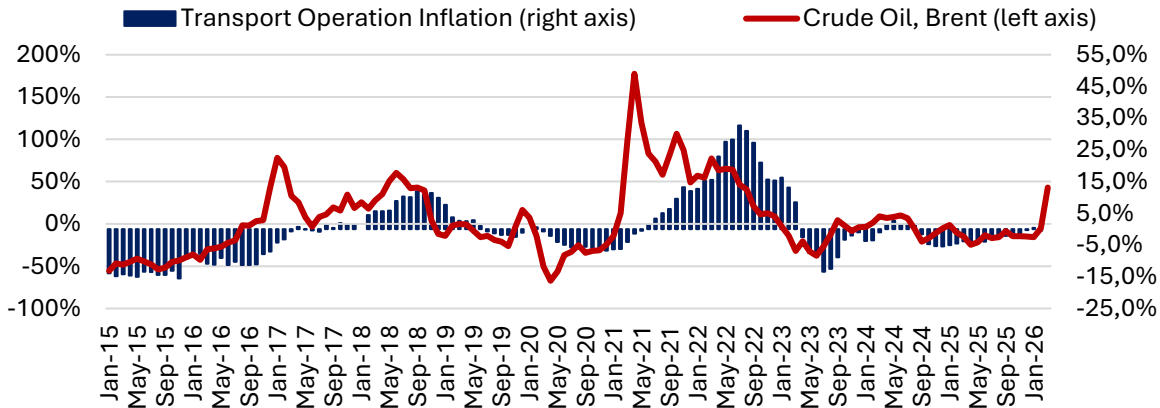
Figure 2.2.3 Domestic Headline Inflation and Global Brent Oil Price Change (year-on-year)



Source: Domestic headline inflation from INETL IP 2026, global brent oil price from World Bank commodity prices 2026.

Figure 2.2.4 provides evidence of a strong and relatively fast transmission from global oil prices to domestic transport operating costs. Transport costs exhibit a high degree of co-movement with Brent oil prices, with a short lag structure, reflecting the near-direct pass-through from imported fuel prices to domestic logistics and transportation services.

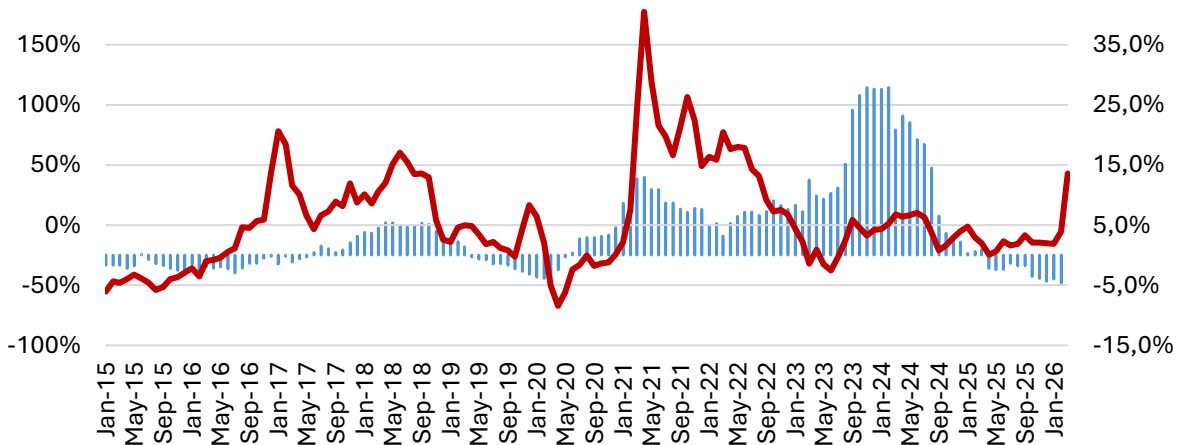
Figure 2.2.4 Domestic Transport Operation Cost and Global Brent Oil Price Changes (year-on-year)



Source: Domestic headline inflation from INETL IP 2026, global Brent oil price from World Bank commodity prices 2026.

Figure 2.2.5 extends the analysis to food prices, specifically rice. The relationship with oil prices is relatively weaker and more indirect, but still evident, with rice prices tending to respond with a lag to global oil price increases. This reflects indirect transmission channels through higher transport costs and increased input costs in exporting countries, particularly energy-intensive fertilizer and production processes.

Figure 2.2.5 Domestic Rice Change and Global Brent Price Change (year-on-year)



Source: Domestic headline inflation from INETL IP 2026, global Brent price from World Bank commodity prices 2026.

The empirical evidence indicates that inflation dynamics in Timor-Leste are strongly driven by global oil price cycles. The transmission is most immediate and pronounced through transport costs, followed by headline inflation, while food prices adjust more gradually through indirect import-cost channels. These findings underscore the high degree of vulnerability of domestic price stability to global oil price shocks, reflecting structural dependence on imported fuel and food.

In this context, government subsidy policy plays an important stabilization role by mitigating the short-term pass-through of external price shocks to domestic prices and household purchasing power, particularly through fuel and electricity-related expenditures. The measures presented under this Rectification Budget provide a key buffer against volatility in global energy markets. While they do not eliminate underlying external pressures, they help smooth the adjustment process, contain near-term inflationary impacts, and support vulnerable households during periods of elevated global price uncertainty.

2.3. Government Priorities Under the 2026 Budget Rectification

2.3.1. Progress and Updated Context for Budget Rectification

2.3.1.1. Policy Context and Economic Developments

Following the approval of the 2026 State Budget, the government has initiated a budget rectification in response to evolving economic conditions, emerging fiscal pressures and urgent policy priorities requiring immediate intervention. Changes in both the external and domestic environment, particularly rising international energy prices, supply constraints, and cost increases, have affected the cost, timing, and feasibility of planned expenditures, requiring a targeted adjustment of budget allocations.

A central component of this response is the strengthening of energy security. Energy-related measures amounting to approximately \$216.3 million have been introduced to ensure continuity of energy supply, stabilize fuel prices, and mitigate the impact of international price volatility on households and businesses. These interventions are essential to contain inflationary pressures, support economic activity, and avoid disruptions in essential services.

At the same time, the government is implementing complementary measures to mitigate the impact of rising living costs, including targeted food security support and the continued protection of key social and service delivery programs. These measures ensure that vulnerable populations are protected while maintaining overall economic stability.

Importantly, the rectification does not represent a change in the government's overall policy direction. Rather, it introduces targeted measures and adjusts existing spending priorities to respond to current economic conditions, while reinforcing the continued implementation of national development objectives. These measures are designed to safeguard key priorities, including energy security, social protection, and service delivery, within the existing policy framework.

2.3.1.2. Implementation Progress Since Budget Approval

Since the adoption of the 2026 State Budget, implementation has progressed across key programs and sectors, with continued delivery of essential services and advancement of priority interventions. However, as execution has unfolded, a number of operational and financial challenges have emerged related to the global energy crisis, necessitating timely adjustment through this rectification.

The evolving context has required the introduction of new urgent measures, most notably in relation to energy price stabilization. As these measures were not fully anticipated during the original budget formulation, they are now incorporated through the rectification process to ensure continuity of supply and price stability.

2.3.1.3. Emerging Pressures and Need for Adjustment

The implementation experience to date highlights the increasing complexity of the fiscal and operational environment, reinforcing the need for a more adaptive and responsive budgeting approach. Emerging pressures particularly those related to external economic conditions, cost increases, and implementation constraints have created the need for targeted adjustments to the original budget framework.

In response, the rectification introduces a combination of measures designed to realign public spending with evolving priorities and implementation realities. These measures include the reallocation of resources within and across programs toward higher-priority areas, the phasing and prioritization of capital investments particularly for projects with lower readiness and targeted increases in critical sectors, notably energy security and social protection.

These adjustments are implemented within a total rectification package of approximately \$271.0 million. This reflects a balanced approach that combines targeted new measures with internal reallocations, ensuring that priority needs are addressed while maintaining overall fiscal discipline.

Through this process, the rectification ensures that public spending remains efficient, realistic, and aligned with current policy priorities. At the same time, it strengthens the alignment between policy objectives and implementation capacity, ensuring that planned activities are deliverable within the fiscal year.

By focusing on feasible and high-impact interventions, the government enhances budget credibility, supports effective execution, and ensures that public interventions remain timely, targeted, and results-oriented.

2.3.2. Revised Spending Priorities

2.3.2.1. Strategic Focus of the Rectification

Building on the context and implementation challenges outlined in Section 2.1, the 2026 Budget Rectification does not represent a change in the government's overall policy direction. Rather, it introduces targeted measures and adjusts existing spending

priorities to respond to current economic conditions, safeguard essential services, and maintain progress against national development objectives.

The government's approach is centered on ensuring that public spending remains effective, targeted, and capable of delivering results within the fiscal year. In this context, the rectification seeks to protect citizens, particularly those most affected by rising living costs, while maintaining the continuity of essential public services and avoiding disruptions that would directly impact households. At the same time, it supports economic stability, especially in sectors facing external pressures.

Overall, the rectification reinforces existing national priorities while ensuring that public spending remains realistic, focused, and responsive to current conditions.

2.3.2.2. Priority Areas of Expenditure

In line with this strategic focus, the rectification concentrates public expenditure on key priority areas where targeted intervention is essential to protect citizens and sustain economic activity.

The first priority concerns essential services that directly affect people's daily lives. The rectification preserves the allocations provided under the original budget to ensure continued funding for health services, particularly primary health care, to ensure continued access to basic care. It also maintains support for education, with a focus on basic and pre-school levels to strengthen foundational learning. This reflects the government's commitment to maintaining service delivery and protecting core social outcomes despite fiscal pressures.

The second priority relates to energy security, which represents the largest component of the rectification. The government is implementing targeted measures including the establishment of a strategic national fuel reserve and fuel subsidy interventions. These measures are designed to stabilize fuel prices, ensure continuity of supply, and mitigate the impact of international price volatility on households and businesses. By addressing energy-related risks, the rectification supports price stability, economic activity, and the uninterrupted functioning of essential services.

The third priority area is social protection, which continues to play a central role in the Government's response, particularly in the context of rising living costs. In addition, the rectification provides targeted food security measures, including rice subsidies of approximately \$5.0 million, aim to provide support to households and help mitigate the immediate impact of rising prices.

Through the prioritization of these areas, the rectified budget ensures that public spending remains focused on protecting citizens, maintaining essential services, and supporting economic stability.

2.3.2.3. Expenditure Adjustments and Reallocation Approach

To support these priorities, the rectification introduces targeted adjustments to how resources are allocated and used, ensuring that spending remains effective and aligned with current conditions.

A key element of this approach is the prioritization of infrastructure investments. Projects that are ready for implementation and capable of delivering results within the fiscal year are given priority, while others are rescheduled or phased over a longer period. This approach reflects a shift toward implementation realism, ensuring that public investment is focused on projects that can deliver immediate and tangible benefits.

In addition, the government is reallocating resources within and across programs, directing funding toward areas facing higher demand or increased costs, particularly in essential services, energy, and social protection. At the same time, targeted increases in spending are introduced in priority areas, notably energy security alongside complementary measures in social protection and food security.

These adjustments are implemented within the overall rectification framework, which combines targeted new measures with internal reallocations. This approach allows the government to respond to emerging pressures while maintaining fiscal discipline and avoiding unnecessary expansion of total expenditure.

2.3.3. Revised Budgetary Policy Measures

2.3.3.1. Policy Classification: Temporary vs Permanent Measures

Building on the progress, updated context, and revised spending priorities outlined in Sections 2.3.1 and 2.3.2, the 2026 Budget Rectification adopts a clear and structured classification of policy measures in accordance with the Public Financial Management Law No. 3/2025.

Temporary measures are introduced in response to external shocks and emerging pressures. These measures are time-bound and designed to address immediate needs, particularly in relation to economic stabilization and targeted support. As such, they do not alter the Government's baseline expenditure in future years and provide the necessary flexibility to respond to changing conditions without creating long-term fiscal commitments.

Permanent measures, by contrast, reflect structural policy decisions that extend beyond the current fiscal year. These include program expansions, institutional strengthening, and other adjustments that form part of the government's medium-term expenditure framework. As a result, they have direct implications for future budgets and must be managed in line with fiscal sustainability objectives.

By clearly distinguishing between temporary and permanent measures, the rectification enhances accountability to Parliament and ensures that policy decisions are transparent, well understood, and aligned with medium-term planning.

All the new measures implemented under the rectified budget are aimed at being temporary measures with a duration depending on the lifespan of the crisis.

2.3.3.2. Key Policy Adjustments

Building on this classification framework, the rectification introduces targeted policy adjustments to respond to current economic and fiscal pressures while maintaining coherence with the government's overall policy direction.

A central element of these adjustments is the implementation of targeted interventions to stabilize energy costs. These measures respond to external price volatility and are designed to ensure continuity of supply while limiting the transmission of global price increases to households and businesses. The fiscal magnitude of these interventions reflects their dominant share within the overall rectification package and underscoring the government's priority to safeguard energy security.

The rectification also includes targeted measures to support national priorities beyond economic stabilization, including strengthening national security capacity of PNTL and fulfilling key international commitments with the CPLP. These measures, while more limited in scale, contribute to maintaining institutional stability and ensuring the continued functioning of essential public services.

In addition, the rectification involves adjustments to expenditure priorities, with resources reallocated toward areas of higher urgency and impact. This reflects a deliberate effort to align spending with implementation realities, ensuring that available resources are directed toward programs capable of delivering results within the fiscal year.

In parallel, there is a strengthened focus on improving budget management practices, including enhanced expenditure control, prioritization, and monitoring. These measures

support more effective use of public resources under changing conditions and reinforce the credibility of the budget.

2.3.3.3. Program-Based Implementation Framework

All measures introduced under the 2026 Budget Rectification are implemented through the government's program budgeting framework, ensuring alignment between policy decisions, budget allocations, and service delivery.

The rectification is operationalized through the established hierarchy of programs, subprograms, and activities, enabling policy decisions to be translated into concrete and measurable actions. This structure ensures that all expenditures are linked to defined objectives and expected results, thereby strengthening the connection between resource allocation and performance.

Measures introduced under the rectification are integrated within existing program structures rather than implemented as standalone interventions. For example, energy stabilization measures are reflected within the relevant sector programs and associated subprograms and activities, including those related to fuel supply, distribution, and operational support. This ensures that all interventions remain consistent with the approved budget structure and are implemented through established institutional mechanisms.

This program-based approach ensures full traceability of expenditures, allowing policymakers and oversight institutions to clearly identify how resources are allocated and utilized. It also strengthens accountability, as each allocation is linked to a specific program objective and responsible entity.

In addition, this framework enhances transparency and facilitates effective monitoring, ensuring that rectification measures are implemented in a consistent, coordinated, and results-oriented manner.

2.3.4. Subsidies and Fiscal Implications

2.3.4.1. Policy Role of Subsidies

In the context of rising international energy prices and broader external pressures, subsidies continue to play an important role in supporting economic stability and protecting essential services. The rectification maintains targeted fuel subsidy measures to mitigate the impact of international price volatility on households, public services, and economic activity.

These measures, amounting to approximately \$42.0 million, are designed to stabilize domestic fuel prices and support essential operations, including health and municipal service delivery. By limiting the pass-through of external price shocks to the domestic economy, the subsidies help contain inflationary pressures, preserve household purchasing power, and support business continuity.

2.3.4.2. Fiscal Implications of the Rectification

The measures introduced under the rectification carry important fiscal implications, which are presented in detail in the Fiscal and Macroeconomic Overview chapter.

At the policy level, the rectification increases pressure on public expenditure, particularly in areas related to energy stabilization and social protection as mentioned above. This reflects deliberate policy choices to respond to immediate challenges while maintaining overall fiscal discipline.

The rectification also necessitates prioritization across sectors, as not all planned expenditures can be accommodated within the revised fiscal envelope. This requires strategic allocation decisions, focusing on high-impact interventions while deferring less critical expenditures.

In addition, the current context reinforces the need for strong expenditure discipline, including improved efficiency, strengthened oversight, and effective monitoring of budget execution. These measures are essential to ensure that increased spending pressures do not undermine fiscal sustainability.

Overall, the rectification reflects a balanced approach, enabling the government to respond to immediate economic pressures while preserving the integrity and sustainability of public finances over the medium term.

2.3.5. Public Financial Management (PFM) Reforms Supporting the Rectification

Public Financial Management (PFM) reforms constitute a central pillar in the effective design and implementation of the 2026 Budget Rectification. Within the context of necessary adjustments to expenditure and policy priorities, these reforms provide the institutional and operational framework that ensures such adjustments are implemented in a controlled, transparent, and accountable manner. Rather than functioning as parallel initiatives, PFM reforms are integral to the rectification process itself, enabling the government to respond to emerging fiscal and implementation challenges while maintaining adherence to the principles of sound fiscal governance.

Several reform areas are particularly critical in this regard. The continued implementation of program budgeting strengthens the link between resource allocation and policy objectives, improving prioritization in a constrained fiscal environment. Strengthened budget execution monitoring enables early identification of delays and timely corrective action, while ongoing revenue and fiscal management reforms contribute to a more stable and predictable fiscal environment beyond the immediate rectification period.

2.4. Expenditure

2.4.1. Expenditure Analysis for the Fiscal Year (FY) 2025

This section provides an overview of budget execution in 2025. The review covers the Central Administration and RAEOA, including transfers from the state to the Social Security Fund. This provides a consolidated view of the total amount that the government has financed each year through domestic revenues, cash balances, external resources (loans & grants) and withdrawals from the Petroleum Fund.

In 2025, total cash expenditure of the Central Administration and RAEOA reached \$1,817.0 million, representing an overall budget execution rate of 85.5 percent.

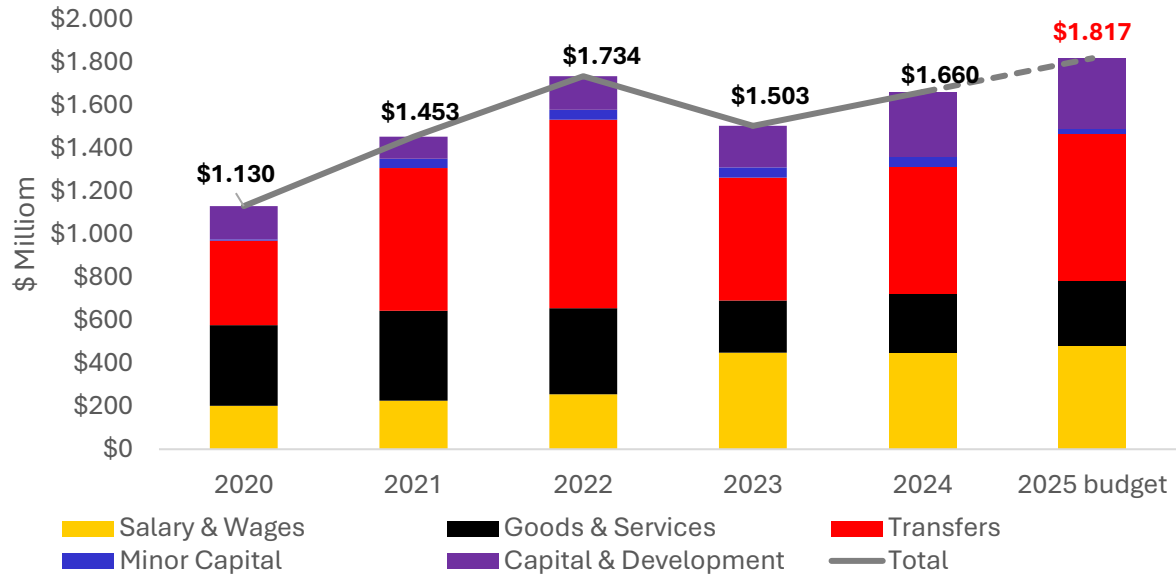
Table 2.4.1 Execution by Economic Category for 2025 (\$ million)

| Data as of April | Original 2025 | Obligation 2025 | Actual 2025 | Execution rate 2025 |
|-------------------------|----------------------|------------------------|--------------------|----------------------------|
| Salaries and Wages | 505.5 | 0.0 | 479.3 | 94.8% |
| Goods and Services | 387.2 | 8.1 | 305.2 | 78.8% |
| Public Transfers | 760.3 | 0.0 | 680.4 | 89.5% |
| Minor Capital | 31.7 | 1.3 | 25.3 | 79.9% |
| Capital Development | 440.5 | 21.8 | 326.9 | 74.2% |
| Total | 2,125.2 | 31.2 | 1,817.0 | 85.5% |

Source: Ministry of Finance (data as of April 2026)

Annual government cash expenditure increased by 61 percent between 2020 and 2025. After increasing continuously from 2020 to 2022, expenditure declined in 2023 following expenditure rationalization efforts by the new Government. It then increased by 11 percent in 2024 and by 9 percent in 2025, reaching the highest level in the country's history. The composition of spending remains largely concentrated in recurrent expenditure. However, the share of goods and services has declined over the years, while the increase in expenditure has mostly been driven by public transfers, salaries and wages, and capital development. This reflects the Government's continued focus on social support, public service delivery, and infrastructure investment.

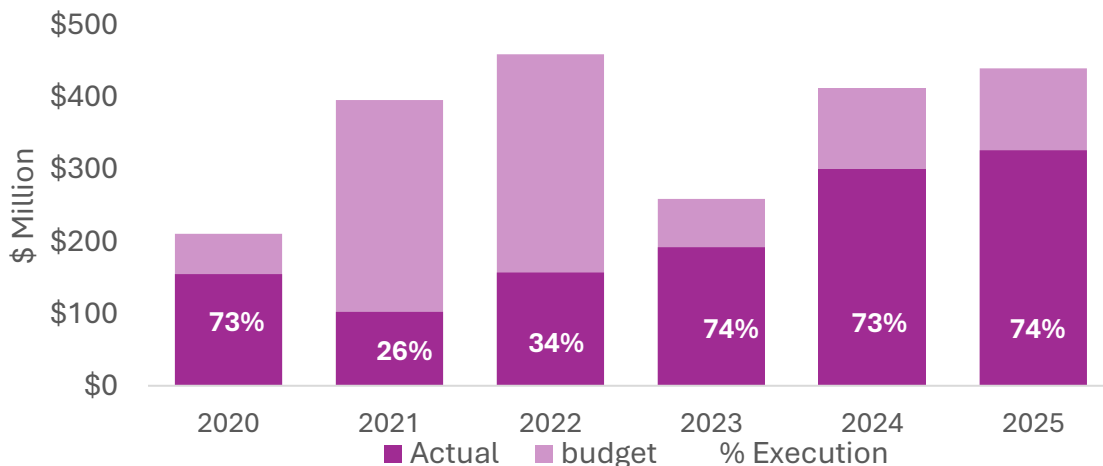
Figure 2.4.1 Government Cash Expenditure by Economic Category, 2020-2025 (million)



Source: Ministry of Finance (data as of April 2026)

The execution of capital development, in particular, has progressed rapidly over the last five years. Cash expenditure reached \$327 million in 2025. This represents an increase of 10% compared to last year and over 200% since its lowest level in 2021. This reflects the government's priority to support infrastructure development and a general improvement of processes that can be attributed to a comprehensive improvements across the public investment cycle and public financial management (PFM) systems.

Figure 2.4.2 Capital and Development Expenditure, 2020-2025 (\$ million)



Source: Ministry of Finance, (data as of April 2026)

2.4.2. Expenditure Analysis for the First Quarter of 2026

During the first quarter of 2026, total expenditure for the Central Administration and the RAEOA amounted to \$284.2 million, against an original budgetary allocation of \$2.245 billion. This represents an execution rate of 12.7 percent. By comparison, during the same period in 2025, the execution rate was slightly higher at 13.4 percent, with an actual expenditure at almost the same level of \$284.8 million.

Table 2.4.2 Execution up to the First Quarter of 2025 and 2026 (\$ million)

| Budget | 2025 | | | 2026 | | |
|-----------------------|----------|--------|--------------|----------|--------|--------------|
| | Original | Actual | Execution Q1 | Original | Actual | Execution Q1 |
| Salary & Wages | 490.4 | 108.3 | 22.1% | 482.7 | 104.8 | 21.7% |
| Goods & Services | 414.8 | 40.7 | 9.8% | 473.3 | 26.2 | 5.5% |
| Transfers | 757.6 | 128.0 | 16.9% | 789.9 | 144.8 | 18.3% |
| Minor Capital | 22.6 | 0.2 | 0.9% | 38.9 | 0.0 | 0.0% |
| Capital & Development | 439.8 | 7.7 | 1.7% | 459.8 | 8.4 | 1.8% |
| Grand Total | 2,125.2 | 284.8 | 13.4% | 2,244.7 | 284.2 | 12.7% |

Source: Ministry of Finance, (data as of April 2026)

This marginal lag is largely attributable to a higher volume of unexecuted obligations recorded in April. When accounting for these obligations, the execution rate for 2026 through April is almost equivalent to the 2025 level at this time of the year, and the actual expenditure would be higher.

Based on current execution trends, overall budget execution in 2026 is projected to be broadly in line with 2025 performance. If the current trend is maintained, it is estimated that 87 percent of the budget is expected to be executed in 2026.

