



METRÔ RIO

Paths to a better life

The Concession

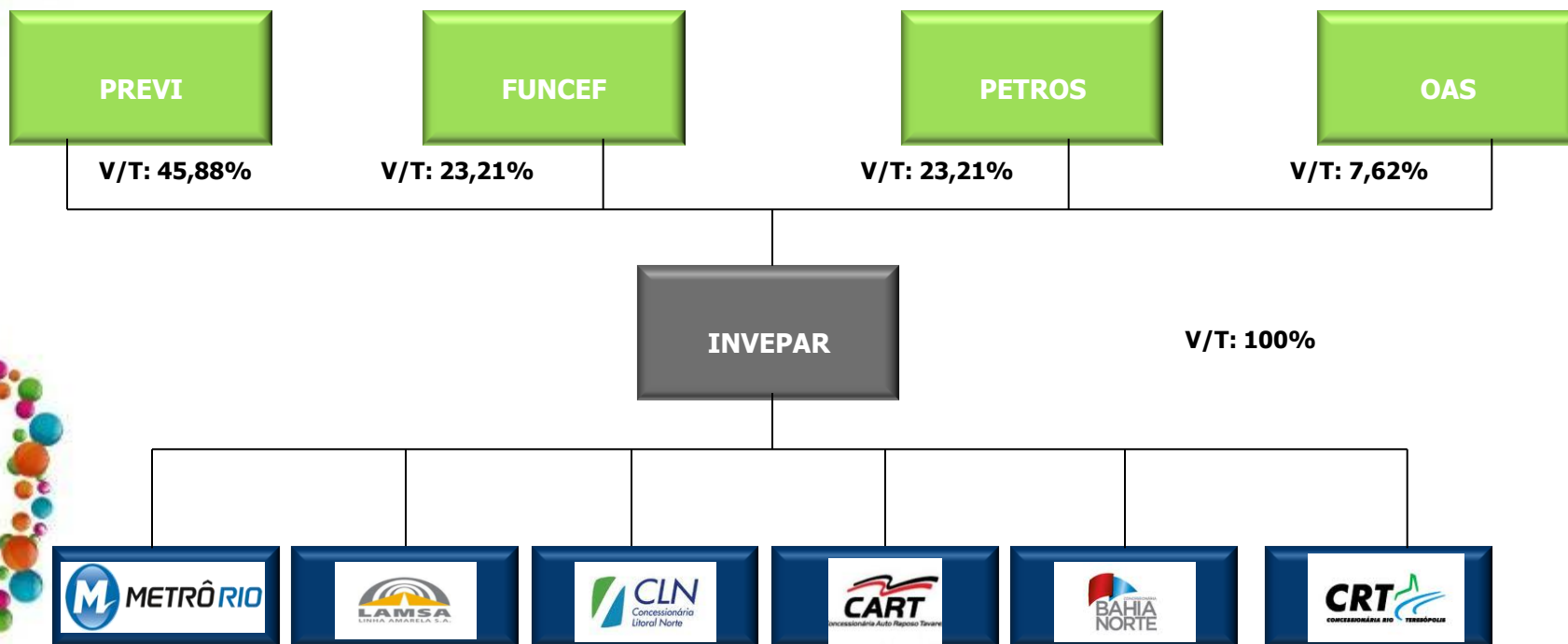
Public bidding performed by State Government, in December, 1997, for the concession of the metro public transportation service passengers of line 1 and line 2, for twenty years, prolong by the same period (*).