For goods and services, projected execution is estimated only 72 percent of the current allocation. Therefore, the government has prioritised this category when identifying savings for the rectified budget, focusing on allocations that are less likely to be fully executed under the original allocation. Furthermore, as the majority of new allocations have been directed toward the purchase of fuel, which are expected to be fully utilized, it

is anticipated that the overall execution rate for goods and services will increase over the course of the current year.

Despite the continuous progress in cash expenditure, the allocation for capital development is also expected to be not fully executed in 2026, reaching 78 percent execution. The Government has therefore identified selected capital allocations for reallocation, particularly where projects are less urgent, have lower readiness, or can be phased into 2027 without significantly affecting service delivery. This approach allows the Government to respond to urgent fiscal pressures while still aiming to reach a higher cash expenditure than in 2025.

Table 2.4.3 Execution of Major Program up to the First Quarter of 2026

| No | Program | Original (\$ million) | Actual (\$ million) | Execution |
|----|---|--------------------------|------------------------|-----------|
| 1 | Social Inclusion | 392.0 | 86.4 | 22.0% |
| 2 | Functioning and Institutional Development | 372.3 | 49.8 | 13.4% |
| 3 | Basic Education | 108.9 | 25.2 | 23.2% |
| 4 | Timor-Leste Foreign Policy | 54.1 | 19.4 | 35.9% |
| 5 | National Security | 69.8 | 14.7 | 21.0% |
| 6 | Electricity | 138.6 | 10.8 | 7.8% |
| 7 | Public Financial Management | 69.8 | 9.4 | 13.4% |
| 8 | Secondary and tertiary health care | 58.5 | 9.0 | 15.4% |
| 9 | Investment and Economic Diversification | 97.0 | 8.2 | 8.4% |
| 10 | Primary Health Care | 55.9 | 6.5 | 11.7% |
| 11 | Roads and Bridges | 217.8 | 4.8 | 2.2% |
| 12 | Scholarship | 19.2 | 4.3 | 22.2% |
| 13 | National Defence | 30.1 | 4.1 | 13.5% |
| 14 | Decentralization and Local Authority | 37.1 | 3.9 | 10.6% |

| | | | | |
|----|--|-------|------|-------|
| 15 | Secondary Education | 21.8 | 3.4 | 15.7% |
| 16 | Constitutional functions of the parliament | 10.1 | 3.3 | 32.3% |
| 17 | Access to Justice | 19.3 | 2.5 | 13.1% |
| 18 | Higher Education | 13.7 | 2.4 | 17.6% |
| 19 | Preschool Education | 10.6 | 1.8 | 17.1% |
| 20 | Agriculture | 30.1 | 1.7 | 5.8% |
| 21 | Other programs* | 372.8 | 12.4 | 3.3% |

*Excluding contingency

Source: Ministry of Finance, (data as of April 2026)

The 2026 Budget includes 85 programs. The 20 largest programs account for 83 percent of the total allocated budget and over 95.6 percent of expenditure executed up to the first quarter. This indicates that overall budget performance is strongly influenced by execution in a relatively small number of major programs.

Execution rates vary across these programs, reflecting difference in the type of spending and implementing cycle. Several programs have already executed above 20 percent of their budget, particularly those with a larger share of salaries, transfers, and recurrent expenditure, which tend to be executed more regularly during the year. Programs with lower execution, such as water and electricity, roads and bridges, investment and economic diversification, are generally more capital-intensive or project-based. These programs often have lower execution in the first quarter because procurement, contract structure, and payment schedule usually take place later in the fiscal year.

At this stage of the year, lower execution in some capital-intensive programs is not unusual. However, it also implies that the fully allocated amount will probably not be fully executed under the current track. In this context, the rectified budget considers current execution trends and implementation readiness. The reallocation approach seeks to reduce the risk of unexecuted allocations, redirect resources toward urgent priorities, and improve overall budget performance in a tighter fiscal environment.

Within the top 20 programs, the highest execution rates are recorded in Timor-Leste Foreign Policy at 35.9 percent, Constitutional Functions of the Parliament at 32.3 percent, and National Security at 21.0 percent. These higher rates are driven by their largely salary-driven allocation. By contrast, Roads and Bridges, one of the largest

allocations at \$217.8 million, shows a notably low execution rate of just 2.2 percent. This is consistent with the capital-intensive nature of infrastructure spending, where procurement and contract mobilization typically delay disbursement until the middle or later part of the year.

Overall budget performance for 2026 will therefore depend disproportionately on whether such capital programs can accelerate in subsequent quarters. The Rectification Budget supports this objective by reallocating resources from lower-readiness or lower-priority items while preserving funding for priority programs that are expected to deliver within the fiscal year.

2.4.3. Justification for the Rectification Budget Measures

The Rectified Budget introduces targeted expenditure measures across seven priority measures, collectively amounting to \$271.0 million. Each measure has been assessed on the basis of critical operational needs, fiscal urgency, implementation readiness, and alignment with the Government’s priorities for 2026. The following paragraphs provide a line-by-line justification for the new allocations.

Table 2.4.4 New Expenditures of Rectified Budget (\$ million)

| Rectification Measures | | |
|------------------------|--|--------------|
| 1 | Strategic National Fuel Reserve | 174.3 |
| 2 | Fuel Subsidy Program | 42.0 |
| | <i>Fuel Subsidy for Public</i> | 40.0 |
| | <i>Health Sector Support - Fuel for ambulance</i> | 1.0 |
| | <i>Municipal Support (MAE) - Fuel for tractors</i> | 1.0 |
| 3 | Food Security Program - Reinforcing rice stock | 5.0 |
| 4 | National Security - Recruitment of PNTL Personnel | 3.0 |
| 5 | CPLP Presidency (Pro Tempore) Expenditure | 2.0 |
| 6 | Allocation for Special Administrative Region for Oe-cusse Ambeno (RAEOA) | 3.9 |
| | <i>Reinforcement of Expenditure for the Establishment of the New Administrative Structure of RAEOA</i> | 3.8 |
| | <i>Allocation for Procurement of Equipment for Notary Services, RAEOA</i> | 0.1 |
| 7 | Contingency Fund Reinforcement | 40.9 |
| 8 | Total Amount of Rectification Measures (d=1+2+3+4+5+6+7) | 271.0 |
| 9 | Total Adjusted Amount of Rectification (d=8-10) | 192.0 |

Source: Ministry of Finance, Rectified Budget 2026

*The number 9 refers to the next table Reallocation from 2026 Original Budget Shown in Table 2.4.5

Fuel Purchases for the National Reserve. An allocation of \$174.3 million is provided for the procurement of fuel for the National Reserve. This allocation covers the estimated cost of fuel purchases, import-related taxes, and storage requirements for a reserve sufficient to cover 7 months of EDTL consumption requirements. The measure is intended to secure fuel supply for electricity generation until December, including the supply for the power plants in Hera, Betano, RAEOA, and Atauro.

The establishment and replenishment of the National Fuel Reserve is a strategic imperative, ensuring the country's energy security and continuity of critical public services in the event of supply disruptions or price volatility in international markets.

Fuel Subsidy. An allocation of \$42.0 million is provided for fuel subsidies financed through the State Budget. Of this amount, \$40.0 million will be used to support consumers through transfers to providers in order to keep prices below the threshold fixed by the Decree Law No. 13/2026. In the current context of global energy price uncertainty, the subsidy mechanism is intended to reduce the pass-through of international fuel price increases to households and businesses, thereby helping to contain inflationary pressures.

Another \$1 million will be transferred to municipalities to support fuel cost for tractors, reflecting the Government's commitment to decentralized agriculture. Finally, \$1 million will be allocated to the Ministry of Health (MoH) to support fuel costs for essential health services, particularly ambulance operations.

Food Security. An amount of \$5 million is allocated under the food security measure financed through the State Budget. This allocation is to strengthen the rice stock of the CLN, helping to improve preparedness in the event of supply shortages or further deterioration in external market conditions. This measure reflects the Government's commitment to supporting food availability and mitigating the impact of market pressures on the most vulnerable households.

Recruitment of PNTL Cadets. An amount of \$3.0 million is allocated to support the recruitment of 400 cadets into the National Police of Timor-Leste (PNTL). Of this amount, \$1.0 million is allocated for salaries and \$2.0 million for goods and services. This allocation covers training, equipment, and onboarding costs associated with the new cohort. Strengthening PNTL's operational capacity is part of the Government's national security agenda and supports efforts to address longstanding staffing gaps in the security sector.

CPLP Presidency Expenditure. An amount of \$2.0 million is allocated to cover expenditure associated with Timor-Leste's Presidency Pro Tempore of the Community of Portuguese Language Countries (CPLP). This allocation finances the logistical and administrative costs of coordinating the work of the CPLP Secretariat under Timorese leadership. The Presidency represents an important diplomatic milestone to strengthen Timor-Leste's international profile, deepen cooperation and bilateral relationships within the Lusophone community.

Timor-Leste's assumption of the Pro Tempore Presidency followed an unforeseen reassignment of the rotating chairmanship after the original budget was finalized. The associated diplomatic expenditures could not have been anticipated and are therefore necessarily accommodated through the Rectification Budget.

An amount of \$3.9 million is allocated to RAEOA. The majority of this allocation, amounting to \$3.8 million, is directed toward strengthening the administrative and operational capacity of the region. Of this amount, \$2.8 million is allocated for operation and maintenance, including the overhaul of the Sakato Central Electricity System in RAEOA, while \$1.0 million is allocated to support recurrent expenditures, primarily salaries and wages associated with the newly established administrative structure. In addition, \$0.1 million is allocated for the procurement of equipment for notary services.

Contingency Fund Reinforcement. An amount of \$40.9 million is allocated to reinforce the Contingency Fund. The Contingency Fund serves as a fiscal buffer to address unforeseen expenditure needs during the budget year that cannot be accommodated within existing appropriations. Reinforcing of this fund is warranted by the elevated level of uncertainty in 2026, particularly in relation to global fuel and food prices, external supply risks, and other emergency spending needs.

2.4.4. Justification for the Reallocation of the Original Budget

The Rectification Budget is fully financed through a combination of reallocations within the 2026 Original Budget and additional financing sources. This approach allows the Government to respond to urgent priorities without increasing withdrawals from the Petroleum Fund beyond the level already approved in the original budget.

Of the total financing package, \$79.0 million consists of budget reallocation operations already undertaken under Law No. 3/2025, as they fall within the competence of the Government, and are now incorporated into the Rectification Budget as required under Law No. 3/2025.

Table 2.4.5 Rectified Budget Financing of New Expenditure (\$ million)

| Financing Sources for Rectification | | |
|-------------------------------------|---|--------------|
| 10 | Use of Original Budget (DGE, Contingency, MPRM) – Through budget adjustment | 79 |
| 11 | Reallocation of Original Budget from Other Government Entities | 90.9 |
| | <i>Infrastructure Fund — project deferral to 2027</i> | 60.0 |
| | <i>MPRM-PT Timor GAP</i> | 15.0 |
| | <i>EDTL, EP</i> | 10.0 |
| | <i>Targeted line-item cuts from ministries</i> | 5.9 |
| 12 | New Financing Sources (Existing Cash Balance and Domestic Revenue) | 101.1 |
| 13 | Total Financing for Rectification Measures (d=10+11+12) | 271.0 |
| 14 | Total Adjusted Financing for Rectification (d=13-10) | 192.0 |

Note: Timor GAP total reallocation = \$25.0m: \$10.0m reallocated via virement prior to this Rectification Budget + \$15.0m proposed here. Original Program allocation: \$41.0m. Remaining after both reallocations: \$16.0m.

Source: Ministry of Finance, Rectified Budget 2026

A further **\$90.9 million** is sourced from targeted reallocations within the existing budget. This includes:

- **\$60.0 million** from the Infrastructure Fund, through the deferral of selected projects to 2027. These deferrals are focused on projects with lower implementation readiness or where execution can be re-phased without significantly affecting contractual obligations or priority service delivery. Details of the affected projects are provided in Annex 2.
- **\$15.0 million** is part of the total reallocation amounting to \$25.0 million from Timor Gap. Of this amount, \$15.0 million is proposed under rectification budget, while \$10.0 million was already reallocated through virement under existing reallocation mechanism to support the procurement of the national fuel reserve. The changes are further detailed in Annex 4.
- **\$10.0 million** is reallocated from EDTL, due to the fact that EDTL is the main beneficiary of the fuel reserve program. These measures are expected to help reduce pressure on EDTL's operating costs in 2026. More detailed information on the changes is set out in Annex 3.
- **\$5.9 million** from targeted line-item reductions across ministries, mainly sourced from Goods and Services items with low execution or lower immediate priority, such

as travel, catering, and per diems. The reductions were designed to protect Ministries with essential mandates and priority service delivery. Annex 1 provides details of the affected line ministries.

The remaining **\$101.1 million** is financed through additional financing sources, including inactive cash balances, the use of Central Administration cash balance retained by INSS (Non-Contributory Regime), and the upward revision in domestic revenue. These resources are being mobilised to support the Rectification Budget while avoiding any additional withdrawals from the Petroleum Fund. A detailed breakdown of these financing sources is provided in the Revenue and Financing section of this report.

2.5. Revenues and Financing

2.5.1. Domestic Revenue

The total approved expenditure for 2026 is higher than the combined level of domestic revenue and Estimated Sustainable Income (ESI). This results in a significant fiscal deficit that will need to be financed through other sources. Under the original budget, the primary source of additional financing is excess withdrawals from the Petroleum Fund, complemented by other relatively smaller sources such as loans, the use of cash balances, and direct budget support.

- The total domestic revenue of the Central Administration was originally projected at \$253.4 million in 2026, representing an increase of 6.7 percent from the 2025 estimate of \$237.4 million. However, the latest available revenue data indicate that actual domestic revenue in 2025 reached \$268.0 million, as shown in Table 2.5.1. Based on this results in 2025 and updated macroeconomic assumptions, domestic revenue for Central Administration in 2026 is also revised upward to \$265.7 million from the previous estimation. Nevertheless, this revised projection represents a decline of 0.9 percent compared to the revised 2025 revenue outturn.
- This upward revision increases the 2026 domestic revenue forecast by around \$12.3 million compared with the original forecast. It is expected to be driven by higher fuel import values, reflecting revised assumptions on global oil prices, which increase the cost, insurance, and freight (CIF) values of imported fuel and, in turn, raise import-based tax collections.
- Potentially higher import values of other goods, particularly food, are also expected to contribute to the revenue increase, as global energy prices raise production and transport costs, increasing CIF values and associated tax revenues. The revision reflects external price shocks rather than stronger domestic economic activity.
- The above amount excludes projected non-tax revenues collected by RAEOA, as these revenues are not transferred to the Central Administration. The latest data indicates that RAEOA revenue amounted to \$5.2 million in 2025, slightly lower than previously projected, and is expected to reach \$5.9 million in 2026.

Table 2.5.1 presents domestic revenue projections for 2026 to 2030. Medium-term forecasts for 2027 to 2030 remain unchanged from the original budget. However, these projections will be updated prior to the publication of Budget 2027 to reflect the latest available data.

Table 2.5.1 Domestic Revenue Projections 2026-2030

| Timor-Leste's Domestic Revenue (\$ million) | 2025 Actual | Projections | | | | | |
|--|--------------|--------------|--------------------|--------------|--------------|--------------|--------------|
| | | 2026 Budget | 2026 Rectification | 2027 | 2028 | 2029 | 2030 |
| Domestic Revenue of Central Administration plus RAEOA | 273.2 | 259.3 | 271.6 | 290.0 | 305.3 | 321.9 | 339.2 |
| Domestic Revenue of Central Administration | 268.0 | 253.4 | 265.7 | 287.7 | 302.9 | 319.3 | 336.5 |
| Taxes (2023 classification) | 205.6 | 200.6 | 212.9 | 232.8 | 245.9 | 260.1 | 275.1 |
| Income Tax | 52.9 | 58.3 | 58.3 | 61.4 | 64.8 | 68.4 | 72.5 |
| Wage Income Tax | 25.8 | 24.7 | 24.7 | 26.0 | 27.4 | 29.0 | 30.7 |
| Value Added Tax | | | | 77.8 | 82.2 | 87.1 | 91.9 |
| Excise Tax | 70.6 | 64.2 | 69.5 | 67.7 | 71.5 | 75.7 | 80.0 |
| Import Duties | 22.4 | 22.2 | 25.6 | - | - | - | - |
| Sales Tax | 24.6 | 22.9 | 26.5 | - | - | - | - |
| Service Tax | 9.4 | 8.3 | 8.3 | - | - | - | - |
| Non Tax Revenues | 62.3 | 52.8 | 52.8 | 54.9 | 57.0 | 59.2 | 61.4 |
| Fees Fines and Penalties | 44.0 | 29.9 | 29.9 | 31.0 | 32.2 | 33.4 | 34.7 |
| Earnings | 12.3 | 15.2 | 15.2 | 15.8 | 16.4 | 17.1 | 17.7 |
| Sales of Goods and Services | 4.3 | 7.7 | 7.7 | 8.0 | 8.3 | 8.7 | 9.0 |
| Other Current Revenues* | 1.8 | - | - | - | - | - | - |
| Non Tax RAEOA | 5.2 | 5.9 | 5.9 | 2.3 | 2.5 | 2.6 | 2.7 |

Source: Calculations and forecasts by the National Directorate of Economic Policy based on data from GRP, Ministry of Finance. *No projections for Other current revenues as we assume that going forward these revenues will be correctly classified into one of the other line items. Figures don't include refunds, cash advances or returned Treasury purchasing orders. These are cash flows that result from unrealized payments from the previous year. These amounts were US\$3.9 million in 2025. They are not forecasted forward. The 2025 actual figures are based on information available from the GRP as of April 2026. These figures may be subject to revision once the GRP reconciliation process is finalized in July.

2.5.2. Petroleum Revenues and the Petroleum Fund Balance

The Petroleum Fund remains the main source of funding for the State Budget each year. The balance of the Fund depends on petroleum revenues, investment income, and

government withdrawals. New information is now available since the original 2026 Budget, which was prepared in September 2025, and this is reflected in Table 2.5.2.

The actual data is available for the full 2025 year, rather than the projections required in the original budget. Table 2.5.2 displays the difference in columns 2 and 3. The Fund's actual ending balance in 2025 was \$18,609 million, about \$498 million higher than the original budget's projection of \$18,111 million. The closing balance was higher than estimated due to slightly higher petroleum revenue, materially higher investment income, and lower withdrawals, as described below.

The actual petroleum revenues received in 2025 were \$36.1 million from taxes, royalties and profit oil and other revenues and about \$8 million higher than the budget's estimate of \$28.4 million. Royalties and profit oil were only \$4.4 million, reflecting very limited production in 2025.

The actual investment income in 2025 was higher than the projected amount in the budget. The Petroleum Fund registered an investment return of 9.92%, which translates to investment income after expenses of \$1,750.9 million. It is \$381 million higher than the \$1,369.6 million investment income projected in the 2025 budget. The liquidity portfolio had a total return of 4.73%, which corresponds with U.S. short-term rates, while the growth portfolio had a total return of 11.90%, driven by strong equity returns. The loan from the Petroleum Fund to Timor Gap E.P. had a return of -4.60%. This follows from the latest independent valuation in 2025, which accounts for adjusted assumptions on the timing of the cash flows to reflect the "liquidity gap" between the timing of the loan repayments and petroleum inflows from the Greater Sunrise. Based on the adjusted cash flows and a 9.16% discount rate calculated by the independent valuator, Kroll, the loan's fair value is \$535.223 million as at December 2025. This is \$25.8 million lower than the 2024 valuation of \$561.0 million resulting in a negative annual investment return.

The actual government withdrawals in 2025 were \$1,451.9 million, which is \$109 million less than the \$1,561.1 million projected in the budget.

The projections for 2026 in this Rectification Budget account for the actual data for the year until March on petroleum revenue, investment income, and withdrawals, combined with projections for the remainder of the year. This is shown in the last two columns of Table 2.5.2. The projected end of year balance of \$17,496.6 million in the Rectification Budget is higher than the original State Budget primarily because the realized balance at the start of the year is \$498 million higher than estimated last year.

The original 2026 State Budget projected zero petroleum revenues this year, as production from the Bayu-Undan field ceased in June 2025. As of March 2026, the actual petroleum revenues collected were \$4.5 million, all of which are from taxes. We assume no further petroleum revenues for the remaining months of 2026 in this Rectification Budget.

Table 2.5.2 Petroleum Fund Balance 2025-2026 (\$ million)

| | 2025 Estimate | 2025 Actual | 2026 Estimate Original Budget | 2026 Estimate Rectification Budget |
|-------------------------------|--------------------------|------------------------|--|---|
| Opening PF Balance | 18,274.1 | 18,274.1 | 18,111.0 | 18,609.1 |
| Petroleum Revenues | 28.4 | 36.1 | 0.0 | 4.5 |
| Investment Return | 1,369.6 | 1,750.9 | 754.6 | 602.2 |
| Total Withdrawal (A+B) | (1,561.1) | (1,451.9) | (1,719.2) | (1,719.2) |
| <i>A. ESI</i> | <i>(551.9)</i> | <i>(551.9)</i> | <i>(543.3)</i> | <i>(543.3)</i> |
| <i>B. Excess withdrawal</i> | <i>(1009.1)</i> | <i>(900.0)</i> | <i>(1,175.9)</i> | <i>(1,175.9)</i> |
| Closing PF Balance | 18,111.0 | 18,609.1* | 17,146.5 | 17,496.6 |

*Note: *2025 ending balance incorporates the latest valuation of the Fund's loans to Timor GAP at 31 December 2025.*

Source: Petroleum Fund Policy and Management Office, Ministry of Finance, April 2026

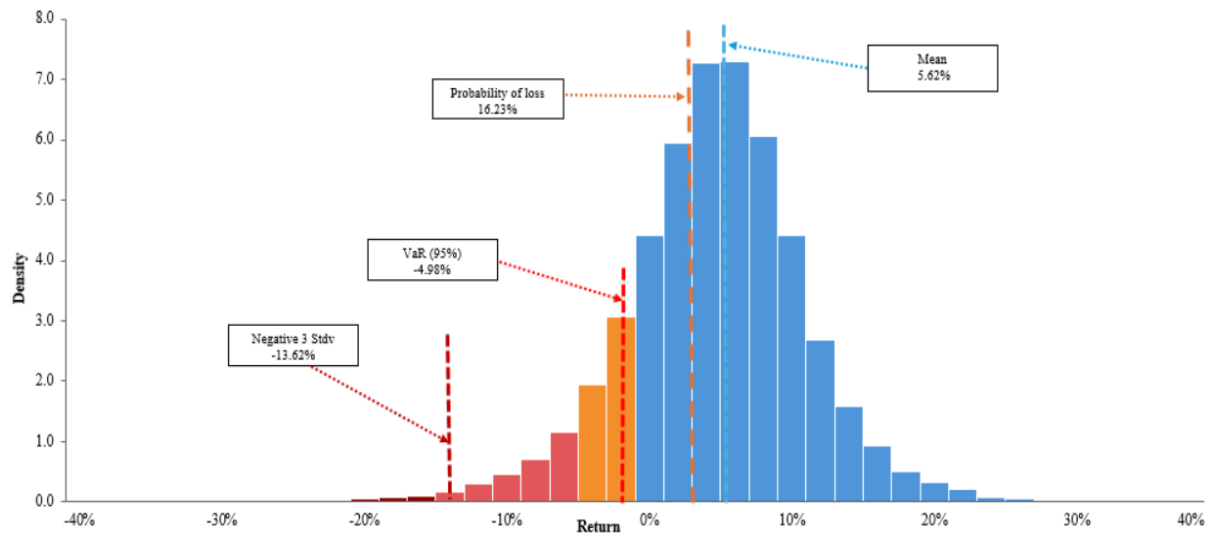
The actual investment income net of costs was a quarterly loss of \$103.3 million as of March, mainly driven by a fall in equities. The Iran war led to falls in the equity market, due to rising uncertainty, higher discount rates, and a weaker economic outlook. The increase in inflationary pressure also led to markets repricing expectations for monetary policy, pushing yields higher and prices down for fixed income.

Our central projection for the investment income for 2026 in this Rectification Budget follows the standard approach adopted for budget books. This uses the Fund's actual performance for the period available (here, as of March) and, for the remainder of the year, return assumptions based on long-term capital market assumptions. The resulting investment return for 2026 is projected to be 3.3%, with an expected investment income of \$602.2 million. The revised return estimates are slightly less than the initial projections

in the Original Budget 2026 of a 4.4% nominal annual return and \$754.6 million investment income.

Investment returns, particularly from equities, are volatile from year to year. The simulations provided in Figure 2.5.1 show the range of possible annual returns for the Fund’s growth portfolio. The average annual return for the growth portfolio is 5.6%, while the distribution and statistics provide guidance on downside and upside risks in a typical year.

Figure 2.5.1 Distribution of Annual Returns from Growth Portfolio



Note: Simulation of 10,000 paths for a single year. Mean (5.62%) represents the average expected return of the portfolio based on the simulation. Value at Risk (VaR 95%) means that there is a 95% probability that losses will not exceed -4.98%, or, alternatively, a 5% chance that a loss could be worse than -4.98%. Negative 3 standard deviation represents an extreme “tail risk” or worst-case scenario.

Source: Petroleum Fund Policy and Management Office, Ministry of Finance, April 2026

The market outlook for the remainder of 2026 is subject to significant uncertainty from the Middle-East war. If the conflict persists and oil prices remain high, higher inflation and weaker global growth are likely. Financial markets responded to these developments in March, when bond yields rose and equity markets declined. A temporary ceasefire between the U.S. and Iran subsequently saw equities recover, but the outlook is highly uncertain.

While the central projection is for a positive return, downside risks could be realized if the conflict continues or escalates. To illustrate the possible downside, we estimate the loss in a moderately bad year as \$620 million, and in a rare worst-case scenario, the loss

could be \$1,845 million. A larger loss could follow from a stagflation environment of high inflation and low growth. One of our guiding investment beliefs is that markets are very difficult to predict and that it is more suitable to maintain an asset allocation developed for the Fund’s risk profile rather than try to actively move in and out of markets. There is some protection against downside risk in that the next two years of withdrawals are covered by the Fund’s holdings of low-risk, highly liquid securities. The growth portfolio also has inflation protection from the investment in U.S. Treasury Inflation Protected Securities.

The proposed withdrawal for the 2026 Rectification Budget remains the same as in the Original Budget of \$1,719 million. The Government has transferred \$200 million to the State Budget as of March. Incorporating the actual Fund’s opening balance as of January 2026 and the actual and revised estimates for petroleum revenue, investment income and withdrawals, the Fund is estimated to finish this year at \$17,496.6 million, slightly higher than the projected ending balance in the Original Budget 2026 of \$17,146.5 million, primarily due to the higher starting balance.

2.5.3. Petroleum Wealth and ESI calculation

The Petroleum Wealth is the sum of the Fund’s balance at the beginning of the fiscal year with the estimated net present value of proven oil and gas revenues. The ESI is set to be 3 percent of the Petroleum Wealth. According to the Petroleum Fund Law, the ESI is the maximum amount that can be withdrawn from the Petroleum Fund in a fiscal year and leave a sufficient balance in the Fund for an amount of equal real value to be withdrawn annually in perpetuity. However, the Government can withdraw in excess of the 3 percent ESI where it explains that is in the long-term interest of Timor-Leste and that is approved by the National Parliament.

Table 2.5.3 Petroleum Wealth and the ESI (\$ million)

| | 2026 ESI Original Budget |
|---|---------------------------------|
| Opening PF Balance | 18,111.0 |
| Net Present Value of Future Revenues | - |
| Total Petroleum Wealth (PW) | 18,111.0 |
| Estimated Sustainable Income (PWx3%) | 543.3 |

Note: ESI as in 2026 budget.

Source: Petroleum Fund Policy and Management Office, Ministry of Finance, April 2026

The ESI is only formally updated and certified once a year as part of the main budget process. Consequently, the ESI of \$543.3 million in the Original 2026 Budget is adopted for this Rectification Budget.

The sustainable withdrawals for 2026 can be re-estimated accounting for the Fund's actual balance at the start of the year and accounting for realized oil and gas revenues in 2026. The balance of the Fund at the beginning of the year was \$498 million higher than projected. The ESI for 2026 would increase by about \$15 million after accounting for this and the realized petroleum revenue, however, it should also be noted that the Fund's purchasing power declines with the recent inflation shock resulting from the war in the Middle-East.

2.5.4. Financing

The 2026 Rectification Budget is financed through a combination of internal budget reallocations and additional financing sources, without recourse to Petroleum Fund withdrawals.

The total new expenditure measures amount to \$271.0 million, of which \$174.3 million has already been mobilised for the procurement of fuel through internal reallocations under the existing budget adjustment mechanism, in accordance with Article 35 of Decree-Law No. 41/2025. These adjustments were carried out within the DGE and through internal restructuring within the Ministry of Petroleum and Mineral Resources (MPRM).

2.5.4.1. Reallocations through adjustment under existing mechanism

Of the \$174.3 million in budget reallocations executed to finance the procurement of the national fuel reserve, the rectification budget subsequently reallocated \$95.3 million to reinforce budget items that had experienced significant reductions and required partial restoration.

As the amount reallocated for reinforcement is lower than the initial reallocations, the remaining balance amounts to \$79.0 million. This corresponds to budget amendment and reallocation operations already undertaken under the applicable legal framework, as they constitute budget management operations within the competence of the Government, and are now reflected in the Rectification Budget submitted for Parliamentary approval. A detailed breakdown is presented in Table 2.5.4.

Table 2.5.4 Reallocations Through Budget Adjustment (\$ million)

| | Completed Virement | Proposed Reallocation | Net Financing from Reallocation |
|--|---------------------------|------------------------------|--|
| | | | |

| Reallocation Through Adjustment | | A | B | A – B |
|---------------------------------|--|--------------|-------------|-------------|
| DGE | Transfer to RAEOA (TP) | 30.0 | 30.0 | - |
| | CTL-EP Fibre Optic Provision (TP) | 5.0 | 3.0 | 2.0 |
| | Quota Payments (TP) | 5.0 | 3.0 | 2.0 |
| | BNDTL Provision (TP) | 30.0 | - | 30.0 |
| | Financial Support (B&S) | 5.0 | - | 5.0 |
| | Transfer to INSS (TP) | 9.3 | 9.3 | - |
| | Contingency Reinforcement (B&S) | 30.0 | - | 30.0 |
| MPRM | Negotiations & Studies at MPRM (B&S) | 50.0 | 50.0 | - |
| | Negotiations & Studies at Timor GAP (TP) | 10.0 | - | 10.0 |
| TOTAL | | 174.3 | 95.3 | 79.0 |

Timor GAP total reallocation = \$25.0m: \$10.0m reallocated via virement prior to this Rectification Budget + \$15.0m proposed here. Original Program allocation: \$41.0m. Remaining after both reallocations: \$16.0m.

Source: Ministry of Finance, Rectified Budget 2026

2.5.4.2. Financing of the Rectification Budget excluding budget execution adjustments

The remaining \$192.0 million comprising:

- \$90.9 million in cross-entity reallocations from the original budget ; and
- \$101.1 million in additional financing sourced from domestic budgetary resources.

2.5.4.2.1. Cross-entity reallocations

Detailed justifications are provided in the Justification section of this report.

2.5.4.2.2. Additional financing sources

The \$101.1 million in additional financing is fully sourced from domestic and internal fiscal space, comprising:

- \$45.0 million from the BNCTL *Kreditu Suave* facility, reflecting unused balances of the program;
- \$12.3 million from upward revision of domestic revenue projections, as detailed in the Domestic Revenue section;

- \$19.0 million from the DGT/MoF escrow account (2025), previously earmarked for equity participation in Timor Telecom but not executed;
- \$9.3 million from the Central Administration cash balance retained by INSS (Non-Contributory Regime)
- \$15.6 million from miscellaneous balances, including:
 - \$11.0 million from the cancelled Millennium Challenge Account-Timor-Leste project;
 - \$3.9 million from RAEOA cash balance;
 - \$0.4 million from the COVID-19 Fund; and
 - \$0.3 million from the Ministry of Foreign Affairs and Cooperation (MNEC) operational account (C24), no longer required for its original purpose.

2.5.4.3. Aggregate Financing Impact

The combined financing structure is summarized in Table 2.5.5.

Of the total \$271.0 million in new measures:

- \$79.0 million already undertaken under Law No. 3/2025, as these constitute budget management operations within the competence of the Government; and
- \$192.0 million fully financed through inter-entity reallocations and mobilization of domestic resources.

Importantly, no additional withdrawals from the Petroleum Fund are required, as all financing is sourced from internal budget adjustments, unused balances, and revised domestic revenue projections.

Following the rectification, total expenditure increases from \$2,291.0 million to \$2,392.1 million, an increase of \$101.1 million, fully financed through domestic fiscal space without external borrowing or additional Petroleum Fund utilization.

Table 2.5.5 Reallocations and Additional Financing Sources for the 2026 Rectification Budget (\$ million)

| | Budget Line | Net Reallocation | New Financing | Total Financing |
|--|-----------------------------------|------------------|---------------|-----------------|
| SECTION A – Financing through budget adjustment | | | | |
| 1 | CTL-EP Fibre Optic Provision (TP) | 2.0 | | 2.0 |
| 2 | Quota Payments (TP) | 2.0 | | 2.0 |
| 3 | BNDTL Provision (TP) | 30.0 | | 30.0 |
| 4 | Financial Support (B&S) | 5.0 | | 5.0 |
| 5 | Contingency Reinforcement (B&S) | 30 | | 30 |

| | | | | |
|------------------------------------|--|--------------|--------------|--------------|
| 6 | Negotiations & Studies at Timor GAP (TP) | 10 | | 10 |
| 7 | Total Financing Through Adjustment (1+2+3+4+5+6) | 79.0 | | 79.0 |
| SECTION B – Other Financing | | | | |
| 8 | Infrastructure Fund- CD | 60.0 | | 60.0 |
| 9 | MPRM-TP Timor GAP | 15.0 | | 15.0 |
| 10 | MOP – EDTL Electricity (TP) | 10.0 | | 10.0 |
| 11 | Line ministers – B&S, TP & CM | 5.9 | | 5.9 |
| 12 | DGT/MoF – Escrow Fund 2025 Timor Telecom | | 19.0 | 19.0 |
| 13 | BNCTL – Kreditu Suave | | 45.0 | 45.0 |
| 14 | DGT/MoF – MCA-TL Balance | | 11.0 | 11.0 |
| 15 | RAEOA – Cash Balance | | 3.9 | 3.9 |
| 16 | DGT/MoF – Covid-19 Fund Balance | | 0.4 | 0.4 |
| 17 | DGT/MoF – MNEC Operational Account C24 | | 0.3 | 0.3 |
| 18 | Central Administration cash balance retained by INSS (Non-Contributory Regime) | | 9.3 | 9.3 |
| 19 | Re-Estimate of Domestic Revenue | | 12.3 | 12.3 |
| 20 | Total Financing Excluding Budget Adjustment (9+10+11+12+13+14+15+16+17+18+19) | 90.9 | 101.1 | 192.0 |
| | Total Financing (7+20) | 169.9 | 101.1 | 271.0 |

Timor GAP total reallocation = \$25.0m: \$10.0m reallocated via virement prior to this Rectification Budget + \$15.0m proposed here. Original Program allocation: \$41.0m. Remaining after both reallocations: \$16.0m.

Source: Ministry of Finance, Rectified Budget 2026

Annex 1: Budget Lines Affected in Line Ministries (\$)

| Entidade | Original | Alteração | Redução | Aumento | Valor Final |
|--|-------------|-----------|----------|-----------|-------------|
| 004 Presidência do Conselho de Ministros | 4,928,516 | 2,500,000 | -15,000 | 0 | 7,413,516 |
| 005 Secretaria de Estado para a Igualdade e Inclusão | 1,348,664 | 0 | -11,468 | 0 | 1,337,196 |
| 007 Ministério Coordenador dos Assuntos Económicos | 8,874,311 | 0 | -19,058 | 0 | 8,855,253 |
| 008 Secretaria de Estado da Formação Profissional e Emprego | 9,689,238 | 69,000 | -19,662 | 0 | 9,738,576 |
| 009 Secretaria de Estado de Cooperativas | 3,611,276 | 0 | -25,600 | 0 | 3,585,676 |
| 014 Ministério dos Negócios Estrangeiros e Cooperação | 36,334,526 | 0 | -213,959 | 0 | 36,120,567 |
| 015 Ministério da Justiça | 14,127,131 | 0 | -65,976 | 0 | 14,061,155 |
| 016 Ministério da Administração Estatal | 22,266,888 | 0 | -470,404 | 0 | 21,796,484 |
| 017 Ministério da Saúde | 76,758,239 | 0 | -167,625 | 0 | 76,590,614 |
| 020 Ministério do Ensino Superior, Ciência e Cultura | 6,262,271 | 0 | -16,669 | 0 | 6,245,602 |
| 021 Ministério da Solidariedade Social e da Inclusão | 24,741,600 | 0 | -479,160 | 0 | 24,262,440 |
| 022 Ministério para os Assuntos dos Combatentes da Libertação Nacional | 199,906,227 | 0 | -496,146 | 0 | 199,410,081 |
| 025 Ministério dos Transportes e Comunicações | 12,800,471 | 0 | -126,209 | 0 | 12,674,262 |
| 028 Ministério da Defesa | 16,258,818 | 0 | -12,000 | 0 | 16,246,818 |
| 029 FALINTIL - Forças de Defesa de Timor-Leste (F-FDTL) | 34,600,530 | 0 | -105,000 | 0 | 34,495,530 |
| 030 Ministério do Interior | 17,477,099 | 0 | -48,079 | 2,000,000 | 19,429,020 |
| 031 Polícia Nacional Timor-Leste | 49,511,296 | 0 | -41,155 | 1,000,000 | 50,470,141 |
| 034 Procuradoria Geral da República | 7,034,119 | 0 | -3,944 | 0 | 7,030,175 |
| 035 Provedoria dos Direitos Humanos e Justiça | 2,130,198 | 161,933 | -21,244 | 0 | 2,270,887 |
| 036 Inspeção-Geral do Estado | 986,304 | 0 | -10,040 | 0 | 976,264 |
| 037 Polícia Científica de Investigação Criminal | 2,412,301 | 0 | -49,900 | 0 | 2,362,401 |
| 038 Autoridade de Proteção Civil | 7,730,287 | 0 | -58,625 | 0 | 7,671,662 |
| 039 Inspeção-Geral do Trabalho | 879,884 | 0 | -1,759 | 0 | 878,125 |
| 043 Autoridade Municipal de Baucau | 13,802,085 | 0 | -18,424 | 0 | 13,783,661 |
| 044 Autoridade Municipal de Bobonaro | 12,806,671 | 0 | -20,330 | 0 | 12,786,341 |
| 045 Autoridade Municipal de Dili | 19,502,642 | 0 | -24,403 | 0 | 19,478,239 |
| 046 Autoridade Municipal de Ermera | 14,112,994 | 0 | -42,523 | 0 | 14,070,471 |
| 047 Autoridade Municipal de Aileu | 9,497,727 | 0 | -17,623 | 0 | 9,480,104 |
| 048 Autoridade Municipal de Ainaro | 9,752,205 | 0 | -43,029 | 0 | 9,709,176 |
| 050 Autoridade Municipal de Covalima | 9,517,979 | 0 | -9,244 | 0 | 9,508,735 |
| 051 Autoridade Municipal de Lautém | 8,494,839 | 0 | -11,569 | 0 | 8,483,270 |

| Entidade | Original | Alteração | Redução | Aumento | Valor Final |
|---|------------|-----------|----------|---------|-------------|
| 052 Autoridade Municipal de Liquiçá | 8,468,045 | 0 | -17,694 | 0 | 8,450,351 |
| 053 Autoridade Municipal de Manatuto | 9,626,242 | 0 | -8,368 | 0 | 9,617,874 |
| 054 Autoridade Municipal de Manufahi | 9,661,613 | 0 | -28,532 | 0 | 9,633,081 |
| 055 Autoridade Municipal de Viqueque | 10,686,240 | 0 | -8,970 | 0 | 10,677,270 |
| 056 Administração dos Portos de Timor-Leste | 4,482,508 | 0 | -12,000 | 0 | 4,470,508 |
| 057 Agência de Desenvolvimento Nacional | 4,095,368 | 0 | -3,200 | 0 | 4,092,168 |
| 058 Agência de Promoção de Investimento e Exportação de Timor-Leste, I.P. | 1,359,762 | 0 | -43,818 | 0 | 1,315,944 |
| 059 Tecnologias de Informação e Comunicação I.P. | 1,980,023 | 0 | -3,363 | 0 | 1,976,660 |
| 060 Agência Nacional para Avaliação e Acreditação Académica | 622,310 | 0 | -7,939 | 0 | 614,371 |
| 061 Arquivo e Museu da Resistência Timorense | 2,828,232 | 0 | -88,488 | 0 | 2,739,744 |
| 063 Autoridade Aviação Civil de Timor-Leste | 956,213 | 0 | -5,601 | 0 | 950,612 |
| 064 Autoridade de Inspeção Alimentar e Fiscalização da Atividade Económica, Sanitária e Alimentar | 2,025,015 | 0 | -14,259 | 0 | 2,010,756 |
| 066 Autoridade Nacional de Comunicações | 1,152,956 | 0 | -29,812 | 0 | 1,123,144 |
| 070 Centro Nacional Chega! I.P | 1,460,451 | 0 | -8,807 | 0 | 1,451,644 |
| 072 Centro Nacional de Formação Profissional - Becora, IP | 1,068,706 | 0 | -30,220 | 0 | 1,038,486 |
| 073 Centro Nacional de Reabilitação | 760,862 | 0 | -3,280 | 0 | 757,582 |
| 074 Comissão Anti Corrupção | 2,294,232 | 0 | -15,484 | 0 | 2,278,748 |
| 075 Comissão da Função Pública | 3,088,479 | 0 | -29,468 | 0 | 3,059,011 |
| 077 Conselho de Imprensa | 853,081 | 0 | -12,624 | 0 | 840,457 |
| 081 Fundo de Desenvolvimento do Capital Humano | 20,615,860 | 0 | -37,348 | 0 | 20,578,512 |
| 083 Fundo Especial de Desenvolvimento Atauro | 4,309,401 | 0 | -12,861 | 0 | 4,296,540 |
| 087 Instituto de Defesa Nacional | 1,610,388 | 0 | -56,541 | 0 | 1,553,847 |
| 089 Instituto de Pesquisa, Desenvolvimento, Formação do Bambu | 852,424 | 0 | -718 | 0 | 851,706 |
| 091 Instituto Nacional da Administração Pública | 1,825,384 | 0 | -118,181 | 0 | 1,707,203 |
| 092 Instituto Nacional de Ciências e Tecnologia | 729,841 | 0 | -400 | 0 | 729,441 |
| 093 Instituto Nacional de Combate ao HIV-SIDA, IP | 919,297 | 0 | -14,876 | 0 | 904,421 |
| 094 Instituto Nacional do Desenvolvimento de Mão-de-Obra | 872,581 | 0 | -4,540 | 0 | 868,041 |
| 096 Instituto Para a Defesa dos Direitos da Criança, IP | 851,406 | 0 | -2,753 | 0 | 848,653 |
| 098 Instituto Politécnico Betano | 1,422,926 | 0 | -6,175 | 0 | 1,416,751 |

| Entidade | Original | Alteração | Redução | Aumento | Valor Final |
|---|-------------|-----------|----------|---------|-------------|
| 100 Secretariado Técnico da Administração Eleitoral | 2,338,493 | 3,995,378 | -155,081 | 0 | 6,178,790 |
| 102 Serviço de Registo e Verificação Empresarial | 1,571,600 | 0 | -1,519 | 0 | 1,570,081 |
| 105 Universidade Nacional de Timor-Leste | 14,968,716 | 0 | -8,507 | 0 | 14,960,209 |
| 110 Ministério do Turismo e Ambiente | 9,867,329 | 0 | -102,246 | 0 | 9,765,083 |
| 111 Ministério Coordenador dos Assuntos Sociais | 1,004,419 | 0 | -18,366 | 0 | 986,053 |
| 112 Ministério da Educação | 117,550,930 | 0 | -377,900 | 0 | 117,173,030 |
| 113 Ministério do Comércio e Indústria | 8,384,463 | 0 | -100,000 | 0 | 8,284,463 |
| 114 Ministério da Agricultura, Pecuária, Pesca e Florestas | 22,450,883 | 0 | -427,802 | 0 | 22,023,081 |
| 115 Ministério da Juventude, Desporto, Arte e Cultura | 11,858,436 | 0 | -134,665 | 0 | 11,723,771 |
| 116 Ministério do Planeamento e Investimento Estratégico | 4,304,887 | 0 | -23,507 | 0 | 4,281,380 |
| 117 Ministério do Desenvolvimento Rural e Habitação Comunitária | 13,648,636 | 0 | -159,753 | 0 | 13,488,883 |
| 118 Gabinete das Fronteiras Terrestres e Marítimas | 1,902,010 | 0 | -42,253 | 0 | 1,859,757 |
| 119 Autoridade Nacional do Petróleo | 9,298,705 | 0 | -58,540 | 0 | 9,240,165 |
| 120 Unidade de Missão para o Combate ao Stunting | 298,415 | 0 | -2,020 | 0 | 296,395 |
| 122 Comissão Nacional de Aprovisionamento | 1,961,434 | 0 | -600 | 0 | 1,960,834 |
| 123 Instituto de Geociências de Timor-Leste | 5,123,509 | 0 | -82,490 | 0 | 5,041,019 |
| 125 Vice-Primeiro Ministro para a Área Social | 976,696 | 0 | -9,989 | 0 | 966,707 |
| 126 Instituto Nacional de Farmácia e Produtos Médicos | 17,070,369 | 0 | -54,856 | 0 | 17,015,513 |
| 129 Instituto Nacional da Saúde Pública de Timor-Leste | 3,068,042 | 0 | -9,602 | 0 | 3,058,440 |
| 130 Autoridade Administrativa de Ataúro | 2,713,532 | 0 | -14,949 | 0 | 2,698,583 |
| 131 Defensoria Pública | 3,217,805 | 0 | -7,236 | 0 | 3,210,569 |
| 132 Gabinete de Apoio á Sociedade Civil (GASC) | 25,198,277 | 0 | -830,208 | 0 | 24,368,069 |

Annex 2: Projects Affected under the Infrastructure Fund (\$)