Operation's start-up: April, 5, 1998

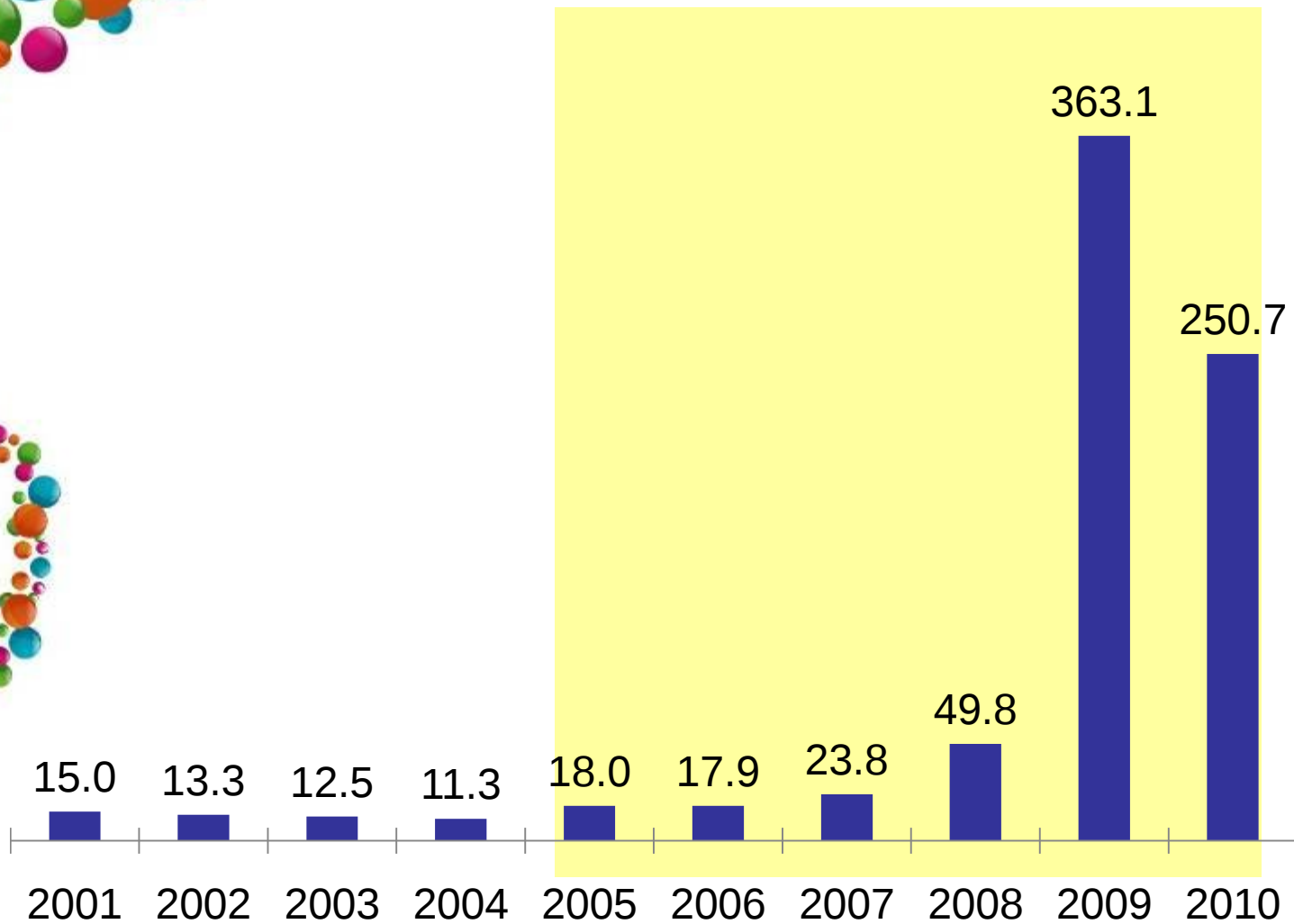
Objective: Operation and maintenance of the line 1 and line 2 in the Rio de Janeiro subway for twenty years, prolong by the same period.

(*) On December 27, 2007 Consórcio Opportans acquired the right to explore the metro service during 20 years.

Share Holders



Capex (R\$, MM)



Project

- Concession Agreement until January 27, 2038;
- Investment amounting to U\$ 720 million;
- Increase system capacity from 550,000(2007) to 1,100,000 passengers/day;
- Acquisition of 114 cars;
- Renovation of space inside subway cars;
- Completion of critical systems (power, signaling, ventilation, etc.);
- Link of Line 2 to Line 1;
- Construction of 2 new stations.