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|---------|-------------|
| 02612B1 Construction Of Cristo Rei Dolok Oan Junction Road (Package 1-B,Sta.1+000 to Sta.1+520,Cristo Rei,Dili Municipality | 1,000 | 475,018 | -1,000 | 475,018 |
| 02612B2 Construction Of Road Cristo Rei Dolok Oan Junction Package 1C Sta.1+520-3+080 Municipio Of Dili | 1,000 | 475,018 | -1,000 | 475,018 |
| 0260532 Rehbilitation Estrada Laleno Sta 0+000-6+210) Maina 2, Lautem | 1,000 | 459,924 | -1,000 | 459,924 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|-----------|-----------|----------|-------------|
| 026054Q Rehabilitasaun Estrada Karau Mate | 338,371 | 272,616 | -38,000 | 572,987 |
| 026057Z Rehabilitasaun Estrada Urbana Maliana (23Km) | 2,000,000 | 200,000 | -750,000 | 1,450,000 |
| 3661348 Konstrusaun foun Postu Vizilansia, Posto Wefauk | 100 | 68,000 | -54,480 | 13,620 |
| 0241806 Konstrusaun Jardim da Chama Eterna | 1,137,044 | 0 | -1,000 | 1,136,044 |
| 0241811 Construction of Baucau Cultural Center, Baucau Municipality | 49,000 | 0 | -1,000 | 48,000 |
| 0241816 Construcao do Jardim do Comandante Kay Rala Xanana Gusmao and Museum in Bunaria - Ainaro | 42,642 | 0 | -1,000 | 41,642 |
| 0241817 Construcao Memorial Kay Rala Xanana Gusmao in Mubai-Viqueque | 21,321 | 0 | -1,000 | 20,321 |
| 0241818 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Cultura e Património) | 21,320 | 0 | -1,000 | 20,320 |
| 0241819 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Cultura e Património) | 21,320 | 0 | -1,000 | 20,320 |
| 0242100 Supervisao de construcao do Jardim do Comandante Kay Rala Xanana Gusmao, museu em Paichao - Lospalos | 21,321 | 0 | -1,000 | 20,321 |
| 0242102 Supervisao da Construcao Arquivo Museu e Deposito de Aileu | 21,321 | 0 | -1,000 | 20,321 |
| 0242103 Supervisao da construcao Memorial Kay Rala Xanana Gusmao in Mubai-Viqueque | 21,320 | 0 | -1,000 | 20,320 |
| 0242104 Supervisao da construcao de monumento de Guerra de Lakudala- Baucau | 21,320 | 0 | -1,000 | 20,320 |
| 0260315 Detail Construction and supervision for Roads and bridges (Suai-Betano-Beaco highway road) - includes land acquisition/resettlement. | 10,000 | 0 | -10,000 | 0 |
| 0260318 Road Network Upgrading Project (RNUP), Upgrading and Maintenance of Dili (Airport Junction) - Tibar Road - Section 1 : Airport Junction - Tasitolo -Tibar (L) | 1,000 | 0 | -1,000 | 0 |
| 0260338 Construsaun das Estradas Nacional, Gleno - Letefoho A10 - 25 Km | 10,000 | 0 | -10,000 | 0 |
| 0260340 Construsaun das Estradas Nacional, Lautem - Com | 10,000 | 0 | -10,000 | 0 |
| 0260436 Construsaun Ponte Samalari (Laga-Bagia) | 500,000 | 0 | -200,000 | 300,000 |
| 0260437 Construsaun Ponte Sana (Uatulari - Laisurulai), | 500,000 | 0 | -200,000 | 300,000 |
| 0260440 Construsaun Ponte Tutuluro (Same - Fahi Nehan) | 560,599 | 0 | -141,874 | 418,725 |
| 0260443 Construsaun Ponte Sumako (Lacluta Uma Tolu), | 500,000 | 0 | -250,000 | 250,000 |
| 0260447 Construsaun Ponte Sanfuk (Suai, (Under Survey & Design)) | 363,848 | 0 | -100,000 | 263,848 |
| 0260448 Construsaun Ponte Bera Railaco (Railaco Kraik- Railaco Leten), | 200,000 | 0 | -50,000 | 150,000 |
| 0260459 Supervisaun ba Rehabilitasaun Estrada Urbana liquica | 10,000 | 0 | -10,000 | 0 |
| 0260460 CONSULTING SERVICES FOR PREPARATION OF DETAILED ENGINEERING DESIGN FOR ROADS: SECTION 1: DISTRICT (COLECTOR C23) ROAD, HATUDU - AINARO, L=25.02 KM, SECTION 2: AINARO URBAN ROAD 20 KM | 40,627 | 0 | -40,627 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|----------|-------------|
| 0260462 Emergency Project - Asphaltting Woks from Aileu Sarlala to Aileu Fatisis Package I (8+000 km) Sta 0+000-8+000, Aileu Municipality | 433,477 | 0 | -216,739 | 216,738 |
| 0260463 Consultant Service for Review Design of Fatucaí/Mola - Betanu Section of the Suai - Beaco Highway Road Project | 10,000 | 0 | -10,000 | 0 |
| 0260465 Construction of Suai Beaco Highway Road Project Section 2 | 10,000 | 0 | -10,000 | 0 |
| 026050A Mulia Quelikai Road | 100 | 0 | -100 | 0 |
| 026050L Upgrading of Cassa-Zumalai Roads Jct. Zumalai-Harekain Road (Km 00+000-Km 04+000), Municipality of Covalima | 203,893 | 0 | -50,000 | 153,893 |
| 026050N Construction of Jct. Dare-Manumetan Raihun road Sta. 0+000-6+360 | 10,000 | 0 | -10,000 | 0 |
| 0260513 Rehabilitation Roads Ermera-Hatulia | 10,000 | 0 | -10,000 | 0 |
| 0260517 Rehabilitation Roads Edmumu-Irabere | 10,000 | 0 | -10,000 | 0 |
| 0260519 Rehabilitation Roads Luro-Buihumau | 10,000 | 0 | -10,000 | 0 |
| 026051E Venilale Uailoly | 1,000 | 0 | -1,000 | 0 |
| 026051N Emergency Kamanasa River | 206,190 | 0 | -50,000 | 156,190 |
| 026051P Rehabilitation Roads Asaailatula to Ossu Ch. 0+000-7+000 | 1,000 | 0 | -1,000 | 0 |
| 026051Q Rehabilitasaun Estradas Urbanas Manatuto Town Package I | 100 | 0 | -100 | 0 |
| 026051S Estrada Urbana Manatuto Town Package III | 100 | 0 | -100 | 0 |
| 026051X Rehabilitasaun Estradas Laclo Remixio | 100 | 0 | -100 | 0 |
| 026051Z Jct Laclubar Jct Soibada Bua Rahun | 200,000 | 0 | -50,000 | 150,000 |
| 026052C Construction of New Roads Ainaro Vila to Sarai Package II | 100 | 0 | -100 | 0 |
| 026052F Jct Maubisse to Turiscaí fase III | 500,000 | 0 | -50,000 | 450,000 |
| 026052U Road Rehabilitation Humboe Ermera Lama (5.1 km) | 500,000 | 0 | -500,000 | 0 |
| 026052V Rehabilitation of Roads, Road Section : Hatolia - Samara Roads (5.450 M) | 1,000 | 0 | -1,000 | 0 |
| 026052Z Reahabilitation of Roads Mertutu Vila Maria (5 Km) | 1,000 | 0 | -1,000 | 0 |
| 0260534 Rehabilitation Of JCB.Balibo -Cowa Postu UPF Hasnaruk Road (Sta.10+000-19+250) Bridge Section:JCT.Katimun Ren-Aisukar (Sta.16+950) | 209,670 | 0 | -200,000 | 9,670 |
| 0260536 Preparasaun Desenho Detalhado ba Estrada, Electricidade e Agu as ba Funcionamento Porto Tibar,Estudo de Viabilidade para Pro jeto de Infraestrutura | 70,783 | 0 | -21,320 | 49,463 |
| 026053A Rehabilitasaun Estrada Rural HasAin - iLa, Maucatar | 418,596 | 0 | -20,000 | 398,596 |
| 026053C Reh. Estrada Afloikai Baguia | 1,000 | 0 | -1,000 | 0 |
| 026053D Estrada Rural Ossu Liaruka | 1,000 | 0 | -1,000 | 0 |
| 026053H Rehabilitasaun Nacional Roads (53+000-58+300) Package XI (Caidilale - Tardai/Post Polisi) | 395,214 | 0 | -395,214 | 0 |
| 026053I Rehabilitasaun Nacional Roads (31+800-37+100) Package VII (Makadiki - Uitame) | 1,000 | 0 | -1,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|----------|-------------|
| 026053J Rehabilitasaun Nacional Roads (26+500-31+800) Package VI (Lugasa - Makadiki) | 1,000 | 0 | -1,000 | 0 |
| 026053L Rehabilitasaun Asailatula to Ossu Roads Package II (Sta.5+155+14+000) | 100 | 0 | -100 | 0 |
| 026053M Rehabilitasaun Estrada Rural pujuk leber | 1,000 | 0 | -1,000 | 0 |
| 026053O Construction of Emergency Road In Buipira-Maliana to Colimau Bobonaro, suco Lahomea-Suco Colimau (0+000-32+532) | 1,000 | 0 | -1,000 | 0 |
| 026053P Rehabilitasaun Estradas Cailaco-Maliana fase I | 1,000 | 0 | -1,000 | 0 |
| 026053Q Rehabilitation Zulo-Zumalai Km.30+100+35+120 Km | 374,892 | 0 | -187,446 | 187,446 |
| 026053W Weleu to Tilomar phase II (7+500-22+660) | 10,000 | 0 | -10,000 | 0 |
| 0260547 Rehabilitation of Beducu Sarlala Roads (Ex. Japan) Sta. 6+300 - Sta. 8+968.45 | 10,000 | 0 | -10,000 | 0 |
| 026054E Rehabilitasaun estradas Lospalos-lore II | 100,000 | 0 | -50,000 | 50,000 |
| 026054F Rehabilitasaun estradas Lospalos-lore I | 100,000 | 0 | -50,000 | 50,000 |
| 026054I Jct Tutuala-Jct Valu Roads Package II Sta. 3+850-7+725 | 300,855 | 0 | -50,000 | 250,855 |
| 026054K Reh. Road Section Jct Tutuala-Jct Ualu Roads Package I Sta. 0+000-3+850 | 229,964 | 0 | -40,000 | 189,964 |
| 026054M Aspalting Dili Beduku Sarlala-aileu (Air Terjun /Bandru Lebudoe Sta. 17+000-19+750) | 339,064 | 0 | -200,000 | 139,064 |
| 026054X Rehabilitasaun Estrada iha Area BOP Bairro Pite | 117,012 | 0 | -17,000 | 100,012 |
| 026054Y Lalora River (Aimutin to Manleuana) | 1,000 | 0 | -1,000 | 0 |
| 0260553 Rehabilitation of Sloi Tocoluli roads Aileu | 1,000 | 0 | -1,000 | 0 |
| 0260557 Protection in Lalawa/Halis | 10,000 | 0 | -10,000 | 0 |
| 026055A Construction Check Dam Ponte Comoro | 1,000 | 0 | -1,000 | 0 |
| 026055C Asphalting works project C N A Site Blide | 1,000 | 0 | -1,000 | 0 |
| 026055D Reh. Of Road Section Caicoli, Pantai Kelapa Kmpung Baru Beduku Bebonuk Balide | 234,444 | 0 | -34,000 | 200,444 |
| 026055E Reabilitacao Estradas Jct Tibar -Jct Tasitolu (Ch.2+250-3+870.80) | 1,000 | 0 | -1,000 | 0 |
| 026055F Reabilitacao Estradas Jct Tibar -Jct Tasitolu (Ch.1+550-2=250) | 1,000 | 0 | -1,000 | 0 |
| 026055G Urgent Rehabilitation Area for Carta Conducao | 1,000 | 0 | -1,000 | 0 |
| 026055H Reabilitacao Estradas Jct Tibar -Jct Tasitolu (Ch.0+000-1+550) | 1,000 | 0 | -1,000 | 0 |
| 026055I Laulara Solerema Roads | 100 | 0 | -100 | 0 |
| 026055K Road Rehabilitation Project, Road Section: Aldeia 30 de Augusto, Comoro Municipality of Dili | 1,000 | 0 | -1,000 | 0 |
| 026055Y Construction Gabions Welala River | 1,000 | 0 | -1,000 | 0 |
| 026055Z Continuasaun of Gabion Box in Lela 2 Maukatar Covalima | 277,512 | 0 | -156,000 | 121,512 |
| 0260566 Emergency New Const.of Gabion Box Protection random fill in area lacho, baria laran, uma berloik, alas | 10,000 | 0 | -10,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|-----------|-----------|----------|-------------|
| 026056C Emergency Tafara River | 1,000 | 0 | -1,000 | 0 |
| 026056H Reh.Estradas Ex Kodim Maliana (STA 0+000 - 2+150) | 69,107 | 0 | -69,107 | 0 |
| 0260571 Rehabilitasaun Estrada Venilale - Hatulia - Uaimori fase 0+000-10+300, Baucau Municipality | 10,000 | 0 | -10,000 | 0 |
| 0260572 Rehabilitation of Road Section: Hatulia - Uaimori Road Package 2 Sta. 10+300-Sta. 15+475 in Baucau | 348,092 | 0 | -48,000 | 300,092 |
| 0260573 Rehabilitasaun Estrada Venilale - Hatulia - Uaimori fase 15+476-20+625 | 336,541 | 0 | -36,000 | 300,541 |
| 0260576 Rehabilitasaun Estrada Venilale - Hatulia - Uaimori fase 25+775-30+880 | 218,157 | 0 | -18,000 | 200,157 |
| 026057G 11. Rehabilitasaun estrada nacional, Same Luak - Betano (10KM) | 500,000 | 0 | -250,000 | 250,000 |
| 026057I Rehabilitasaun Estrada Municipal, Aileu - Lequidoe (27.00 Km) | 1,000,000 | 0 | -50,000 | 950,000 |
| 026057L Rehabilitasaun Estrada Municipal, Laclubar Jct - Soibada (9.5 Km) | 500,000 | 0 | -435,945 | 64,055 |
| 026057Q Rehabilitasaun Estrada Municipal, Jct. Bobonaro - Lolotoe (8.9 Km) | 400,000 | 0 | -300,000 | 100,000 |
| 026057R Rehabilitasaun Estrada Municipal, Manatuto - Lacro (18.50 Km) | 500,000 | 0 | -490,000 | 10,000 |
| 026057W Rehabilitasaun Estrada Municipal, Uaica-Kelekai-Osso (22.70 Km) | 500,000 | 0 | -300,000 | 200,000 |
| 026057X Rehabilitasaun Estrada Municipal, Uatulari - Laisurulai (22.00 Km) | 500,000 | 0 | -300,000 | 200,000 |
| 0260585 Road and Drainage Rehabilitation Project Aimutin to Manleuana | 10,000 | 0 | -10,000 | 0 |
| 026058I Emergency proposed for the new construction of bridge box protection with retaining wall in Area Wee Kakau Oan 2 | 10,000 | 0 | -10,000 | 0 |
| 026058J Emergency proposed for the new construction of bridge, gabion box protection with retaining wall in area fahiluhan, holarua, posto same, municipio manufahi. | 10,000 | 0 | -10,000 | 0 |
| 026058K Emergency proposed for the new construction of bridge, Gabions box protection with retaining wall in area Beao, Fatu Besi | 50,000 | 0 | -50,000 | 0 |
| 026058L New construction of bridge with retaining wall in area we bikas | 50,000 | 0 | -50,000 | 0 |
| 026058M Emergency proposed for the new construction of bridge, Gabions box protection with retaining wall in Area Fatuk Mutin | 10,000 | 0 | -10,000 | 0 |
| 026058Q Consultant Design & Supervision Lot 3 | 10,000 | 0 | -10,000 | 0 |
| 026058Y Consultancy services for National Road No. 1 - Upgrading Project | 10,000 | 0 | -10,000 | 0 |
| 026059E Projeto de Melhoria da Rede Rodoviária (RNUP), Melhoria e Manutenção de Díli (Entroncamento do Aeroporto) - Estrada de Tibar - Seção 1: Entroncamento do Aeroporto - Tasitolo -Tibar (L) | 10,000 | 0 | -5,000 | 5,000 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|----------|-------------|
| 026059G Road Network Upgrading Project (RNUP), Upgrading and Maintenance of Dili (Airport Junction) - Tibar Road - Section 1: Airport Junction - Tasitolo -Tibar (L) | 10,000 | 0 | -10,000 | 0 |
| 026059I Projeto de Melhoria da Rede Rodoviária (RNUP), Melhoria e Manutenção de Díli (Entroncamento do Aeroporto) - Estrada de Tibar - Seção 1: Entroncamento do Aeroporto - Tasitolo -Tibar (L) | 10,000 | 0 | -10,000 | 0 |
| 026059V Road Climate Resilience Project (RNUP), Lot.2 Laulara - Solerema (KM 12+00 to km34+620) | 200,000 | 0 | -89,898 | 110,102 |
| 026059X Rehabilitasaun Estrada Nacional, Jct.Oeleu - Lourba - Zulo Fatuletu (A12),26 Km | 500,000 | 0 | -450,000 | 50,000 |
| 026059Y Rehabilitasaun Estrada Nacional, From Bridge steel truss - Gleno Villa (A04),6.4Km, | 500,000 | 0 | -450,000 | 50,000 |
| 02605A1 Rehabilitasaun Estrada Municipal,Trisula - Mehara (Lautem)C2,(20.17 Km), | 500,000 | 0 | -300,000 | 200,000 |
| 02605A2 Rehabilitasaun Estrada Municipal,Beco - Lolotoe (Cavalima-Bobonaro),C32 (26.7 Km), | 1,000 | 0 | -1,000 | 0 |
| 02605A3 Rehabilitasaun Estrada Municipal, Maliana - Atabae (Bobonaro)C18(8.72 Km) | 1,000 | 0 | -1,000 | 0 |
| 02605A4 Rehabilitasaun Estrada Municipal,Hatuudo - Ainaro (Ainaro)C23 (25.02), | 498,000 | 0 | -250,000 | 248,000 |
| 02605A5 Rehabilitasaun Estrada Municipal,Baguaia - Watucarbau (Baucau)C08(38.07 Km), | 500,000 | 0 | -400,000 | 100,000 |
| 02605A6 Rehabilitasaun Estrada Municipal,Dotic - Fatuberliu - Alas (Manufahi)C28(16.25Km), | 1,000 | 0 | -1,000 | 0 |
| 02605A7 Rehabilitasaun Estrada Alternativo Roundbout Flamboyang to Caibada (Baucau),(10 Km). | 1,000 | 0 | -1,000 | 0 |
| 02605A8 Rehabilitasaun Estrada Municipal Bagia- Bahatata- Posto tuan watucarbau,(9 Km), | 498,000 | 0 | -400,000 | 98,000 |
| 02605A9 Rehabilitasaun estrada Urbana Baucau 23 Km, | 499,000 | 0 | -99,000 | 400,000 |
| 02605B3 Rehabilitasaun estrada Urbana Dili A, 26.9 Km, | 1,000 | 0 | -1,000 | 0 |
| 02605B5 Rehabilitasaun Estrada Municipal, Alas - Wedaberek (21.00 Km) , | 500,000 | 0 | -500,000 | 0 |
| 02605B6 Rehabilitasaun Estrada Municipal, Luca -Lacluta (12.4 Km), | 499,000 | 0 | -250,000 | 249,000 |
| 02605B7 Recuperação das condições das estradas e pontes (Respostas as emergencias) | 10,000 | 0 | -5,000 | 5,000 |
| 02605B9 Supervisaun Ba konstrusaun Estrada Municipio | 1,000 | 0 | -500 | 500 |
| 02605C5 Emergency Work For River Protection at 5 de Maio, Becora (Pacote No. 5) Municipio Dili | 10,000 | 0 | -10,000 | 0 |
| 02605D3 River Protection Palacio Nobre Lahane, Municipio de Dili | 10,000 | 0 | -10,000 | 0 |
| 02605D5 Reabilitação de estradas de Metinaro-Laclo (6Km) | 1,000 | 0 | -1,000 | 0 |
| 02605D6 Supervisaun Rehabilitasaun Estrada Municipal, Aileu - Lequidoe (27.00 Km) | 416,703 | 0 | -208,352 | 208,351 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|----------|-------------|
| 02605D7 Supervisaun Rehabilitasaun Estrada Municipal, Laga - Bagia (38.03 Km) | 54,260 | 0 | -27,130 | 27,130 |
| 02605D8 Supervisaun Rehabilitasaun Estrada Municipal, Manatuto - Laelo (18.50 Km) | 1,000 | 0 | -1,000 | 0 |
| 02605D9 Supervisaun Rehabilitasaun Estrada Municipal, Alas - Wedaberek (21.00 Km) | 14,137 | 0 | -14,137 | 0 |
| 02605E1 Supervisaun Rehabilitasaun Estrada Municipal, Uaica-kelekai- Osso (22.70 Km) | 26,516 | 0 | -13,258 | 13,258 |
| 02605E2 Supervisaun Rehabilitasaun Estrada Urbana Maliana (23Km) | 228,604 | 0 | -114,302 | 114,302 |
| 02605E7 Manutenção periodica e rutina auto estrada Suai Beço | 10,000 | 0 | -10,000 | 0 |
| 02605F1 Road Safety Improvements on National Roads Gleno - Maubisi Corridor | 10,000 | 0 | -10,000 | 0 |
| 02605F3 Pilot Long-Term Maintenance Contracts for National Roads | 10,000 | 0 | -10,000 | 0 |
| 02605F4 Feasibility Study and Design of Future Projects (Link to Hatubuilico and Link to Ermera totaling 10 km plus other road totaling 30 km) | 10,000 | 0 | -10,000 | 0 |
| 02605F6 Supervisaun baRehabilitasaun Estrada Municipal Section II Jct: A02 Remixio (5.27km) | 1,000 | 0 | -1,000 | 0 |
| 02605F9 Supervisaun ba Upgrading and Maintenance of Aituto - Hatubuilico Roads Project Package I: Aituto - Hatubuilico Section Sta0+000 to 11+900 Municipio Ainaro | 10,000 | 0 | -10,000 | 0 |
| 02605G1 Roads Upgrading Project Laclubar Junction - Laclubar Town (Package 3a, 3b, 3c &3d), Sta 0+000 - 10+360 Manatuto Municipality | 500,000 | 0 | -300,000 | 200,000 |
| 02605G2 Supervisaun ba Roads Upgrading Project Laclubar Junction - Laclubar Town (Package 3a, 3b, 3c &3d), Sta 0+000 - 10+360 Manatuto Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605G3 Consulting Service for the Preparation of DED for Various Package of Roads: Package A - Arterial Road (Natabora-Betano, Same Luak -Betano, Dotic -Hatuberliu-Alas) and Package B: Mehara - Lautem | 1,000 | 0 | -1,000 | 0 |
| 02605G4 Consulting Service for the Preparation of DED for Various Package of Roads: LOTE 1 - Baguia - Watucarabau, LOTE2 - FLAMBOYANG - CAIBADA, MUNICIPAL ROAD BAGUIA-BAHATATA-POSTU TUAN UATUCARBAU, and NATIONAL ROAD - FROM BRIDGE STEEL TRUSS - GLENO VILLA | 28,963 | 0 | -28,963 | 0 |
| 02605G5 Consulting Service for the Preparation of DED for Various Package of Roads: Liquica - Urban Roads, National ROAD JCT. OELEU - LOURBA - ZULO - FATOLETU, DISTRICT ROAD MALIANA - ATABAE, DISTRICT ROAD BECO (COVALIMA) - LOLOTOE (BOBONARO) | 35,391 | 0 | -35,391 | 0 |
| 02605G6 Konstrusaun Estrada asesu ba Convento Nossa Senhora de Fátima Tunu Bibi, Maliana | 10,000 | 0 | -10,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|----------|-------------|
| 02605G7 Konstrusaun Estrada Daregata Suku Uailili, Baucau | 210,000 | 0 | -105,000 | 105,000 |
| 02605G8 Construction of road Cristo Rei dolok oan Junction (Package 1-A Sta. 0+000 - 1+000), Municipality, Dili. | 486,981 | 0 | -200,000 | 286,981 |
| 02605G9 Dili Urban Road rehabilitation Fomento Circle to Uma adat Manleuana (1,74 km), Dili Municipality | 92,401 | 0 | -50,000 | 42,401 |
| 02605H1 Dili Urban Road Package 2 Manleuana | 341,314 | 0 | -150,000 | 191,314 |
| 02605H2 Dili Urban Road Package 2 Aimutin | 605,756 | 0 | -300,000 | 305,756 |
| 02605H3 Dili Urban Road Package 2 delta I | 296,885 | 0 | -100,000 | 196,885 |
| 02605H4 Dili Urban Road Package 2 delta II | 61,862 | 0 | -30,000 | 31,862 |
| 02605H5 Dili Urban Road Package 2 delta IV | 116,043 | 0 | -50,000 | 66,043 |
| 02605I5 New Opening Road Construction, Bereloic Alas Vila, Administrative Post Alas-Municipality Manufahi (Sta 0+000 - 24++325) | 100,000 | 0 | -50,000 | 50,000 |
| 02605I6 Rehabilitation Road, Administrative Post Turiscaí, Manufahi Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605I7 Installation Gabion Box at Lacro River, Suco Berloik - Alas Manufahi | 10,000 | 0 | -10,000 | 0 |
| 02605I8 New Opening Road Construction (Phase I), Tutuluro - Mindelo - Binani (Sta 0+000 - 16+775 Km), Manufahi Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605I9 Construction of Gabion Wall Protection at Bolobu Samutaben Kailaku River, Bobonaro Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605J0 Emergency Project: Construction of Wall Protection and Culvert Box at River Mota-Ain and Balibo Road, Batugede - Badutmean, Bobonaro Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605J1 Rehabilitation Road, Remexio Aileu - Lacro Manatuto (Phase II) | 10,000 | 0 | -10,000 | 0 |
| 02605J2 New Opening Road Construction, Cribas - Tuqueti (27.23 Km), Manatuto Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605J3 New Opening Road Construction, Batara Sananai Manatuto (23.6Km), Manatuto Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605J4 New Opening Road Construction, Cairui to Laline (Sta. 0+000 - 15+600) (Package I) | 10,000 | 0 | -10,000 | 0 |
| 02605J5 New Opening Road Construction, Laline to Aitana (Sta. 15+600 - 30+700) (Package II) | 10,000 | 0 | -10,000 | 0 |
| 02605J6 New Road Construction Beaco - Road Section: Sta. 0+000 - 33+980 | 10,000 | 0 | -10,000 | 0 |
| 02605J7 Emergency Project: New Opening Road Construction, Lariguto - Uaigia - Tahagaba - Dalirisi | 10,000 | 0 | -10,000 | 0 |
| 02605J8 New Road Construction Uabobo - Samarogo, Posto Adm Ossu to Posto Adm. Venilale, Baucau Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605J9 New Opening Road Construction, Fatuberliu to Uaimori Tula (13.15 Km), Viqueque Municipality | 10,000 | 0 | -10,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|-----------|-----------|----------|-------------|
| 02605K0 New Opening Road Construction, Naeboruk - Fahibere - Ratahu (Sta 0+000-Sta 24+800) Viqueque Municipality | 100,000 | 0 | -100,000 | 0 |
| 02605K1 Rehabilitation Road, Laga-Libagua, Baucau Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605K2 New Road Construction, Vila Vemasse - Wemori Tula, Baucau Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605K3 New Opening Road Construction, Tibar to Humbuti, (8.669 Km) Liqui a Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605K4 Rehabilitation Road, Launa - Atsabe - Hauba, Bobonaro Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605K5 New Opening Road Construction, Lihu to Fatisi (0+000 - 11+885), Aileu Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605K6 New Opening Road Construction, Asumau -Liurai - Remixio (11.1 Km), Aileu Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605K7 New Opening Road Construction, Kasnafar to Lelalaus (0+000 - 11+885), Aileu Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605K8 New Opening Road Construction,Hatubelico to Nunomoge (0+000 - 18+800), Ainaro Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605K9 Rehabilitation of Road Section Daisoli-Hatubuilico, Ainaro Municipality | 10,000 | 0 | -10,000 | 0 |
| 02605L1 Rehabilitation of Road JCT Luca, Raihun to Lacluta Dilor Sta. 0+000 - Sta. 7+000 km (Package I) Municipality of Viqueque, Timor-Leste | 21,320 | 0 | -21,320 | 0 |
| 02605L2 Rehabilitation of Road JCT Luca, Raihun to Lacluta Dilor Sta. 7+000 - Sta. 13+922.67 km (Package II) Municipality of Viqueque, timor Leste | 21,321 | 0 | -21,321 | 0 |
| 02605L3 Projecto Rehabilitation Of roads of Umaboco-Viqueque Demolition & Reinstalation Distric Viqueque-Timor Leste | 21,320 | 0 | -21,320 | 0 |
| 0260909 Novo Construsaun das Estradas Nacional, Ainaro - Cassa - Zumalai A02 = 38.79 Km | 1,000,000 | 0 | -500,000 | 500,000 |
| 0260912 Novo Construsaun das Estradas Nacional, Ermera - Hatulia A11 - 22.63 Km | 490,000 | 0 | -245,000 | 245,000 |
| 0260913 Novo Construsaun das Estradas Nacional, Humboe - Ermera Lama A04 - 5 Km | 10,000 | 0 | -5,000 | 5,000 |
| 0260915 Novo Construsaun das Estradas Nacional, Oe leo - Fatululik A16 | 250,000 | 0 | -125,000 | 125,000 |
| 0260916 Novo Construsaun das Estradas Nacional, Tilomar - Fatumea A16 | 220,000 | 0 | -110,000 | 110,000 |
| 0260917 Novo Construsaun das Estradas, Laisorilai de Baixo (Quelicai)-Afaloikai (Baguia), 16km | 10,000 | 0 | -10,000 | 0 |
| 0260918 Novo Construsaun das Estradas, Builo/Abana - Watumaluli - Sana Uatulari, 10km | 10,000 | 0 | -10,000 | 0 |
| 0260919 Reabilitasaun Estrada Ogues Jct-Maukatar | 10,000 | 0 | -10,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|----------|-------------|
| 0261106 Consultant Supervision for Road network Upgrading Sector Project, Upgrading and maintenance of Lautem - Com, Lautem - Lospalos Road (L & CF) | 10,000 | 0 | -1,000 | 9,000 |
| 0261220 Dili Roads and Drainage Rehabilitation Cruzamento Aitarak Laran Mesid An | 323,913 | 0 | -23,000 | 300,913 |
| 0261222 Roads and Drainage Rehabilitation Auto Timor - Bebonu | 172,991 | 0 | -72,000 | 100,991 |
| 0261223 Emergency new const.of bridge,gabions and normalization in busakukun | 100 | 0 | -100 | 0 |
| 0261224 Dili Roads and Drainage Reh.Project Road Section Canosa Mercado Manleu | 10,000 | 0 | -10,000 | 0 |
| 0261225 Dili Roads and Drainage Reh. Rotunda Mercado Lama-Ponte Comoro (Variation Order) | 100 | 0 | -100 | 0 |
| 0261228 Dili Roads and Drainage Reh. Jct Metiaut to Hera Fase III | 298,650 | 0 | -98,000 | 200,650 |
| 0261229 Dili Roads and Drainage Reh. Jct Metiaut to Hera Fase II | 500,000 | 0 | -50,000 | 450,000 |
| 0261236 Emergency Road Upgrading Project Dili (Rai-Kotu)-Tasitolu Road (Road Link A03-01) km 800 (Sta. 8+000) to km 8.74 (Sta. 8+742.246) | 100 | 0 | -100 | 0 |
| 0261237 Kontrusaun Moru protesaun Ponte Loes 1000 m - Liquica | 10,000 | 0 | -10,000 | 0 |
| 0261238 Kontrusaun Moru protesaun Ponte Nunura 1000 m - Bobonaro | 10,000 | 0 | -10,000 | 0 |
| 0261239 Kontrusaun Moru protesaun ba Ponte Vemase 1000 m - Baucau | 140,000 | 0 | -40,000 | 100,000 |
| 0261240 Kontrusaun Moru protesaun ba Ponte Wekain 2000 m Viqueque | 200,000 | 0 | -100,000 | 100,000 |
| 0261241 Kontrusaun Moru protesaun ba Ponte Mota Karau Ulun 50 m (Auto Estradas) - Suai | 200,000 | 0 | -100,000 | 100,000 |
| 0261242 Konstrusaun Moru protesaun ba Ponte Mota Nabuk 50 m (Auto Estradas) - Suai | 200,000 | 0 | -100,000 | 100,000 |
| 0261243 Konstrusaun Moru protesaun ba Ponte e Mota Lo-mea 204 m (Auto Estradas) - Suai | 200,000 | 0 | -100,000 | 100,000 |
| 0261244 Konstrusaun Moru protesaun ba Ponte Mota Mota Bunetil 30 m (Auto Estradas) - Suai | 200,000 | 0 | -100,000 | 100,000 |
| 0261245 Konstrusaun Moru protesaun ba Ponte Mota Mola 705 m (Auto Estradas) - Suai | 210,000 | 0 | -100,000 | 110,000 |
| 0261246 Konstrusaun Moru protesaun ba Ponte Hinode 2, Mota Comoro | 200,000 | 0 | -100,000 | 100,000 |
| 0261265 Kontrusaun Moru protesaun ba Ponte mota Haemano 1000 m- Suai | 10,000 | 0 | -10,000 | 0 |
| 0261274 Supervision Consultant for Construction of Intersection in the Existing Dili-Liquica Road to Connect Access Road from Tibar Bay Port (National Road - A03) (Sta 0+000 to STA 0+620) | 100 | 0 | -100 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|---------|-------------|
| 0261278 Projeto Obra Konstrusaun Moru Protesaun Cyclope & Groynes Mota Tono,RAEOA, Oecusi | 10,000 | 0 | -10,000 | 0 |
| 0261279 Emergency Slope Protection Along Cairui River, Manatutu Package I | 20,000 | 0 | -20,000 | 0 |
| 0261280 Emergency Slope Protection Along Cairui River, Manatutu Package II | 20,000 | 0 | -10,000 | 10,000 |
| 0261281 Projeto Obra Konstrusaun Moru Protesaun Cyclope & Groynes Mota Obrato STA. 0-000-1+373. 04, Municipiu Manatutu | 10,000 | 0 | -10,000 | 0 |
| 0261282 New Construction of Cyclop wall (Sta 0+000 - sta 0+150) Cosin River, Bocololo, Laulara, Aileu | 10,000 | 0 | -10,000 | 0 |
| 0261283 Construction of Gabion Wall Protection at Naiboruk River, Road Section : JCT. Viqueque To Beaco Road STA. 0+000 - 0+250 and 0+000 - 0+125 (Package 1) | 42,979 | 0 | -20,000 | 22,979 |
| 0261284 Construction of Gabion Wall Protection at Naiboruk River, Road Section : JCT. Viqueque To Beaco Road STA. 0+125 - 0+580 (Package 2) | 48,460 | 0 | -20,000 | 28,460 |
| 0261285 Contruction of Retaining Wall, Faulara River, Liqui a Municipality | 10,000 | 0 | -10,000 | 0 |
| 0261286 Construction of Wall Protection in Cauho'o Rivr, Suco Dilor, Viqueque Municipality | 10,000 | 0 | -10,000 | 0 |
| 0261287 Check Dam 01 Mota Comoro Kasnafar (Package I), Dili Timor Leste | 10,000 | 0 | -10,000 | 0 |
| 0261288 Check Dam 02 Mota Comoro Kasnafar (Package II) Dili Timor Leste | 10,000 | 0 | -10,000 | 0 |
| 0261289 Contruction of Wall Protection Cyclope & Groynes at Bilimau river, Bobonaro (Sta.0+250 To Sta.1+950) Suco Genulai, Posto Admin. Cailaco, Bobonaro | 10,000 | 0 | -10,000 | 0 |
| 0261290 Rehabilitation Road & Brigde Becussi - Maufelo Brigde (left and right sides) & Road Becusi and Aituri Laran(Left and Right sides) | 10,000 | 0 | -10,000 | 0 |
| 0261291 Contruction New Flyover Road and interchange Roundabout Pre Nicolau Lobato to Bindau Lecidere 7km. | 10,000 | 0 | -10,000 | 0 |
| 0261292 Land Reclamation at Praia dos Coquequeiros, Dili Municipality | 10,000 | 0 | -10,000 | 0 |
| 0261293 Road and Drainage Rehabilitation Project Road Section Aileu City (Link II - XII) | 1,000 | 0 | -1,000 | 0 |
| 0261294 Road and Drainage Rehabilitation Project Road Section Aileu City (Link XIII - XXIV) | 1,000 | 0 | -1,000 | 0 |
| 0261295 Road and Drainage Rehabilitation Project Road Section Aileu City (Link I Sta. 0+000 - 3+500) | 1,000 | 0 | -1,000 | 0 |
| 0261296 Rehabilitation Of Municipal Road (Collector C02) Mehara To Lautem, L = 20.17 Km (Jct. Asalaino - Mehara) Lot I (Sta 0+000 To 5+000) | 1,000 | 0 | -1,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|---------|-------------|
| 0261297 Rehabilitation Of Municipal Road (Collector C02) Mehara To Lautem, L = 20.17 Km (Jct. Asalaino - Mehara) : Lot II (Sta 5+000 To 10+000) | 1,000 | 0 | -1,000 | 0 |
| 0261298 Rehabilitation Of Municipal Road (Collector C02) Mehara To Lautem, L = 20.17 Km (Jct. Asalaino - Mehara) Lot III (Sta 10+000 To 15+000) | 1,000 | 0 | -1,000 | 0 |
| 0261299 Rehabilitation Of Municipal Road (Collector C02) Mehara To Lautem, L = 20.17 Km (Jct. Asalaino - Mehara) Lot IV (Sta 15+000 To 20+170) | 1,000 | 0 | -1,000 | 0 |
| 02612A1 Rehabilitasaun Estrada Nacional Fatuberlio - Same Betano (Arterial A14) (Sta. 00+000 - Sta 07+500) Package I | 1,000 | 0 | -1,000 | 0 |
| 02612A2 Rehabilitasaun Estrada Nacional Fatuberlio - Same Betano (Arterial A14) (Sta 07+500 - Sta. 15+000) Package II | 1,000 | 0 | -1,000 | 0 |
| 02612A3 Rehabilitasaun Estrada Nacional Fatuberlio - Same Betano (Arterial A14) (Sta 15+000 - Sta. 22+500) Package III | 1,000 | 0 | -1,000 | 0 |
| 02612A4 Rehabilitasaun Estrada Nacional Fatuberlio - Same Betano (Arterial A14) (Sta 22+500 - Sta. 30+000) Package IV | 1,000 | 0 | -1,000 | 0 |
| 02612A5 Rehabilitasaun Estrada Nacional Fatuberlio - Same Betano (Arterial A14) (Sta 30+000 - Sta. 38+657.39) Package | 1,000 | 0 | -1,000 | 0 |
| 02612A6 Road Improvement Section 2 : Ainaro Urban Road, Package I | 1,000 | 0 | -1,000 | 0 |
| 02612A7 Road Improvement Section 2 : Ainaro Urban Road, Package II | 1,000 | 0 | -1,000 | 0 |
| 02612A8 Road Improvement Section 2 : Ainaro Urban Road, Package III | 1,000 | 0 | -1,000 | 0 |
| 02612A9 Road Improvement Section 2 : Ainaro Urban Road, Package IV | 1,000 | 0 | -1,000 | 0 |
| 02612B0 Road Improvement Section 2 : Ainaro Urban Road, Package V | 1,000 | 0 | -1,000 | 0 |
| 02612B4 Upgrading Roads Construction Culahun Bridge to Becora Terminal Bridge Sta.0+000 km to Sta.1+550 km (Package I), Suco Kulahun-Kulau, Posto Administrativo Cristo Rei Municipio Dili | 1,000 | 0 | -1,000 | 0 |
| 02612B5 Upgrading Roads Construction Culahun Bridge to Becora Terminal Bridge Sta.1+550 km to Sta.3+100 km (Package II), Suco Kulahun-Kulau, Posto Administrativo Cristo Rei Municipio Dili | 1,000 | 0 | -1,000 | 0 |
| 02612B6 Manutensaun Drainage & Pipe Diresaun Bebonuk Segment 1 to Segment 24 (Total Length = 4,81 km Municipio Dili, Timor Leste | 1,000 | 0 | -1,000 | 0 |
| 02612B7 Rehabilitation and consruction of road and channels (length = 678 m), rua de komunal, Municipality of Dili, Timor Leste. | 1,000 | 0 | -1,000 | 0 |
| 02612B8 Rehabilitation of Ila - Has Ain Road Sta. pakote 2 | 21,321 | 0 | -21,321 | 0 |
| 02612B9 Rehabilitasaun Estrada Urbana Covalima | 21,320 | 0 | -21,320 | 0 |
| 02612C0 Rehabilitasaun Estrada Urbana Manufahi | 21,321 | 0 | -21,321 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|---------|-------------|
| 02612C1 Reabilitasaun Estrada Tafara - Salele | 21,320 | 0 | -21,320 | 0 |
| 02612C2 Reabilitasaun Estrada Nacional Maliana - Oeiu (Rehabilitation of Maliana - Oeiu National Road) (10 km) | 21,321 | 0 | -21,321 | 0 |
| 02612C3 Reabilitasaun Estrada Municipal Maucatar to Fatululik | 21,320 | 0 | -21,320 | 0 |
| 02612C4 Construction of Road from Mota Sahe Soibada Vila to Manufahi Bua Rahun 14,266 Km (0+000 - 14+266) at Soibada Vila, Post of Administrative Soibada, Manatutu Municipality. | 21,321 | 0 | -21,321 | 0 |
| 02612C5 Reabilitasaun Seksaun Estrada Goulolo Letefoho (Sta.0+000.00+ to 04+167.98 suco goulolo,Posto adm letefoho municipio ermera | 21,320 | 0 | -21,320 | 0 |
| 02612C6 Reabilitasaun Estrada Gleno Riheu-Manuhei | 21,321 | 0 | -21,321 | 0 |
| 02612C7 Rehabilitation Estrada Nasional Viqueque road link(A06-024) Station (0+000-Sta 4+010,47) Suco Caraubalo, Posto adm,Viqueque, Municipio Viqueque | 21,320 | 0 | -21,320 | 0 |
| 02612C8 Reabilitasaun Estrada Ainara - Bobonara Sta. 0+000 - 28+178 km | 21,321 | 0 | -21,321 | 0 |
| 02612C9 DED Estrada Oeiu jct Fatululik, Fatululik Jct Datorua, Datorua Jct Fatumea & Oeiu-Lourba-Zulo-Zumalai | 21,320 | 0 | -21,320 | 0 |
| 02612D0 Construction of Dili Waterfront City | 21,321 | 0 | -21,321 | 0 |
| 02612D1 Construction of Dili waterfront city road. | 21,320 | 0 | -21,320 | 0 |
| 02612D3 Reabilitasaun Seksaun Estrada Local Aileu-Faturusa.(Sta.0+000-11+580),Suco Faturusa,Posto Administrativo Remexio Municipio Aileu | 21,320 | 0 | -21,320 | 0 |
| 02612D4 Obra Konstrusaun Estrada Lokal Plum Concrete & Drainagem (Sta. 0+000 - Sta. 11+685). Suco Fatubesi, Posto Administrativo Hatolia B, Municipio Ermera | 21,321 | 0 | -21,321 | 0 |
| 02612D6 Road Package A (Municipio Manufahi), National Road Package A (Arterial A14) Same Luak-Betano, L = 9 Km (Part 1 - 5.1 Km)Same Luak to Betano, Municipality Manufahi | 21,321 | 0 | -21,321 | 0 |
| 02612D7 Urban Road and Drainage Rehabilitation Gleo Town Pacgkage 2, Section 3,4,5,12,14,15,16,17,18,19,20, Ermera Municipality | 21,320 | 0 | -21,320 | 0 |
| 02612D8 Rehabilitation of Batugade Road Package I Sta. 0+000 - 8+000 (8 km) | 21,321 | 0 | -21,321 | 0 |
| 02612D9 Rehabilitation of Batugade Road Package II Sta. 8+000 - 12+980 (4.98 km) | 21,320 | 0 | -21,320 | 0 |
| 02612E0 Rehabilitation Road Fohorua-Leogore (Maucatar) Sta.0+000 - Sta.7+000); | 21,321 | 0 | -21,321 | 0 |
| 02612E1 Rehabilitation Road Fohorua-Leogore (Maucatar) Sta.7+000 - Sta.10+000); | 21,320 | 0 | -21,320 | 0 |
| 02612E2 Konstrusaun Estrada Plum Concrete iha Memo-Maliana | 21,321 | 0 | -21,321 | 0 |
| 02612E3 Desenho Detalhado Ponte Naktuka | 21,320 | 0 | -21,320 | 0 |
| 02612E4 Konstrusaun Ponte Naktuka | 21,320 | 0 | -21,320 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|---------|-------------|
| 02612E5 Demolish, no reparasaun Ponte antigo iha Cairavela, Laleia no Manatuto | 21,321 | 0 | -21,321 | 0 |
| 02612E6 Feasibility Study and Basic Design for Dili Flyover, at Dili, Timor-Leste | 21,320 | 0 | -21,320 | 0 |
| 02612E7 Rehabilitation Seksaun Estrada Lokal Ossolekimeta-Edemumu (Sta.00+000.00-09+700.00) | 21,321 | 0 | -21,321 | 0 |
| 02612E8 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Estradas e Pontes) | 21,320 | 0 | -21,320 | 0 |
| 02612E9 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Estradas e Pontes) | 21,321 | 0 | -21,321 | 0 |
| 02612F0 Rehabilitasaun Estrada Urbana Elemoloi - Manleu Rate Ain (Rehabilitation of Urban Road Elemoloi - Manleu Rate Ain) | 21,320 | 0 | -21,320 | 0 |
| 02612F5 Upgrading Roads Construction Bidau Santana - Culuhun to Habibie Bridge Sta. 0+000 - 1+118 km, Suco Bidau, Municipality Dili | 1,000 | 0 | -1,000 | 0 |
| 02612F6 Project Rehabilitation and Construction of Road and Channels Distance 678 m, Rua de Comunal Dili | 1,000 | 0 | -1,000 | 0 |
| 02612F7 Rehabilitation Of Roads And Drenagen Aldeia Ai-Meti Laran and Beco aidik laran (1.109 km) Municipio Dili | 1,000 | 0 | -1,000 | 0 |
| 02612F8 Konstrusaun Estrada Bebonuk (Manutensaun Drainagem & Pipe Diresaun Bebonuk Sagment 1 T Segment 24 (Total Lengh = 4,81 km), Municipio Dili | 1,000 | 0 | -1,000 | 0 |
| 02612F9 Upgrading Roads Construction Fatuhada - Osindo III (Sta.0+000 - Sta.0+660), Suco Bairo pite, Postu Administrativo Dom Aleixo, Municipal Dili | 1,000 | 0 | -1,000 | 0 |
| 02612G0 UPGRADING ROADS CONSTRUCTION CULUHUN BRIDGE TO BECORA TERMINAL BRIDGE STA.0+000 km TO STA. 1+550 km | 1,000 | 0 | -1,000 | 0 |
| 02612G1 UPGRADING ROADS CONSTRUCTION CULUHUN BRIDGE TO BECORA TERMINAL BRIDGE STA.1+550 km TO STA. 3+100 km | 1,000 | 0 | -1,000 | 0 |
| 02612G2 Construction of Beduku Roads Package-1 Beduku Dili CH-1, Sta. (0+000 - 1+059) - CH-2, (0+000 - 0+860) = 1.919 km, Municipality of Dili Timor Leste | 1,000 | 0 | -1,000 | 0 |
| 02612G3 Construction of Beduku Roads Package-2 Beduku, Municipality of Dili Timor Leste | 1,000 | 0 | -1,000 | 0 |
| 02612G4 Dili Urban Road Rehabilitation Fomento-Mercado Manleuana | 1,000 | 0 | -1,000 | 0 |
| 02612G5 Upgrading & New Roads Construction Kasnafar/Lisbutak Dili (3,4 KM) Municipality of Dili, Timor Lesta | 1,000 | 0 | -1,000 | 0 |
| 02612G6 Dili Urban Road Package 2, Rehabilitation Manleuana Part 2 (Sta. 0+000 - Sta. 2+985) | 1,000 | 0 | -1,000 | 0 |
| 02612G8 Upgrading Roads Construction Bidau Santana-Culuhun to Habibie Bridge Package II, Suco Bidau, Municipality Dili | 1,000 | 0 | -1,000 | 0 |
| 02612G9 Civil Works for Underground Cable | 1,000 | 0 | -1,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|----------|-------------|
| 02612H0 Extention of Maufelo Bridge | 1,000 | 0 | -1,000 | 0 |
| 02612H1 Extention of Becora Bridge | 1,000 | 0 | -1,000 | 0 |
| 02612H2 Dili Road & Bridge Rehabilitation Project Surikmas City Segment I -29 Dili Timor Leste | 1,000 | 0 | -1,000 | 0 |
| 0261411 Reabilitação de Estrada Rural, Atabae - Rairobo Chainage 6+000 - 8+000 | 95,595 | 0 | -40,000 | 55,595 |
| 0261413 Reabilitação de Estrada Rural, Lore to Tchai Chainage 2+300 - 5+500 | 81,824 | 0 | -30,000 | 51,824 |
| 0261415 Reabilitação de Estrada Rural, Hohraik - Ki | 105,118 | 0 | -20,000 | 85,118 |
| 0261418 Reabilitação de Estrada Rural, Uaguia - Nahareka Chainage 13+400-15+400 | 119,814 | 0 | -40,000 | 79,814 |
| 026141S Reabilitasaun Estrada Ainaro-Mau Nuno Sta. 0+000-5+533 -municipal of Ainaro | 319,363 | 0 | -20,000 | 299,363 |
| 026141U Manutensaun Estrada Manico-Lianai-Grotu Sta. 0+000-10+ 550-Municipal of Manufahi | 120,893 | 0 | -20,000 | 100,893 |
| 0261420 Reabilitação de Estrada Rural, Uaguia - Nahareka Chainage 9+400-11+400 | 89,612 | 0 | -30,000 | 59,612 |
| 0261421 Reabilitação de Estrada Rural, Uaguia - Nahareka Chainage 7+400 -9+400 | 146,063 | 0 | -50,000 | 96,063 |
| 0261432 Reabilitação de Estrada Rural, Fuiloro - Maupitine Chainage 0+000 - 2+000 | 75,672 | 0 | -25,000 | 50,672 |
| 0261439 Reabilitação de Estrada Rural, Afaca - Uaitame Chainage 9+000 - 12+000 | 147,352 | 0 | -40,000 | 107,352 |
| 026143J Reabilitação Estrada Rural R4D Taliforleu - Kolihoho Chainage 0 + 000 - 8 + 000 Munisipiu Aileu | 65,795 | 0 | -13,966 | 51,829 |
| 0261446 Reabilitação de Estrada Rural, Taliforleu - kolohoho(Loop around Lake)Chainage,Aileu 5+000-8+000 (8.0Km) | 103,455 | 0 | -20,000 | 83,455 |
| 0261449 Reabilitação de Estrada Rural, ,Taliforleu - kolohoho(Loop around Lake)Chainage,Aileu 2+000-5+000 (8.0Km) | 97,337 | 0 | -20,000 | 77,337 |
| 0261451 Preparasaun Desenho ba Konstrusaun moru profesaun ba Ponte | 10,000 | 0 | -10,000 | 0 |
| 0261457 Reabilitação de estrada rural, (Kontinua Maubesi - Urlepa), Edi Manelobas Chanage, Ainaro, 3 + 000-8 + 000 (5,00Km) | 125,702 | 0 | -25,000 | 100,702 |
| 0261465 Reabilitação da Estrada Rural, Corrente Bobonaro-Sibuni, Bobonaro 0 + 000-1 + 700 (1,7 Km) | 165,064 | 0 | -40,000 | 125,064 |
| 0261495 Reabilitação da Estrada Rural, Cadeira Rembor, Manatuto 0 + 000-3 + 000 (3,0 Km) | 74,898 | 0 | -20,000 | 54,898 |
| 0280403 Habitação Acessível (WBL & CF) | 100,000 | 0 | -100,000 | 0 |
| 0280637 Construção jardim iha munisipiu (munisipiu Dili-jardim iha MJ no CNE nia oin) | 1 | 0 | -1 | 0 |
| 0280638 Linha bicicleta | 1,000 | 0 | -1,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|----------|-------------|
| 0280642 Consulting Services for Municipal Spatial Planning of Municipality of Dili | 574,730 | 0 | -574,730 | 0 |
| 0280644 Consulting Services for Municipal Spatial Planning of Municipalities of Ainaro and Aileu | 656,135 | 0 | -656,135 | 0 |
| 0280646 Resettlement - Site Clearance for Urban & Rural Development Program | 691,000 | 0 | -691,000 | 0 |
| 0280647 Habitação Acessível (Capex & Opex) | 1,000 | 0 | -1,000 | 0 |
| 0280650 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Desenvolvimento Rural e Urbano) | 11,320 | 0 | -11,320 | 0 |
| 1710602 Revisão desenho do edifício do Supremo Tribunal e da Justiça | 150,000 | 0 | -1,000 | 149,000 |
| 1710604 Construção Edifício Tribunal Municípios (Tribunal Distrital Dili) | 498,000 | 0 | -1,000 | 497,000 |
| 1710608 Construction of judicial courts of first instance and of the judges's residence (proto type) for Viqueque Municipality | 460,006 | 0 | -1,000 | 459,006 |
| 1710609 Construction of judicial courts of first instance and of the judges's residence (proto type) for Ermera Municipality | 470,074 | 0 | -1,000 | 469,074 |
| 1710613 Construction of judicial courts of first instance and of the judges residence in Manufahi municipality (proto type) | 21,321 | 0 | -1,000 | 20,321 |
| 1710614 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Aproximar os Serviços dos Tribunais da População) | 21,321 | 0 | -1,000 | 20,321 |
| 1710615 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Aproximar os Serviços dos Tribunais da População) | 21,320 | 0 | -1,000 | 20,320 |
| 3661301 Novo Konstrusaun Edifisiu SM - Posto Citrana Inklui Sentru Detensaun & Kazerna Oecusse | 100 | 0 | -80 | 20 |
| 3661304 Nova fornecimento água do Bairro PNTL Manufahi | 100 | 0 | -80 | 20 |
| 3661305 Construção da Squadra PNTL Posto Administrativo Nain Feto | 100 | 0 | -80 | 20 |
| 3661306 Construção da Quarter PNTL Municipio Aileu | 100 | 0 | -80 | 20 |
| 3661310 Novo construção UPF Mota Ain, Bobonaro | 50,000 | 0 | -40,000 | 10,000 |
| 3661312 Construção Bairro da Policia Municipio de Lautem | 100 | 0 | -80 | 20 |
| 3661313 Konstrusaun Edifisiu Protesaun Sivil, Munisipiu Lautem | 100 | 0 | -80 | 20 |
| 3661315 Konstrusaun Edifisiu Protesaun Sivil, Munisipiu Baucau | 100 | 0 | -80 | 20 |
| 3661316 Konstrusaun Edifisiu Protesaun Sivil, Munisipiu Covalima | 100 | 0 | -80 | 20 |
| 3661318 Novo fornecimento agua do bairro PNTL Aileu | 100 | 0 | -80 | 20 |
| 3661319 Novo fornecimento Eletricidade do bairro PNTL Aileu | 100 | 0 | -80 | 20 |
| 366131A Reabilitasaun Postu Vizilansia Existente Unidade Patroalhamento Fronteira (UPF), Posto Cruz | 100 | 0 | -80 | 20 |
| 366131B Reabilitasaun Postu Vizilansia Existente Unidade Patroalhamento Fronteira (UPF), Posto Mahata | 100 | 0 | -80 | 20 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|---------|-------------|
| 366131C Reabilitasaun Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Citrana | 100 | 0 | -80 | 20 |
| 366131D Reabilitasaun Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Companhia Charlie | 100 | 0 | -80 | 20 |
| 366131E Postu Vizilansia, Posto Santizak | 100 | 0 | -80 | 20 |
| 366131F Postu Vizilansia, Posto Kaun | 100 | 0 | -80 | 20 |
| 366131G Konstrusaun foun Integradu, Companhia Bravo UPF, RAEOA | 100 | 0 | -80 | 20 |
| 366131H Novo Construsaun Postu Vizilansia, Posto Leolbatan | 100 | 0 | -80 | 20 |
| 366131I Novo Construsaun Postu Vizilansia, Posto Haumenana | 100 | 0 | -80 | 20 |
| 366131J Novo Construsaun Postu Vizilansia, Posto Saben | 100 | 0 | -80 | 20 |
| 366131K Novo Construsaun Postu Vizilansia, Posto Sesu | 100 | 0 | -80 | 20 |
| 366131L Novo Construsaun Postu Vizilansia, Posto Manu Mutin/ Malelat | 100 | 0 | -80 | 20 |
| 366131M Novo Konstrusaun Quartel Municipio Dili Tipo A | 100 | 0 | -80 | 20 |
| 366131N Novo Konstrusaun Quartel Municipio Aileu Tipo B | 100 | 0 | -80 | 20 |
| 366131O Novo Konstrusaun Quartel Municipio Liquica Tipo B | 100 | 0 | -80 | 20 |
| 366131P Novo Konstrusaun Quartel Municipio Ermera Tipo B | 100 | 0 | -80 | 20 |
| 366131Q Novo Konstrusaun Esquadra PNTL Veral Cruz Tipo A | 100 | 0 | -80 | 20 |
| 366131R Novo Konstrusaun Esquadra PNTL Nain Feto Tipo A | 100 | 0 | -80 | 20 |
| 366131S Novo Konstrusaun Esquadra PNTL Cristo Rei Tipo A | 100 | 0 | -80 | 20 |
| 366131T Novo Konstrusaun Esquadra PNTL Laclo Tipo B | 25,000 | 0 | -18,000 | 7,000 |
| 366131U Novo Konstrusaun Esquadra PNTL Lore Tipo C | 25,000 | 0 | -10,000 | 15,000 |
| 366131W Novo Konstrusaun Esquadra PNTL Bobonaro Vila Tipo B | 100 | 0 | -80 | 20 |
| 366131X Novo Konstrusaun Esquadra PNTL Santa Rosa Suai Villa Tipo B | 100 | 0 | -80 | 20 |
| 366131Y Novo Konstrusaun Esquadra PNTL Ainaro Villa Tipo B | 100 | 0 | -80 | 20 |
| 366131Z Novo Konstrusaun Bairos PNTL Covalima | 100 | 0 | -80 | 20 |
| 3661320 Konstrusaun Edifisiu Protesaun Sivil, Munisipiu Dili | 100 | 0 | -80 | 20 |
| 3661321 Konstrusaun Edifisiu Protesaun Sivil, Munisipiu Ainaro | 100 | 0 | -80 | 20 |
| 3661322 Reabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Lela | 100 | 0 | -80 | 20 |
| 3661323 Reabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Fatululik | 100 | 0 | -80 | 20 |
| 3661324 Reabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Beluli Kraik | 100 | 0 | -80 | 20 |
| 3661325 Reabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Fatumea | 100 | 0 | -80 | 20 |
| 3661328 Reabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Walalama | 100 | 0 | -80 | 20 |
| 3661329 Reabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Companhia Bravo | 100 | 0 | -80 | 20 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|---------|-------------|
| 366132A Novo Konstrusaun Bairos PNTL Dili | 100 | 0 | -80 | 20 |
| 366132B Novo Konstrusaun Kazerna iha Posto Vemasse | 100 | 0 | -80 | 20 |
| 366132C Novo Konstrusaun Kazerna iha Posto Lore | 100 | 0 | -80 | 20 |
| 366132D Novo Konstrusaun Kazerna iha Posto Lautem | 100 | 0 | -80 | 20 |
| 366132E Novo Konstrusaun Kazerna iha Posto Iliomar | 100 | 0 | -80 | 20 |
| 366132F Novo Konstrusaun Kazerna iha Posto Laçlo | 100 | 0 | -80 | 20 |
| 366132G Novo Konstrusaun Kazerna iha Posto Baoknana | 100 | 0 | -80 | 20 |
| 366132H Novo Konstrusaun Kazerna iha Posto Balibo | 100 | 0 | -80 | 20 |
| 366132I Novo Konstrusaun Kazerna iha Posto Lolotoe | 100 | 0 | -80 | 20 |
| 366132J Novo Konstrusaun Kazerna iha Posto Bobonaro | 100 | 0 | -80 | 20 |
| 366132K Novo Konstrusaun Kazerna iha Posto Cailaco | 100 | 0 | -80 | 20 |
| 366132L Novo Konstrusaun Kazerna iha Posto Fohoren | 100 | 0 | -80 | 20 |
| 366132M Novo Konstrusaun Kazerna iha Posto Maubara | 100 | 0 | -80 | 20 |
| 366132N Novo Konstrusaun BMOP Bobonaro | 100 | 0 | -80 | 20 |
| 366132O Novo Konstrusaun BMOP Baucau | 100 | 0 | -80 | 20 |
| 366132P Novo Konstrusaun BMOP Oe-Cusse | 100 | 0 | -80 | 20 |
| 366132Q Rehabilitasaun Konstrusaun Existente, Sentru Formasaun Raerobo, 10 Unit | 100 | 0 | -80 | 20 |
| 366132R Novo Konstrusaun Sentru Formasaun Raerobo, 2 Unit | 100 | 0 | -80 | 20 |
| 366132S Migration Service Building Acquisition in Dili, Timor-Leste | 100 | 0 | -80 | 20 |
| 366132U Construction of Tower for PNTL, Seu-Mau - 35 meter | 100 | 0 | -80 | 20 |
| 366132V Construction of Tower for PNTL, New Akrema - 25 meter | 100 | 0 | -80 | 20 |
| 366132W Construction of Tower for PNTL, New Samoro - 35 meter | 100 | 0 | -80 | 20 |
| 366132X Interior Fitment anf Supply Instalation Edifisio Foun Migrasaun MI | 100 | 0 | -80 | 20 |
| 3661330 Konstrusaun foun Postu Vizilansia Posto Horak | 100 | 0 | -80 | 20 |
| 3661331 Konstrusaun foun Postu Vizilansia Posto Anin Matan | 100 | 0 | -80 | 20 |
| 3661332 Konstrusaun foun Postu Vizilansia Posto Lenkede | 100 | 0 | -80 | 20 |
| 3661333 Konstrusaun foun Postu Vizilansia Posto Wesei | 100 | 0 | -80 | 20 |
| 3661334 Konstrusaun foun Postu Vizilansia Posto Moruk Laran Tilomar | 100 | 0 | -80 | 20 |
| 3661335 Konstrusaun foun Integradu, Companhia Bravo UPF, Covalima | 100 | 0 | -80 | 20 |
| 3661336 Novo Construsaun Posto Vizilansia, Posto Lela | 100 | 0 | -80 | 20 |
| 3661338 Novo Construsaun Posto Vizilansia, Posto Fatumea pemancar | 100 | 0 | -80 | 20 |
| 366133E Reabilitação do Edifício Serviço de Migração do Ministerio Interior | 21,320 | 0 | -17,056 | 4,264 |
| 366133I Supply and Installation of Interior fitment for UPF building Covalima Municipality | 21,320 | 0 | -17,056 | 4,264 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|---------|-------------|
| 366133J Supply and Installation of Interior fitment for UPF building RAEOA | 21,320 | 0 | -17,056 | 4,264 |
| 366133K Supply and Installation of Interior fitment for UPF building Bobonaro Municipality | 21,320 | 0 | -17,056 | 4,264 |
| 366133L Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Segurança Nacional) | 21,320 | 0 | -17,056 | 4,264 |
| 366133M Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Segurança Nacional) | 21,320 | 0 | -17,056 | 4,264 |
| 3661340 Rehabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Derok Ren | 100 | 0 | -80 | 20 |
| 3661341 Rehabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Leohito | 100 | 0 | -80 | 20 |
| 3661342 Rehabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Nunura H.L.A | 100 | 0 | -80 | 20 |
| 3661343 Rehabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Memo | 100 | 0 | -80 | 20 |
| 3661344 Rehabilitasaun, Postu Vizilansia Existente Unidade Patrohamento Fronteira (UPF), Posto Saburai | 100 | 0 | -80 | 20 |
| 3661345 Konstrusaun foun Postu Vizilansia, Posto Sakaer Midar-Kowa | 100 | 0 | -80 | 20 |
| 3661346 Konstrusaun foun Postu Vizilansia, Posto TCL 13-Mota Ain Batugade | 100 | 0 | -80 | 20 |
| 3661347 Konstrusaun foun Postu Vizilansia, Posto Kaizus Laran-Kowa | 100 | 0 | -80 | 20 |
| 3661349 Konstrusaun foun Postu Vizilansia, Posto Nunura Leohito | 100 | 0 | -80 | 20 |
| 3661350 Konstrusaun foun Postu Vizilansia, Posto Oa Detan-Tunubibi | 100 | 0 | -80 | 20 |
| 3661351 Konstrusaun foun Postu Vizilansia, Posto Uma Kou | 100 | 0 | -80 | 20 |
| 3661360 Bairro PNTL Municipio de Baucau | 100 | 0 | -80 | 20 |
| 3661363 Bairro PNTL Municipio de Viqueque | 100 | 0 | -80 | 20 |
| 3661365 Construção da Quarter PNTL Municipio Dili | 10,000 | 0 | -8,000 | 2,000 |
| 3661366 Construção da Squadra PNTL Postos Administrativo Vera Cruz | 100 | 0 | -80 | 20 |
| 3661367 Construção da Squadra PNTL Postos Administrativo Laçlo | 100 | 0 | -80 | 20 |
| 3661369 Supervisao Construção da Quarter General de Edificio da PNTL em Caicoli | 50,000 | 0 | -40,000 | 10,000 |
| 3661387 Construção da squadra PNTL posto administrative Cristo Rei | 100 | 0 | -80 | 20 |
| 3661388 Novo fornecimento eletricidade do bairro PNTL Ermera | 100 | 0 | -80 | 20 |
| 3661389 Novo fornecimento agua e eletrisidade do bairro PNTL Aileu | 100 | 0 | -80 | 20 |
| 3661390 Quartel Pntl municipio Liquica | 100 | 0 | -80 | 20 |
| 3661393 Konstrusaun foun Postu Vizilansia, Posto Nu'u Laran | 100 | 0 | -80 | 20 |
| 3661394 Konstrusaun foun Postu Vizilansia, Posto Bora | 100 | 0 | -80 | 20 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|---------|-------------|
| 3661395 Quartel Geral Unidade Patroamento Fronteira (UPF) Nu'u Badak Batugede | 100 | 0 | -80 | 20 |
| 3661396 Novo Konstrusaun Integradu, Companhia Bravo UPF, Bobonaro | 100 | 0 | -80 | 20 |
| 3661397 Reabilitasaun Postu Vizilansia Existente Unidade Patroamento Fronteira (UPF), Posto Nipane | 100 | 0 | -80 | 20 |
| 3661398 Reabilitasaun Postu Vizilansia Existente Unidade Patroamento Fronteira (UPF), Posto Palaban Aeroporto Rote de Sandolo | 100 | 0 | -80 | 20 |
| 3661399 Reabilitasaun Postu Vizilansia Existente Unidade Patroamento Fronteira (UPF), Posto Quibiselo | 100 | 0 | -80 | 20 |
| 3662501 Estudu e DED Novu Konstrusaun Kazerna SM Dili | 100 | 0 | -80 | 20 |
| 3662502 Estudu e DED Novu Konstrusaun Edifisiu Delegasaun Teritorial Baucau | 100 | 0 | -80 | 20 |
| 3662503 Estudu Novu E Novu Konstrusaun Edifisiu Delegasaun Teritorial Suai | 100 | 0 | -80 | 20 |
| 3662504 Estudu e DED Novu Konstrusaun Edifisiu SM - Regional Oecusse | 10,000 | 0 | -4,000 | 6,000 |
| 3662505 Estudu e DED Novu Konstrusaun Edifisiu SM - Posto Tunubibi Inklui Sentru Detensaun & Kazerna - Bobonaro | 10,000 | 0 | -4,000 | 6,000 |
| 3662506 Estudu e DED Novu Konstrusaun Edifisiu SM - Posto Sakato Inklui Sentru Detensaun & Kazerna Oecusse | 100 | 0 | -80 | 20 |
| 3662508 Estudu e DED Novu Konstrusaun Bairos SM - Regional Oecusse | 100 | 0 | -80 | 20 |
| 3662509 Estudu e DED Konstrusaun Edifisiu Protesaun Sivil, Munisipiu Dili | 100 | 0 | -80 | 20 |
| 3881001 Estudu e DED New construction of Navy Port in Hera | 120,000 | 0 | -96,000 | 24,000 |
| 3881003 Resettlement - Site Clearance for National Defense Program | 5,000 | 0 | -4,000 | 1,000 |
| 3881101 Construção CAS & CFT adicional para F-FDTL em Metinaro | 5,000 | 0 | -4,000 | 1,000 |
| 3881102 Second phase of construction of military company base F-FDTL and Damanlara | 100 | 0 | -80 | 20 |
| 3881103 Supervisão Construção Edifício e Casernas Para Unidade das Falintil Lahane | 100 | 0 | -80 | 20 |
| 3881104 Supervisão Construção Casernas Para F-FDTL em Metinaro | 25,000 | 0 | -20,000 | 5,000 |
| 3881105 Supervisão Construção Bairro Militar F-FDTL em Beduku | 50,000 | 0 | -40,000 | 10,000 |
| 3881106 Supervisão Construção do Novo Edifício Ministerio da Defesa em Fatuhada | 100 | 0 | -80 | 20 |
| 3881107 Supervisão Construção do Instituto de Defesa Nacional | 100 | 0 | -80 | 20 |
| 3881108 Supervisão Construção do Edifício Comando Naval Hera | 100 | 0 | -80 | 20 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|----------|-------------|
| 3881113 Construção Novo Edifício Comando Falintil-Força Defesa Timor Leste e Edifício Ministerio da Defesa em Fatuhada | 100 | 0 | -80 | 20 |
| 3881115 Construção do Instituto de Defesa Nacional | 50,000 | 0 | -40,000 | 10,000 |
| 3881124 Konstrusaun Porto Naval Hera | 500,000 | 0 | -400,000 | 100,000 |
| 3881127 Construção Edifício e Casernas Para Unidade das F-FDTL Lahane | 250,000 | 0 | -200,000 | 50,000 |
| 3881128 Construção Casernas Para F-FDTL em Metinaro | 175,744 | 0 | -140,595 | 35,149 |
| 3881129 Construção Bairro Militar F-FDTL em Beduku | 100,000 | 0 | -80,000 | 20,000 |
| 3881132 DED Bairro Militar Baucau | 90,000 | 0 | -72,000 | 18,000 |
| 3881133 DED Pontu Apoio Lore | 120,000 | 0 | -96,000 | 24,000 |
| 3881134 New Construction of Military Residence at Tata, Ermera Municipality | 100 | 0 | -80 | 20 |
| 3881135 New Building of F-FDTL Land Component Headquarter at Tata, Ermera Municipality | 100 | 0 | -80 | 20 |
| 3881136 New Construction of Navy Port Hera, Dili Municipality | 10,000 | 0 | -8,000 | 2,000 |
| 3881137 New Construction for Military Marriage Quartel at Beduku, Liquica Municipality | 100 | 0 | -80 | 20 |
| 3881138 Construction of School Military for Ministry Defence | 21,320 | 0 | -17,056 | 4,264 |
| 3881140 Construcao Postu Militar Selo Kraik | 21,320 | 0 | -17,056 | 4,264 |
| 3881141 Construcao Postu Militar Gleno- Ermera | 21,320 | 0 | -17,056 | 4,264 |
| 3881142 Construção Postu Militar iha Suco Fahilebu, Railaku, Municipiu Ermera | 21,320 | 0 | -17,056 | 4,264 |
| 3881143 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Defesa Nacional) | 21,320 | 0 | -17,056 | 4,264 |
| 3881144 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Defesa Nacional) | 21,320 | 0 | -6,176 | 15,144 |
| 3921201 Prepara Dezeñu no BoQ ba konstrusaun Prijaun Weberek | 199,163 | 0 | -189,163 | 10,000 |
| 3921204 Resettlement - Site Clearence for Access to Justice Program | 50,000 | 0 | -50,000 | 0 |
| 3921207 Supervisaun ba Konstrusaun Sentru Rehabilitasaun Juvenil | 228,680 | 0 | -228,680 | 0 |
| 3921210 Supervisaun ba Konstrusaun Prizaun Weberek | 21,320 | 0 | -21,320 | 0 |
| 3921211 RE-DEZENHO (DED) BA PROJETO CENTRO REHABILITASAUN JUVENIL | 21,320 | 0 | -21,320 | 0 |
| 3921212 Contrucao Prizaun Weberek/Sentru Koreksional Produtivu Weberek | 20,320 | 0 | -20,320 | 0 |
| 3921213 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Acesso à Justiça) | 21,320 | 0 | -21,320 | 0 |
| 3921214 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Acesso à Justiça) | 21,320 | 0 | -21,320 | 0 |
| 3921603 Konstrusaun Sentru Rehabilitasaun Juvenil | 250,000 | 0 | -250,000 | 0 |
| 3921604 Construção Edifício / Residência ba Defensoria pública em Viqueque | 1,000 | 0 | -1,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|----------|-----------|----------|-------------|
| 4390608 Preparasaun Dezenho detalhado no construação ba edefício RTTL no TATOLI iha Aimutin | 100,000 | 0 | -3,000 | 97,000 |
| 4390708 Construção de 12 Torre RTTL (Tore, Uma Operasaun 2 & dalan aksesu) | 50,000 | 0 | -1,000 | 49,000 |
| 4390709 Estudo e Deseinho Engenharia Detalhada (DED) para 12 tores | 50,000 | 0 | -1,000 | 49,000 |
| 4390713 Resettlement - Site Clearance for Ensuring freedom of expression and access to information Program | 10,000 | 0 | -1,000 | 9,000 |
| 4390714 New Construction of TATOLI I.P. Office Building in Aimutin, Bairro-Pite, Dili Municipality | 42,320 | 0 | -1,000 | 41,320 |
| 4390715 Supervision for New Construction of TATOLI I.P. Office Building in Aimutin, Bairro-Pite, Dili Municipality | 21,320 | 0 | -1,000 | 20,320 |
| 4390716 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Garantir à Liberdade de Expressão e Acesso à Informação) | 21,320 | 0 | -1,000 | 20,320 |
| 4390717 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Garantir à Liberdade de Expressão e Acesso à Informação) | 21,320 | 0 | -1,000 | 20,320 |
| 5100100 Timor-Leste Embassy Building Acquisition in Lisbon, Portugal | 50,000 | 0 | -50,000 | 0 |
| 5100130 Construction of Democracy & Civic Education Center, Dili Municipality | 250,000 | 0 | -250,000 | 0 |
| 510013P Construction of Municipal Assembly Office Building, Baucau Municipality | 250,000 | 0 | -250,000 | 0 |
| 510013R New Construction of STAE Office Building + Fence, RAEOA | 12,293 | 0 | -12,293 | 0 |
| 510013S Construction of the New Ministry of Education Building in Dili | 1,000 | 0 | -1,000 | 0 |
| 5100419 Supervisaun para Construção do novo edifício de Ministério das Obras Públicas (MOP) | 1,000 | 0 | -1,000 | 0 |
| 5100426 Konstrusaun Edifício SNI | 100,000 | 0 | -100,000 | 0 |
| 5100427 Konstrusaun Edifício PCIC | 25,000 | 0 | -25,000 | 0 |
| 5100429 Construction of the IGE Office, Workshop and Warehouse Complex Building | 100 | 0 | -100 | 0 |
| 5100430 Construction Supervision of the IGE Office, Workshop and Warehouse Complex Building | 1,000 | 0 | -1,000 | 0 |
| 5100431 Supervisaun ba Edifício Nacional STAE | 250 | 0 | -250 | 0 |
| 5100455 Construction of assembly office in Manatutu Municipality | 50,000 | 0 | -50,000 | 0 |
| 5100457 Construction of assembly office in Bobonaro Municipality | 50,000 | 0 | -50,000 | 0 |
| 5100459 Construction of assembly office in Baucau Municipality | 50,000 | 0 | -50,000 | 0 |
| 5100461 Construction of assembly office in Dili Municipality | 50,000 | 0 | -50,000 | 0 |
| 5100463 Construction of administration office in Aileu Municipality | 50,000 | 0 | -50,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|----------|-------------|
| 5100465 Construction of administration office in Ermera Municipality | 50,000 | 0 | -50,000 | 0 |
| 5100467 Construction of administration office in Liquica Municipality | 50,000 | 0 | -50,000 | 0 |
| 5100469 Construction of administration office in Viqueque Municipality | 50,000 | 0 | -50,000 | 0 |
| 5100471 Rehabilitation residence of President Authority Manatuto | 100,000 | 0 | -100,000 | 0 |
| 510050A Study and DED of The Academy of Arts | 50,000 | 0 | -50,000 | 0 |
| 510050B Dili Financial Business Center | 1,000 | 0 | -1,000 | 0 |
| 510050C Construção o novo Edifício Secretaria de Estado da Igualdade | 100,000 | 0 | -100,000 | 0 |
| 510050D Supervisão para Construção o novo Edifício Secretaria de Estado da Igualdade | 100,000 | 0 | -100,000 | 0 |
| 510050F Design & build Construction for new Ministry of Tourism and Environmental office. | 1,000 | 0 | -1,000 | 0 |
| 510050G Supervision of Design & Build Construction of New Ministry of Tourism and Environmental office | 1,000 | 0 | -1,000 | 0 |
| 510050I Construction of National STAE Office Building in Dili Municipality | 50,000 | 0 | -50,000 | 0 |
| 510050J Supervision of Construction of National STAE Office Building in Dili Municipality | 50,000 | 0 | -50,000 | 0 |
| 510051A Konstrusaun Edifício Central MAE | 500 | 0 | -500 | 0 |
| 510051G Construção novo edifício do Parlamento Nacional | 100,000 | 0 | -100,000 | 0 |
| 510051K Construction supervision for New Construction of national Center Archive Centro National Chega (CNC) | 1 | 0 | -1 | 0 |
| 510051M Construção do novo Edifício de PDHJ | 500 | 0 | -500 | 0 |
| 510051N Supervisaun para o novo Construção do Edifício de PDHJ | 500 | 0 | -500 | 0 |
| 510051Q Supervizaun ba Konstrusaun Edifício SNI | 50,000 | 0 | -50,000 | 0 |
| 510051R Supervizaun ba Konstrusaun Edifício PCIC | 25,000 | 0 | -25,000 | 0 |
| 510051T Estudo e desenho Edifício MCI | 1,000 | 0 | -1,000 | 0 |
| 510051W Supervisao da Contrucao do Edifício da Assembleia Municipal 4 (Dili, Baucau, Bobonaro, Manatuto) | 200,000 | 0 | -200,000 | 0 |
| 510051X Construção de um novo edifício nas instalações do Ministério do Ensino Superior, Ciencia e cultura. | 21,000 | 0 | -21,000 | 0 |
| 510051Y Konstrusaun ba Edifisiu MTC | 21,000 | 0 | -21,000 | 0 |
| 510051Z Supervisao da Contrucao do Edifício da Assembleia Municipal 4 (Aileu, Baucau, Bobonaro, Manatuto) | 21,000 | 0 | -21,000 | 0 |
| 5100529 New construction of ige outbuilding and covered ways and vehicle wash facility building | 100 | 0 | -100 | 0 |
| 510052B Projeto Konstrusaun Edifisiu Casa Imprensa | 21,000 | 0 | -21,000 | 0 |
| 510052C Modelo moru prototipe Edifisiu Administrasaun no Asembleia Municipal Manatuto | 42,000 | 0 | -42,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|-----------|-----------|----------|-------------|
| 510052D Konstrusaun Site Development Plan Edifisio Administrasaun no Asemblia Municipal Manatuto | 42,000 | 0 | -42,000 | 0 |
| 510052E Construsaun Armajen do Ministério da Administração Estatal no palacio Presidente Aitarak Laran, Dili | 21,000 | 0 | -21,000 | 0 |
| 510052H Dili International Convention Center | 21,000 | 0 | -21,000 | 0 |
| 510052I New Construction of Ministry of Agriculture, Livestock, Fisheries and Forestry (MAPPF) Building, Comoro | 21,000 | 0 | -21,000 | 0 |
| 510052J New Construction of INSS Building | 21,000 | 0 | -21,000 | 0 |
| 510052L Supervisao Construcao do Banco Nacional de Desenvolvimento, Dili | 21,000 | 0 | -21,000 | 0 |
| 510052M Feasibility Study for Carau Ulun River Water Resources Development Scheme manufahi, Timor-Leste | 21,000 | 0 | -21,000 | 0 |
| 510052N Construcao do Novo Gabinete da Procuradoria-Geral, Residencia e Edificio de Apoio em Letefoho, Municipio de Manufahi | 21,000 | 0 | -21,000 | 0 |
| 510052P New Construction of INCT Office Building | 21,000 | 0 | -21,000 | 0 |
| 510052Q Construction Supervision of INCT Office Building | 21,000 | 0 | -21,000 | 0 |
| 510052T Konstrusaun Sentru Investigasaun no Edukasaun Marina iha Atauro | 21,000 | 0 | -21,000 | 0 |
| 510052U Supervizaun ba Konstrusaun Sentru Investigasaun no Edukasaun Marina iha Atauro | 21,000 | 0 | -21,000 | 0 |
| 510052X New Construction of TATOLI I.P. Office Building | 40,000 | 0 | -40,000 | 0 |
| 5100531 Prototipe Construction for Buildings Administrations of Municipality of Ermera | 500,000 | 0 | -500,000 | 0 |
| 5100544 Construção de nova Investigação Criminal | 1,000 | 0 | -1,000 | 0 |
| 5100552 Construction of new building of the Public Works Ministry | 1,000,000 | 0 | -600,000 | 400,000 |
| 5100599 Konstrusaun Edificio STAE Nacional | 250 | 0 | -250 | 0 |
| 5105402 Preparation of the Detailed Study and Design of the National Parliament Building | 100,000 | 0 | -100,000 | 0 |
| 5105403 Estudos e Deseinho Engenharia Detalhada(DED) do Novo Edificio Arquivo Nacional | 150,000 | 0 | -150,000 | 0 |
| 5105406 Estudo Viabilidade para construcao edificio Escritório Parlamento Nacional | 100,000 | 0 | -100,000 | 0 |
| 5105410 Supervizaun ba Konstrusaun Edificio Central MAE | 100 | 0 | -100 | 0 |
| 5105416 Redesenho da subestrutura e telhado da Administração Municipal de Ermera | 47,590 | 0 | -47,590 | 0 |
| 5105418 Supervisão para a construção do Novo Edificio de E-Recruitment Building-CFP | 1 | 0 | -1 | 0 |
| 5105426 Consulting Services for The Detailed Engineering Design of The IGE Office, Workshop, Warehouse Complex Building | 100 | 0 | -100 | 0 |
| 5105438 Study and DED of National Museum of Timor-Leste | 50,000 | 0 | -50,000 | 0 |
| 5105442 Supervision for Construction of the New Ministry of Education Building in Dili | 1,000 | 0 | -1,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|----------|-------------|
| 5105444 Supervisao da Contrucao do Edificio da Adminitracao Municipal 4 (Aileo, Ermera, Liquisa, Viqueque) | 200,000 | 0 | -200,000 | 0 |
| 5105445 Re-desenho DED da Contrucao do Edificio PCIC iha Dili | 100,000 | 0 | -100,000 | 0 |
| 5105446 Supervisao da Contrucao do Edificio da Adminitracao Municipal 4 (Dili, Ermera, Liquisa, Viqueque) | 21,000 | 0 | -21,000 | 0 |
| 5105447 Consultant Services For Detailed Design (DED) For the New Construction of Scientific Police and Investigation Criminal Office Building in Dili Municipality. | 21,000 | 0 | -21,000 | 0 |
| 5105448 Projeto Supervizaun ba Konstrusaun Edifisiu Casa Imprensa | 21,000 | 0 | -21,000 | 0 |
| 5105449 Construction Supervision of Ministry of Agriculture, Livestock, Fisheries and Forestry (MAPPF) Building, Comoro | 21,000 | 0 | -21,000 | 0 |
| 5105450 Consultan Supervision of the New Construction of INSS Building | 21,000 | 0 | -21,000 | 0 |
| 5105451 Feasesibility Study for Belulic River Water Resources Development Scheme Ainaro, Timor-Leste | 21,000 | 0 | -21,000 | 0 |
| 5212002 Desenho Detalhado de Engenharia (DDE) de Infraestruturas Escolares (Espacos de Aprendizagem do seculo XXI) | 514,397 | 0 | -1,000 | 513,397 |
| 5212003 Construction of New School in Baucau, with Referral to the Portuguese School of Dili | 10,000 | 0 | -1,000 | 9,000 |
| 5212004 Construção de Nova Escola Polo de Lospalos | 453,185 | 0 | -1,000 | 452,185 |
| 5212005 Construção de Nova Escola Polo de Liquica | 138,504 | 0 | -1,000 | 137,504 |
| 5212006 Construção de Nova Escola Polo de Suai | 5,000 | 0 | -1,000 | 4,000 |
| 5212013 Site Work Construction for EBF School Balibar (Site Works ba Eskola Kontrusaun EBF Balibar_SSS/115/MPIE-2024) | 15,000 | 0 | -1,000 | 14,000 |
| 5212014 New Construction of Ermera CAFE Building | 22,319 | 0 | -1,000 | 21,319 |
| 5212015 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Ensino Básico) | 11,321 | 0 | -1,000 | 10,321 |
| 5212016 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Ensino Básico) | 15,321 | 0 | -1,000 | 14,321 |
| 5221305 Konstrusaun Eskola CAFÉ Dili | 129,389 | 0 | -2,000 | 127,389 |
| 5221318 Construção das Instalações do atual East CAFÉ institute (ETCI) em Gleno-Ermera. | 31,321 | 0 | -1,000 | 30,321 |
| 5221319 Servicos de Consultoria para Supervisao da construcao das Instalações do atual East CAFÉ institute (ETCI) em Gleno-Ermera. | 21,321 | 0 | -1,000 | 20,321 |
| 5221320 New construction of Polytechnic institute of Betano | 21,321 | 0 | -1,000 | 20,321 |
| 5221321 Consultancy Services for the Supervision of Polytechnic College for Agriculture, in Betano, Same Manufahi Municipality. | 21,321 | 0 | -1,000 | 20,321 |
| 5221322 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Ensinu Sekundáriu Vokasionál Jerál no Tékniku) | 11,321 | 0 | -1,000 | 10,321 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|-----------|-----------|------------|-------------|
| 5221323 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Ensino Sekundáriu Vokasionál Jerál no Tékniku) | 11,321 | 0 | -1,000 | 10,321 |
| 7980209 Projecto emergencia ba Inundasaun 13 de Marco 2020 (Água e Saneamento) | 100,000 | 0 | -50,000 | 50,000 |
| 7980703 Water and Sanitation project For Viqueque, Lautem, and Same Municipality | 1,583,554 | 0 | -1,250,000 | 333,554 |
| 7980737 Construction of Clean Water Multi-Villages | 100,000 | 0 | -50,000 | 50,000 |
| 7980744 Construction of Clean Water and Water clean system of Gurusa Villages, Queliqai. | 25,000 | 0 | -20,000 | 5,000 |
| 7980745 Construction of Clean Water , Water clean system and reservoir / Liner Tank of Suku Tasi aldeia Betulale Villages, Vemasse. | 25,000 | 0 | -20,000 | 5,000 |
| 7980746 Construction of Clean Water , Water clean system and reservoir / Liner Tank of Caenliu Villages, Ilomar. | 25,000 | 0 | -20,000 | 5,000 |
| 7980747 Construction of Clean Water and Water clean system of Wefia Villages, Lakluta. | 25,000 | 0 | -20,000 | 5,000 |
| 7980748 Construction of Clean Water and Water clean system of Sibuni Villages, Bobonaro. | 25,000 | 0 | -20,000 | 5,000 |
| 7980749 Construction of Clean Water , Water clean system and reservoir / Liner Tank of Manufahi Villages, Soibada. | 25,000 | 0 | -20,000 | 5,000 |
| 7981200 Project Supervision Consultant (PSC) of Water Supply and Sanitation Investment Project for Municipals Capitals of Lospalos and Same (L-CF) | 25,000 | 0 | -20,000 | 5,000 |
| 7981203 Project Supervision Consultant (PSC) of Water Supply and Sanitation Investment Project for Municipals Capitals of Lospalos, Same and Viqueque (L-CF) | 100,000 | 0 | -50,000 | 50,000 |
| 8020100 Melhoramentu no fornecimentu energia eletricidade husi sub stasaun Liquica ba Portu Tibar | 100,000 | 0 | -50,000 | 50,000 |
| 802011G New Installation MV Line, Transformer and LV Line New Distribution Line Sucu Katrai-Kraik Sucu Haupu District Ermera | 17,000 | 0 | -1,000 | 16,000 |
| 802011I Installation New Transformer & LV Line New Distribution Line Suco katrai Kraik District Ermera | 90,000 | 0 | -60,000 | 30,000 |
| 802011L Installation New MV Line,transformer & Extend LV Line & distribution Line from Lebukuku | 21,000 | 0 | -1,000 | 20,000 |
| 802011R New Installation MV,Line Transformer and LV Line from Dotik to Alas Manufahi District | 100,000 | 0 | -50,000 | 50,000 |
| 802011Z Installation New MV Line , Transformer & Extend LV Line and New Distribution Line from Nitib Tuan Oel Tam to nitib Tuan Oecusse District | 36,000 | 0 | -1,000 | 35,000 |
| 802012D New installation of mv,lv line and house connection in Area Lawai Viqueque District | 30,000 | 0 | -1,000 | 29,000 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|-----------------|------------------|----------------|--------------------|
| 802012I New Installation of MV, LV Line and House Connection from Vemasse to Cairabela and Waigoa - Baucau District | 49,000 | 0 | -1,000 | 48,000 |
| 802012M New Installation of MV, LV Line, and House Connection from Urbo to Ailelo - Ermera District | 50,000 | 0 | -1,000 | 49,000 |
| 802012U Aumenta Extensaun Linha no Komunidade Suco Malelat | 20,000 | 0 | -1,000 | 19,000 |
| 802013J Konstrusaun e Supervizaun Sub stasaun foun iha Tibar | 20,000 | 0 | -1,000 | 19,000 |
| 802013T Installation MV, LV Line and House Connection from Atabae to Rairobo, Faturase and Limanro - Bobonaro Municipality | 65,000 | 0 | -31,000 | 34,000 |
| 802014M New Installation MV, LV Line and House Connection from Nunomoge to Dare, Mausiga, Hatukeru, Goulora, Loetelu 1 and Loutelu 2- Ainaro Municipality | 100,000 | 0 | -50,000 | 50,000 |
| 802014W New Installation MV, LV Line and House Connection from Letefoho to Cailiti, Rotuto, Kulau Haburas and Hathur Arbouthou - Ermera Municipality | 30,000 | 0 | -1,000 | 29,000 |
| 802014X New Installation MV, LV Line and House Connection from Bairro Pite to Aldeia ba Dame - Dili Municipality | 50,000 | 0 | -1,000 | 49,000 |
| 802015K New Installation MV, LV Line and House Connection from Fleixa to Nunumoge, Tatiri and Mulo - Ainaro Municipality | 50,000 | 0 | -1,000 | 49,000 |
| 802015S New Installation MV, LV Line and House Connection from Manutasi to Cailoko and Hatobuilico - Ainaro Municipality | 30,000 | 0 | -1,000 | 29,000 |
| 802015T New Installation MV, LV Line and House Connection from Suco Edi, Maulau, Tiltuku and Maubisse Vila - Ainaro Municipality | 50,000 | 0 | -1,000 | 49,000 |
| 802015U New Installation MV, LV Line and House Connection from Mertuto to Mambrata, Samatrae, Nilbroen, Manukokorek and Leimea Kalimate - Ermera Municipality | 120,000 | 0 | -70,000 | 50,000 |
| 802015V New Installation MV, LV Line and House Connection from Bulo to Zulo - Covalima Municipality | 100,000 | 0 | -50,000 | 50,000 |
| 802015Z New Installation Mv, Lv Line & House Connection From Holarua to Datina, Carbulau, Erluli, Luak, Ailok Laran Turon - Manufahi district | 40,000 | 0 | -1,000 | 39,000 |
| 802016E New Installation MV, LV Line and House Connection from Mertutu to Mambata, Kailmate, Hatuegas and Nilbroen - Ermera Municipality | 50,000 | 0 | -1,000 | 49,000 |
| 802016F New Installation Mv, Lv Line & House Connection From Fleixa to Lisuhati, Lihuntutu & Dauralala - Ainaro Municipality | 100,000 | 0 | -50,000 | 50,000 |
| 802016L Interligado /Lela Alto Lebos | 30,000 | 0 | -1,000 | 29,000 |
| 802016N New Installation of MV, LV Line and House Connection fromLiquica Vila to Loidahar, Maudemo, Hekar Loidahar, Hatuleho, Koni Leopa, Aipelo, Maumeta, and Leopa - Liquica Municipality | 20,000 | 0 | -1,000 | 19,000 |
| 802016P New Installation MV, LV Line and House Connection from Wanira to Wairoke, Ulukisi, Ailembere, and Liarafa, Luro - Lautem Municipality | 10,000 | 0 | -1,000 | 9,000 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|-----------|-----------|----------|-------------|
| 802017F Media Tensaun (MT) & Baixa Tensaun (BT) ba Sucos / Diribu | 400,000 | 0 | -50,000 | 350,000 |
| 802017I New Installation of MV, LV Line and House Connection from Balide to Delta 3, Fomento, Manleuana, Bualaran, Aldeia Moris Dame, Eskola Fatumeta, Cacauido, Ailok Laran, Bua Laran and Lisbutak - Dili Municipality | 20,120 | 0 | -1,000 | 19,120 |
| 802017J Rehabilitasaun Linha Media Tensaun & Baixa Tensaun / Feeder 6 | 30,000 | 0 | -1,000 | 29,000 |
| 802017K New Installation of MV, LV Line and House Connection from Feederll Becora to Taibesl, Bemori and Balide - Dili Municipality | 60,000 | 0 | -20,000 | 40,000 |
| 802017L Rehabilitasaun Linha Media Tensaun & Baixa Tensaun / Feeder 1 central elctric comoro - Rotunda | 30,000 | 0 | -1,000 | 29,000 |
| 802017M Rehabilitasaun Linha Media Tensaun & Baixa Tensaun / Feeder 5 | 50,000 | 0 | -1,000 | 49,000 |
| 802017O New Installation of MV, LV Line and House Connection from Fatuhada to Behoris, Arbiru Beach, Comoro Market, and Bebonuk - Dili Municipality | 30,000 | 0 | -1,000 | 29,000 |
| 802017X New Installation of MV, LV Line and House Connection from Aituto Flexa to Erelesu, and Libtutu - Ainaro Municipality | 100,000 | 0 | -50,000 | 50,000 |
| 802017Y Media Tensaun (MT) & Baixa Tensaun (BT) ba Sucos / Ainaro Vila | 10,000 | 0 | -1,000 | 9,000 |
| 802017Z New Installation Mv, Lv Line & House Connection From Bulo to Lepo and Hohopu, Zumalai - Covalima Municipality | 50,000 | 0 | -1,000 | 49,000 |
| 802018A New Installation MV, LV Line and House Connection from Suai Vila to Suai Debos Office District, Tabaklot, Matai, Kiar Laran, Audian, Aldeia Halihun, MDGS, Matai, MDGS Halihun - Covalima Municipality | 150,000 | 0 | -80,000 | 70,000 |
| 802018B New Installation of MV, LV Line and House Connection from Suco Sadahur to Posto Administrativo Tilomar - Covalima Municipality | 40,316 | 0 | -1,000 | 39,316 |
| 802018J Muro de Proteção ao Tore N98, Liquica - Maliana section, Bobonaro | 25,000 | 0 | -1,000 | 24,000 |
| 802018K Muro de Proteção ao Tore N15, Maliana - Suai section, Bobonaro | 15,627 | 0 | -1,000 | 14,627 |
| 802018L Muro de Proteção ao Tore N92, Betano - Viqueque section, Manufahi | 10,000 | 0 | -1,000 | 9,000 |
| 802018S Rehabilitation of Distribution Network | 1,000,000 | 0 | -50,000 | 950,000 |
| 802018T Construction of New EDTL Office in 12 Municipalities | 500,000 | 0 | -50,000 | 450,000 |
| 802019A Distribution Management Information System (DMIS) | 943,684 | 0 | -50,000 | 893,684 |
| 802019B Distribution Control Center (DCC) and Distribution Automation System (DAS) | 1,000,000 | 0 | -800,000 | 200,000 |
| 802019D Rehabilitation of EDTL warehouse Caicoli | 250,000 | 0 | -50,000 | 200,000 |
| 802019E Extensaun Linna BT e Baixadas Poetali Assi, Manukati Leten, Lequidasl, Riatoni, Cairia, Haupia | 50,000 | 0 | -1,000 | 49,000 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|-----------|-----------|------------|-------------|
| 802019F Extensaun linha MT, BT, Transformador e Baixhadas Sari, Nona Bitei, Bairu Ergui & Lauala | 40,000 | 0 | -1,000 | 39,000 |
| 802019G Extensaun linha MT, BT, Transformador e Baixhadas Tidibesi - Taklela | 250,000 | 0 | -50,000 | 200,000 |
| 802019J Construction of New EDTL Office in Lautem Municipality | 500,000 | 0 | -50,000 | 450,000 |
| 802019K Construction of New EDTL Office in Liquica Municipality | 200,000 | 0 | -50,000 | 150,000 |
| 802019N Resettlement - Site Clearance for Electricity Program | 60,000 | 0 | -1,000 | 59,000 |
| 802019O New Construction of EDTL Office Building at Ermera Municipality | 10,000 | 0 | -1,000 | 9,000 |
| 802019P New Construction of EDTL Office Building at Covalima Municipality | 10,000 | 0 | -1,000 | 9,000 |
| 802019Q New Construction of EDTL Office Building at Manufahi Municipality | 10,000 | 0 | -1,000 | 9,000 |
| 802019R New Construction of EDTL Office Building at Ainaro Municipality | 10,000 | 0 | -1,000 | 9,000 |
| 802019S New Construction of EDTL Office Building at Aileu Municipality | 10,000 | 0 | -1,000 | 9,000 |
| 802019T Instalacao de iluminacao Publica, alimentada por paineis solares, na area de Behau. | 21,320 | 0 | -1,000 | 20,320 |
| 802019U Dili Underground Cable | 21,320 | 0 | -1,000 | 20,320 |
| 802019V Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Eléctricidade) | 21,320 | 0 | -1,000 | 20,320 |
| 802019W Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Eléctricidade) | 21,320 | 0 | -1,000 | 20,320 |
| 8020272 Supply and Delivery of Prepaid and AMR Meters, Accessories, and Related Services | 36,000 | 0 | -1,000 | 35,000 |
| 8020273 Supervision consultants (PSC) of Power Distribution Modernization Project | 100,000 | 0 | -50,000 | 50,000 |
| 809010C Financial Advisory Services Agreement between Government of Timor-Leste and International Finance Corporation on President Nicolau Lobato International Airport Hybrid Project (II). | 555,555 | 0 | -545,555 | 10,000 |
| 809010F Civil works (Runway extension: Apron, Taxiway, Pararel Taxiway, Ground Lighting, Control Tower, etc.) -Contrapartida Gov. ba ADB Loan | 4,618,681 | 0 | -2,618,681 | 2,000,000 |
| 8090132 Construction Supervision for the Upgrading of Existing Suai Airport | 55,000 | 0 | -45,000 | 10,000 |
| 8090138 Compensação à s pessoas afectadas pelo Projecto de Extensão 08/26 do Aeroporto Internacional Nicolau Lobatu | 1,000,000 | 0 | -500,000 | 500,000 |
| 8090141 Rehabilitasaun terminal existe Aeroporto IPNL Aeroporto IPNL | 200,000 | 0 | -100,000 | 100,000 |
| 8090143 Demolicao edificio existente ANATL, E. P e Konstrucao novo vedasao | 100,000 | 0 | -100,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|-----------|-----------|------------|-------------|
| 8090144 Estudo viabilidade para Expansão do Aeroporto Internacional Dili no futuro e Aeroportos regionais: Lospalos, Viqueque, Manufahi, no Maliana | 750,000 | 0 | -250,000 | 500,000 |
| 8090600 Construction Powerhouse at PNLIA | 21,321 | 0 | -11,321 | 10,000 |
| 8090601 Consultor de Gestão de Projectos (PMC) para Expansão de PNL International Airport, Comoro, Dili | 2,199,699 | 0 | -1,199,699 | 1,000,000 |
| 8090602 Estudo e Desenho do edifício VIP no Aeroporto Internacional PNL, Comoro, Díli | 100,000 | 0 | -90,000 | 10,000 |
| 8090606 Study and Design of Fuel Sub - Station at PNL Internatinal Airport, Comoro, Dili | 100,000 | 0 | -92,032 | 7,968 |
| 8090607 Study and Design of other Support Infrastructures (Hangar Building, etc..) at PNL Internatinal Airport, Comoro, Dili- DFAT Counter part (Essential Infrastructures PNLIA - Contrapartida ba emprestimo AIFFP, Australia) | 100,000 | 0 | -90,000 | 10,000 |
| 8090608 Construction Warehouse and Cargo Temporary at PNLIA | 21,321 | 0 | -11,321 | 10,000 |
| 8090609 Supervision Consultant for Powerhouse, Warehouse and Cargo Temporary Project at PNLIA | 21,321 | 0 | -11,321 | 10,000 |
| 8090610 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Aeroporto) | 21,321 | 0 | -11,321 | 10,000 |
| 8090611 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Aeroporto) | 21,321 | 0 | -11,321 | 10,000 |
| 9770643 Construction of Cyclopean Concrete Retaining Wall (Package I) Comoro River Sta. 2+840 - 4+160 (1.320 Km) Municipality of Dili. | 1,500,000 | 0 | -1,250,000 | 250,000 |
| 9805312 Construction of Monument "Saudozo Sahe ho Wewe" | 1,000 | 0 | -500 | 500 |
| 9805421 Konsepsaun Desenho Estadiu Municipal (3) No Ginaziu Multi Funsau ida (1) | 50,000 | 0 | -1,000 | 49,000 |
| 9805425 DED for Liquica Stadium and Manufahi (Suco Balubu) + Sports Center of Bobonaro Municipality and Multifunctions Covalima Municipality | 1,000 | 0 | -500 | 500 |
| 9805427 New Construction of Manufahi Municipal Stadium | 1,000 | 0 | -500 | 500 |
| 9805428 New Construction of Covalima Municipal Stadium | 1,000 | 0 | -500 | 500 |
| 9805429 New Construction of Lautem Municipal Stadium | 1,000 | 0 | -500 | 500 |
| 9805430 New Construction of Viqueque Municipal Sport Center | 1,000 | 0 | -500 | 500 |
| 9805431 New Construction Artificial Pavement, Fences Wall and Outside Drainge" in Kampo Comoro, Kampo Alor no Kampo Bintang. | 1,000 | 0 | -500 | 500 |
| 9805432 New construction of Dili Municipality stadium | 21,321 | 0 | -1,000 | 20,321 |
| 9805433 Supervision of New construction of Dili Municipality stadium | 21,321 | 0 | -1,000 | 20,321 |
| 9805434 Construcao Novo Estadio Futebol | 21,321 | 0 | -1,000 | 20,321 |
| 9805435 Supervision of Construcao Novo Estadio Futebol | 21,321 | 0 | -1,000 | 20,321 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|----------|-------------|
| 9805436 Multi-function Gym at Lautem municipality | 21,321 | 0 | -1,000 | 20,321 |
| 9805437 Multi-function Gym at Covalima municipality | 21,321 | 0 | -1,000 | 20,321 |
| 9805438 Multi-function Gym at Aileu municipality | 21,321 | 0 | -1,000 | 20,321 |
| 9805439 New Construction of Manufahi Municipality Stadium | 21,321 | 0 | -1,000 | 20,321 |
| 9805440 Supervision of New Construction of Manufahi Municipality Stadium | 21,321 | 0 | -1,000 | 20,321 |
| 9821101 Construção do Centro de Informação Turística em Baucau | 240,000 | 0 | -240,000 | 0 |
| 9821103 Preparacao Estudos/Desenho, Construcao e Supervisao para Desenvolvimento da Lagoa de Maubara | 170,700 | 0 | -100,700 | 70,000 |
| 9821119 Konstruksaun Edifisio Marina Square | 302,102 | 0 | -302,102 | 0 |
| 9821120 Preparasaun estudu preparativus no reasentamentu projetu PPP Praia Walusere/Jaco, Municipiu Lautem | 50,000 | 0 | -50,000 | 0 |
| 9821121 Preparasaun estudu preparativus no reasentamentu projetu PPP Be'e Manas Marobo, Municipiu Bobonaro. | 50,000 | 0 | -50,000 | 0 |
| 9821131 Rehabilitasaun no Konservasaun Bee Manas Uiacana Venilale, ba Turismo Lokal no Internasional | 100,000 | 0 | -100,000 | 0 |
| 9821132 Rehabilitasaun Kastela Antiga Totogua Laga | 100,000 | 0 | -100,000 | 0 |
| 9821133 Konstrusaun Edifisiu ANLA | 21,320 | 0 | -21,320 | 0 |
| 9821134 Konsultan Supervizaun Konstrusaun Edifisiu ANLA | 21,320 | 0 | -21,320 | 0 |
| 9821135 Kontinuasaun Konstrusaun Jardim Lifau | 21,320 | 0 | -21,320 | 0 |
| 9821136 Kontinuasaun Jardim Sta. Maria, Suco Oebahu | 21,320 | 0 | -21,320 | 0 |
| 9821137 Konstrusaun Calvario Lifau | 21,320 | 0 | -21,320 | 0 |
| 9821138 Konstrusaun edifisiu ambiente iha munisipiu manufahi | 21,320 | 0 | -21,320 | 0 |
| 9821139 Konstrusaun edifisiu ambiente iha munisipiu Ermera | 21,320 | 0 | -21,320 | 0 |
| 9821140 konstrusaun edifisiu ambiente iha munisipiu Bobonaro. | 21,320 | 0 | -21,320 | 0 |
| 9821141 Tourism and relevant infrastructure [PPP - preparatory works, design and studies, TSR, preparation of tender documents and Site Clearance] | 21,320 | 0 | -21,320 | 0 |
| 9821142 Consultancy Services for Bathymetric Survey of Seafont, Dili | 21,320 | 0 | -21,320 | 0 |
| 9821143 Const. Frente Maritima, Praia dos Coquerios, Dili | 10,660 | 0 | -10,660 | 0 |
| 9821144 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Turismo) | 10,667 | 0 | -10,667 | 0 |
| 9821145 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Turismo) | 21,320 | 0 | -21,320 | 0 |
| 9821205 Estudo de Construção de Praça Marinha em Liquiçá | 50,000 | 0 | -50,000 | 0 |
| 9821206 Supervisão da construção do Centro de Informação Turística em Baucau | 33,100 | 0 | -33,100 | 0 |
| 9821209 Resettlement - Site Clearence for Tourism Program | 50,000 | 0 | -50,000 | 0 |
| 9821210 Supervisaun ba Konstruksaun Edifisio Marina Square | 50,000 | 0 | -50,000 | 0 |
| 9821211 Preparasaun estudu preparativus no reasentamentu ba projetu Lagoa Seloj PPP, Municipiu Aileu | 50,000 | 0 | -50,000 | 0 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|-----------|-----------|------------|-------------|
| A080706 Instalação Infraestrutura backbone nacional cabo fibra ótica iha Torre EDTL | 100,000 | 0 | -80,000 | 20,000 |
| A080707 Wall protection of landing cable station | 150,000 | 0 | -120,000 | 30,000 |
| A080708 Data Center MOF | 100 | 0 | -80 | 20 |
| A081303 Estudo e Instalação da Fibra Ótica | 4,200,000 | 0 | -3,360,000 | 840,000 |
| A081304 Supply and installation of national connectivity project VII | 500,000 | 0 | -400,000 | 100,000 |
| A081305 Resettlement - Site Clearance for Telecommunications Program | 10,000 | 0 | -8,000 | 2,000 |
| A081306 National Complex Data Center of Timor-Lest Government | 10,000 | 0 | -8,000 | 2,000 |
| A081307 Serviços de Gestão Projetos LFA de Cabo Submarino de Fibra Ótica (2025 - 2041) | 840,000 | 0 | -672,000 | 168,000 |
| A081308 Supply and Installation of National connectivity Project VIII | 11,427 | 0 | -9,142 | 2,285 |
| A081309 Construção POP ou Gateway iha CLS Bebonuk | 10,000 | 0 | -8,000 | 2,000 |
| A081310 Expansão Rede 2026 (NCP IX) | 11,320 | 0 | -9,056 | 2,264 |
| A081311 DED no Construção Microondas Transmission 4 Konekta ba Liquica- RAEOA no Dili Atauro | 21,320 | 0 | -17,056 | 4,264 |
| A081312 Construção Centro Nacional Dadus iha Tibar, Baucau no Balibo | 21,320 | 0 | -17,056 | 4,264 |
| A081313 DED for National Data Center and Business Continuity Data Center Project for the Government of Timor Leste | 21,320 | 0 | -17,056 | 4,264 |
| A081314 Unic ID project (Programa ba Sistema Informatika Integrado) | 21,320 | 0 | -17,056 | 4,264 |
| A081315 New Construction of Trafo Shelter at CLS Bebonuk, Dili | 21,320 | 0 | -17,056 | 4,264 |
| A081317 Feasibility Study for National Data Center & Business Continuity Data Centres for Government of Timor-Leste | 21,320 | 0 | -17,056 | 4,264 |
| A081318 Re-Design no Supervisão ba Projeto sira nebe alista ona iha FI (Programa Tecnologia de Informação e Comunicação) | 21,320 | 0 | -17,056 | 4,264 |
| A081319 Retensão, cancelado, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Tecnologia de Informação e Comunicação) | 11,320 | 0 | -9,056 | 2,264 |
| A081506 Supervisão ba Instalação da Fibra Ótica | 100,000 | 0 | -80,000 | 20,000 |
| A270100 Re-Design no Supervisão ba Projeto sira nebe alista ona iha FI (Programa Implementação da Habitação comunitária digna) | 14,213 | 0 | -14,213 | 0 |
| A270102 Reabilitação de condições desfavoráveis de habitação para uma habitação digna e confortável | 50,000 | 0 | -50,000 | 0 |
| A270113 Retensão, cancelado, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Implementação da Habitação comunitária digna) | 14,214 | 0 | -14,214 | 0 |
| A270114 Resettlement-Site Clearance for Implementação da Habitação comunitária digna | 14,214 | 0 | -14,214 | 0 |
| A390407 Construction of Irrigation Project Malaian II | 1,000,000 | 0 | -200,000 | 800,000 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|-----------------|------------------|----------------|--------------------|
| A390410 Construção e supervisao da Irrigação de Sahen | 508,084 | 0 | -100,000 | 408,084 |
| A390413 Constrution Supervision of Lomea Irrigation Project, Covalima Municipality | 330,496 | 0 | -100,000 | 230,496 |
| A390418 Constrution Supervision of Laclo Irrigation Project, Manatuto Municipality | 220,710 | 0 | -100,000 | 120,710 |
| A390419 Constrution of Fatuk Metan Irrigation Project, Bemase Baucau Municipality | 492,125 | 0 | -200,000 | 292,125 |
| A390420 Constrution Supervision of Fatuk Metan Irrigation Project, Vemasse Baucau | 437,434 | 0 | -350,000 | 87,434 |
| A390421 Construction Supervision of Irabare Irrigation Project | 265,650 | 0 | -100,000 | 165,650 |
| A390422 Construction Supervision of Irigation Project Malaian II | 281,785 | 0 | -100,000 | 181,785 |
| A390423 Construction Supervision of Watuwa Irrigation Project | 332,500 | 0 | -150,000 | 182,500 |
| A390428 Resettlement - Site Clearance for Agriculture Program | 100,000 | 0 | -50,000 | 50,000 |
| A390443 Construction of Maliana I (Aqueduct) Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390444 Construction Supervision of Maliana I (Aqueduct) Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390445 Construction of Marco Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390446 Construction Supervision of Marco Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390447 Construction of Lacip Dotik Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390448 Construction Supervision of Lacip Dotik Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390449 Construction of Tequinomata Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390450 Construction Supervision of Tequinomata Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390451 Construction of Laueli Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390452 Construction Supervision of Laueli Irrigation Scheme | 25,000 | 0 | -20,000 | 5,000 |
| A390453 Construction of Maliana II Secondary Canal | 25,000 | 0 | -20,000 | 5,000 |
| A390455 Re-Design no Supervisaun ba Projeto sira nebe alista ona iha FI (Programa Agrikultura, Hortikultura, Kafé no Ai-horis Industriál no Anuáis) | 25,000 | 0 | -20,000 | 5,000 |
| A390456 Retensaun, kanseladu, no Abandona ba Projeto sira nebe alista ona iha FI (Programa Agrikultura, Hortikultura, Kafé no Ai-horis Industriál no Anuáis) | 25,000 | 0 | -20,000 | 5,000 |
| A390457 Konstrusaun Edifisiu Florestas iha 4 Municipio | 25,000 | 0 | -20,000 | 5,000 |
| A390458 Estabelesimentu Sentru Viveirus Ikan Foun | 25,000 | 0 | -20,000 | 5,000 |
| A390459 Konstrusaun Irigasaun | 25,000 | 0 | -20,000 | 5,000 |
| A390460 Konstrusaun Uma Quarentena no Edifisiu, Mess Foun ba Inspetor Quarentena | 25,000 | 0 | -20,000 | 5,000 |
| A390461 Konstrusaun Edifisiu ba Sentru Formasaun Integrado MAPPF iha 9 Munisipio | 25,000 | 0 | -20,000 | 5,000 |
| A390462 Konstrusaun ba Lavagem, no Armazenamentu café Estado | 25,000 | 0 | -20,000 | 5,000 |
| A390463 Konstrusaun Sentru Saude Animal (Pakote) | 25,000 | 0 | -20,000 | 5,000 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|----------|-----------|----------|-------------|
| 5105422 Supervisão para Construção dos Projetos do Fundo das Infra - estruturas | 1,000 | -965 | -35 | 0 |
| 366131V Novo Konstrusaun Esquadra PNTL Hatulia B Tipo C | 25,000 | -2,070 | -20,000 | 2,930 |
| 366133B Construção e melhoramento Infraestrutura de segurança Nacional | 21,320 | -2,070 | -17,056 | 2,194 |
| 366133C Conetividade de assegura ao assunto segurança de Linha Fronteiras (Bobonaro, Covalima e RAEOA) | 21,320 | -2,070 | -17,056 | 2,194 |
| 366133D Construction of UPF, TL-PDP, melhoramento in Gildapil Masagel Saburai, Bobonaro | 21,320 | -2,550 | -15,016 | 3,754 |
| 5221317 Rehabilitation of Nino Konis Santana High School Building at Lospalos, Timor-Leste | 21,321 | -4,265 | -1,000 | 16,056 |
| 510011L Reabilitação Edifício e Património Estado do Ex Titulares (sub-projetu: Reha-bilitação do Edifício do Ex Titulares Bloco A) em Farol, Dili | 5,000 | -4,990 | -10 | 0 |
| 510013K Reabilitação Edifício e Património Estado do Ex Titulares (sub-projetu: Reha-bilitação do Edifício do Ex Titulares Bloco B) em Farol, Dili | 5,000 | -4,990 | -10 | 0 |
| 5100418 Supervisaun para o novo Construção de edificio Comissão Nacional de Aprovisionamento (CNA, I.P.). | 12,554 | -10,000 | -2,554 | 0 |
| 366133F New Construction of Esquadra Tilomar, Covalima Municipality | 21,320 | -15,000 | -5,056 | 1,264 |
| 366133G New Construction of Esquadra Fatululik, Covalima Municipality | 21,320 | -15,000 | -5,056 | 1,264 |
| 366133H New Construction of Esquadra Fatumea, Covalima Municipality | 21,320 | -15,000 | -5,056 | 1,264 |
| 510052K Construcao do Banco Nasional de Desemvolvimento, Dili | 21,000 | -17,510 | -3,490 | 0 |
| 366132Y Construção da rede viária (estradas, estradas rurais, pontes) ao acesso de Posto de Vizilancia UPF, Bobonaro | 21,320 | -20,000 | -1,056 | 264 |
| 366132Z Construção da rede viária (estradas, estradas rurais, pontes) ao acesso do Posto de Vizilancia UPF, Covalima | 21,320 | -20,000 | -1,056 | 264 |
| 366133A Construção da rede viária (estradas, estradas rurais, pontes) ao acesso do Posto de Vizilancia UPF, RAEOA | 21,320 | -20,000 | -1,056 | 264 |
| 510052R Construction of the SECOOP new Office Building | 21,000 | -20,000 | -1,000 | 0 |
| 5105452 Construction Supervision of the SECOOP new Office Building | 21,000 | -20,000 | -1,000 | 0 |
| 3661309 Novo construção UPF Citrana, Oecusse | 100,000 | -30,000 | -56,000 | 14,000 |
| 3661386 Construcao da squadra PNTL posto administrative dom aleixo | 50,000 | -31,985 | -14,412 | 3,603 |
| 3661307 Novo construção UPF Sacato, Oecusse | 100,000 | -35,000 | -52,000 | 13,000 |
| 3661308 Novo construção UPF Oesilo, Oecusse | 100,000 | -35,000 | -52,000 | 13,000 |
| 5104701 Estudo de viabilidade para Projecto de Infra-estruturas | 150,000 | -48,455 | -101,545 | 0 |
| 0261424 Reabilitação de Estrada Rural, Ossu de Cima - Liaruka Chainage 4+000 - 6+00 | 279,442 | -52,267 | -170,000 | 57,175 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|---|-----------|-----------|----------|-------------|
| 3661311 Novo construção UPF Mota Masin, Covalima | 100,000 | -68,000 | -25,600 | 6,400 |
| 3661380 Construção de Barracas de Polícia de UPF de Tunubibi, Bobonaro | 100,000 | -68,000 | -25,600 | 6,400 |
| 0261221 Dili Roads and Drainage Rehabilitation Palacio Presidente - Financas - Tasi Ibun | 339,220 | -70,822 | -68,000 | 200,398 |
| 9805304 Monument 12 November | 138,538 | -130,176 | -1,000 | 7,362 |
| 02605H6 Reabilitação de Estrada: JCT. A01.TRILOCA - JCT A06. FATUMACA - LOILUBO - JCT A06. VENILALE ROAD STA. 12+075 - 18+100 (PACKAGE III), Município de Baucau, Timor-Leste | 962,521 | -145,465 | -481,261 | 335,795 |
| 02605B4 Reabilitasaun estrada Urbana Dili B, 26.9 Km, | 1,000,000 | -200,000 | -750,000 | 50,000 |
| 02605E6 Reabilitação estrada urbana Ainaro | 500,000 | -200,000 | -250,000 | 50,000 |
| 02605F5 Reabilitasaun Estrada Municipal Section II Jct: A02 Remixio (5.27km) | 500,000 | -200,000 | -250,000 | 50,000 |
| 02605F8 Upgrading and Maintenance of Aituto - Hatubuilico Roads Project Package I: Aituto - Hatubuilico Section Sta0+000 to 11+900 Município Ainaro | 470,000 | -200,000 | -235,000 | 35,000 |
| 7980734 Dili West Water Supply system project (Loan And Co-Financed) | 1,000,000 | -201,526 | -500,000 | 298,474 |
| 026054O Reabilitacao Estradas Fatuahi Exs Telkom | 736,205 | -239,116 | -96,000 | 401,089 |
| 02605F7 Reabilitasaun Estrada Urbana Liquica | 450,000 | -281,940 | -165,000 | 3,060 |
| 026053B Emergency Haemanu river | 312,653 | -300,000 | -12,000 | 653 |
| 02605B2 Reabilitasaun estrada Urbana Lautem (Lospalos)10 Km, | 500,000 | -300,000 | -186,154 | 13,846 |
| 0261277 Rehabilitation road and drainage Marconi, Aldeia 04, Suco Fatuhada, Sta.0+000 - sta.3+224,27 - Dili Municipality | 697,064 | -313,757 | -150,000 | 233,307 |
| 5100417 Construção do novo edificio de Comissão Nacional de Aprovisionamento (CNA, I.P.). | 500,000 | -359,000 | -141,000 | 0 |
| 026052E Reabilitasaun estradas Ainaro to Bobonaro (Sta.0+000-22+350) | 497,835 | -400,000 | -97,000 | 835 |
| 026053R Rehabilitation Fatulito-Zulo Km.25+800+30+100 | 431,428 | -400,000 | -31,000 | 428 |
| 026054T Rehabilitation of Roads From Vila Maumeta to Beloi (Sta. 2+800-4+900) | 500,000 | -400,000 | -50,000 | 50,000 |
| 026054U Rehabilitation of Roads From Vila Maumeta to Beloi (Sta. 0+000-2+800) | 500,000 | -400,000 | -50,000 | 50,000 |
| 026056A New Construction of Sukaer Oan River cyclop Concrete Reteining Wall and Gabion | 497,800 | -400,000 | -97,000 | 800 |
| 0260574 Reabilitasaun Estrada Venilale - Hatulia - Uaimori fase 20+625-25+775 | 594,175 | -400,000 | -94,000 | 100,175 |
| 3662515 Resettlement - Site Clearance for National Security Program | 500,000 | -442,027 | -14,378 | 43,595 |
| 0260511 Dili Urban Package 4 Perumnas (Pintu Satu and Pintu dua) 26.9Km, Dili Municipality | 727,528 | -475,018 | -250,000 | 2,510 |

| Entidade / Projeto | Original | Alteração | Redução | Valor_final |
|--|--------------------|--------------------|--------------------|-------------------|
| 02605H8 Reabilitação de Estrada: JCT. A01.TRILOCA - JCT A06. FATUMACA - LOILUBO - JCT A06. VENILALE ROAD STA. 24+150 - 30+190 (PACKAGE V), Município de Baucau, Timor-Leste | 1,012,562 | -489,205 | -506,281 | 17,076 |
| 02605E3 Konstrusaun estrada Lautem - com -(E - FC) | 1,000,000 | -500,000 | -500,000 | 0 |
| 02605E4 Konstrusaun estrada com - Lospalos (E - FC) | 1,000,000 | -500,000 | -500,000 | 0 |
| 02605H7 Reabilitação de Estrada: JCT. A01.TRILOCA - JCT A06. FATUMACA - LOILUBO - JCT A06. VENILALE ROAD STA. 18+125 - 24+150 (PACKAGE IV), Município de Baucau, Timor-Leste | 1,032,948 | -500,000 | -516,474 | 16,474 |
| 02605I3 Reabilitação de Estrada A01 Jct Cairavela - Caicido - Baucau Aeroporto Roads, Sta.15 + 500 to Sta 18+740 (3,240.00 M) ,Município Baucau | 643,272 | -500,000 | -21,320 | 121,952 |
| A390408 Construction of Irabare Irrigation Project | 1,000,000 | -500,000 | -200,000 | 300,000 |
| 026052X Construction of Gabion Fatuquero River | 696,914 | -536,008 | -60,000 | 100,906 |
| 026059W Tibar river | 780,192 | -624,116 | -56,000 | 100,076 |
| 026053G Reabilitasaun Nacional Roads (58+300-63+600) Package XII (Tardai/Post Polisi -Irabere/Canfuru) | 988,036 | -707,118 | -280,918 | 0 |
| 02605I2 Reabilitação de Estrada A01 Jct Cairavela - Caicido - Baucau Aeroporto Roads, Sta. 10 + 500 to 15 + 500 (5,000.00 M),Município Baucau | 1,096,636 | -882,826 | -21,321 | 192,489 |
| 0260461 Rehabilitation Estrada Urbana Maliana Main Roads Package II total Length 4,907.11 m | 3,000,000 | -1,000,000 | -1,577,947 | 422,053 |
| 8090131 Upgrading of Existing Suai Airport, Suai, Timor Leste | 1,625,336 | -1,000,000 | -525,336 | 100,000 |
| A390409 Construction of Watuwa Irrigation Project | 2,200,000 | -1,000,000 | -388,046 | 811,954 |
| 0260920 Reabilitasaun Estrada urbana Aileu | 2,156,345 | -2,027,941 | -1,000 | 127,404 |
| 0260910 Batugade - Balibo (Novo Construsaun das Estradas, Nacional Batugade - Balibo A03 Sta, 0+000 - 41+300 Km) | 2,989,181 | -2,688,776 | -150,203 | 150,202 |
| 9770629 Resposta Emergencia | 10,000,000 | -2,889,119 | -7,050,000 | 60,881 |
| 0260911 Novo Construsaun das Estradas Nacional, Road Maliana to Cailaco to Marobo Bridge, (Hatulia - Cailaco - Maliana) A11 - 26 Km | 5,122,159 | -5,029,226 | -46,467 | 46,466 |
| Grand Total | 129,696,117 | -26,447,793 | -60,000,000 | 43,248,324 |

Annex 3: Budget Lines Affected in the Ministry of Public Works (\$)

| Entidade | Original | Alteração | Redução | Valor Final |
|--|--------------------|-----------|--------------------|--------------------|
| 024 Ministério das Obras Públicas | 123,418,321 | 0 | -10,000,000 | 113,418,321 |
| 8023102 Fornecimento energia eletricidade ao Territorio Nasional | 123,418,321 | 0 | -10,000,000 | 113,418,321 |
| Grand Total | 123,418,321 | 0 | -10,000,000 | 113,418,321 |

Annex 4: Budget Lines Affected in the Ministry of Petroleum and Mineral Resources (\$)

| Entidade / Atividade | Original | Alteração | Redução | Aumento | Valor Final |
|---|-------------------|--------------------|--------------------|-------------------|--------------------|
| 032 Ministério do Petróleo e Recursos Minerais | 86,598,646 | 122,592,462 | -15,000,000 | 50,000,000 | 244,191,108 |

| | | | | | |
|---|-------------------|--------------------|--------------------|-------------------|--------------------|
| A170203 Apoio à implementação do plano de negócios/atividades da TIMOR GAP | 41,000,000 | -10,000,000 | -15,000,000 | 0 | 16,000,000 |
| A130102 Os relevantes estudos técnicos, comerciais/jurídicos e financeiros são executados para o desenvolvimento do campo do Greater Sunrise e do gasoduto para Timor-Leste | 45,598,646 | 132,592,462 | 0 | 50,000,000 | 228,191,108 |
| Grand Total | 86,598,646 | 122,592,462 | -15,000,000 | 50,000,000 | 244,191,108 |

Annex 5: Budget Lines Affected in the General State Budget Appropriation (\$)

| Entidade / Atividade | Original | Alteração | Redução | Aumento | Valor Final |
|--|--------------------|--------------------|---------|--------------------|--------------------|
| 013 Dotação Geral do Estado | 214,088,400 | -83,232,062 | | 135,158,061 | 266,014,399 |
| 1480101 Fundo de Resposta a Emergências | 45,000,000 | -33,520,237 | | 40,866,236 | 52,345,999 |
| 4001207 Quotas de Membro de Instituições Internacionais | 10,000,000 | -5,420,000 | | 3,000,000 | 7,580,000 |
| 8671801 Transferência orçamental para a RAEOA | 30,000,000 | -30,000,000 | | 30,000,000 | 30,000,000 |
| 9802102 Transferência para regime não contributivo de segurança social | 124,088,400 | -9,291,825 | | 9,291,825 | 124,088,400 |
| 9833612 Previsão relativa à criação de uma autoridade de gestão da fibra ótica | 5,000,000 | -5,000,000 | | 3,000,000 | 3,000,000 |
| new_el304624 Seguransa Energia | | | | 42,000,000 | 42,000,000 |
| new_el304626 Seguransa Alimentar | | | | 5,000,000 | 5,000,000 |
| new_el304627 Apoio Presidencia Pro-Tempore da CPLP - 2026-2027 | | | | 2,000,000 | 2,000,000 |
| Grand Total | 214,088,400 | -83,232,062 | | 135,158,061 | 266,014,399 |



AITARAK LARAN, DILI

WWW.MOF.GOV.TL