Integrated System After Investments

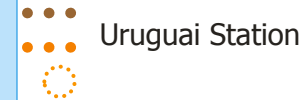
Fare-R\$2,80

Line 2 passengers heading to Botafogo don't need to transfer

Efficient transfer to trains at Central Station

Comfortable travel from Tijuca to Downtown

To be built:



Interval / slots offered:

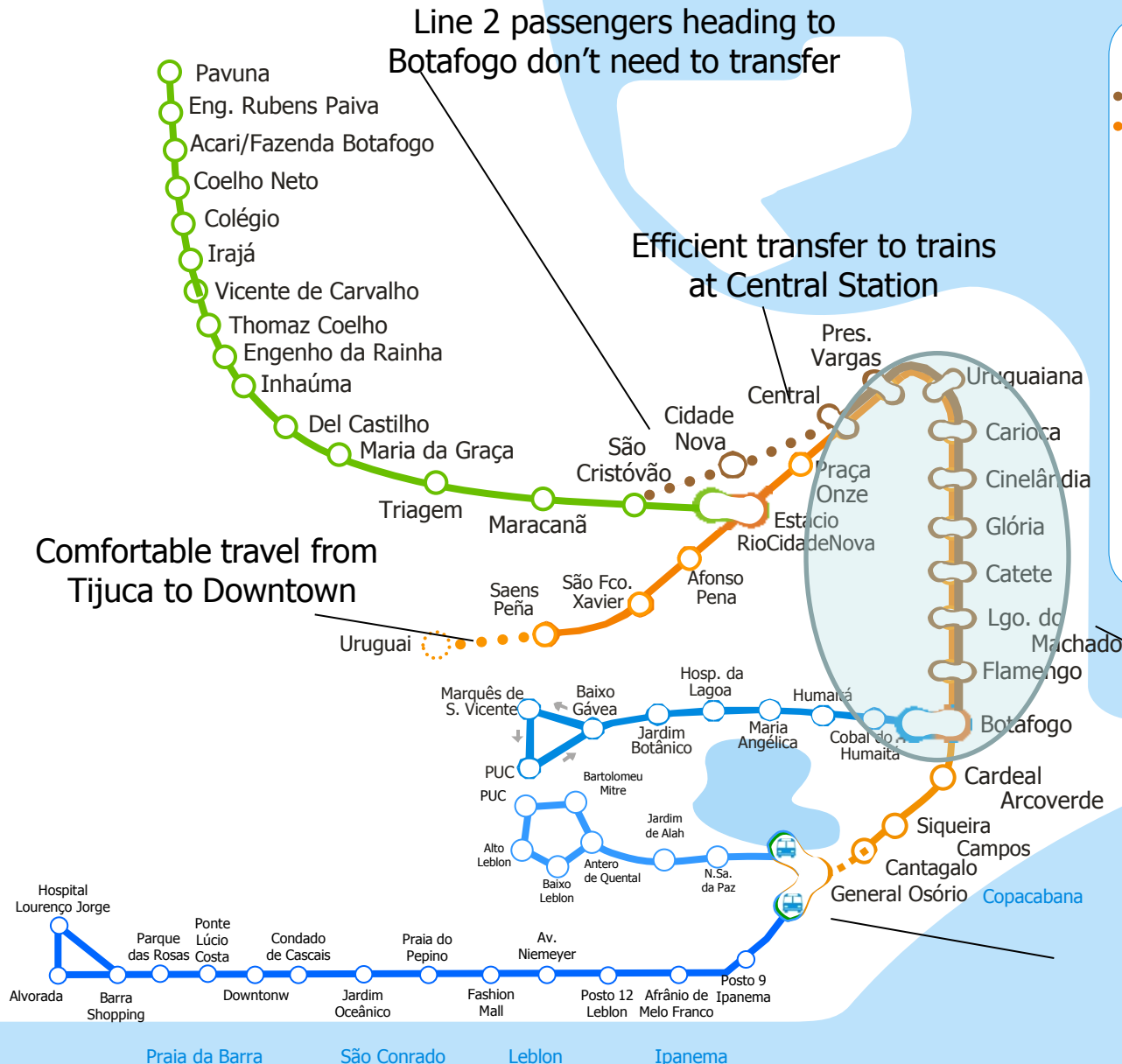
- Saens Peña and Pavuna
Interval - 4min
Offer - 26,520 slots/hour
- Central - Botafogo
Interval - 2min
Offer - 53,040 slots/hour

Trains circulating:

- 19 trains (114 cars)
- 28 trains (168 cars)

2-minute interval on the greatest demand stretch

New bus terminal in Ipanema



New Train



Events in Rio de Janeiro



2014 – Confederation Cup



2014 - World Cup



2016 – Olympic Games

Maracanã Station



1968 – Metro's Original Concept





Atlantic Ocean

3 BRT systems (Link C, T5
Corridor and Barra – South zone)

Suburban
railways lines

Metro lines
1 and 2

High Performance Transport Ring

High Performance Transport Ring



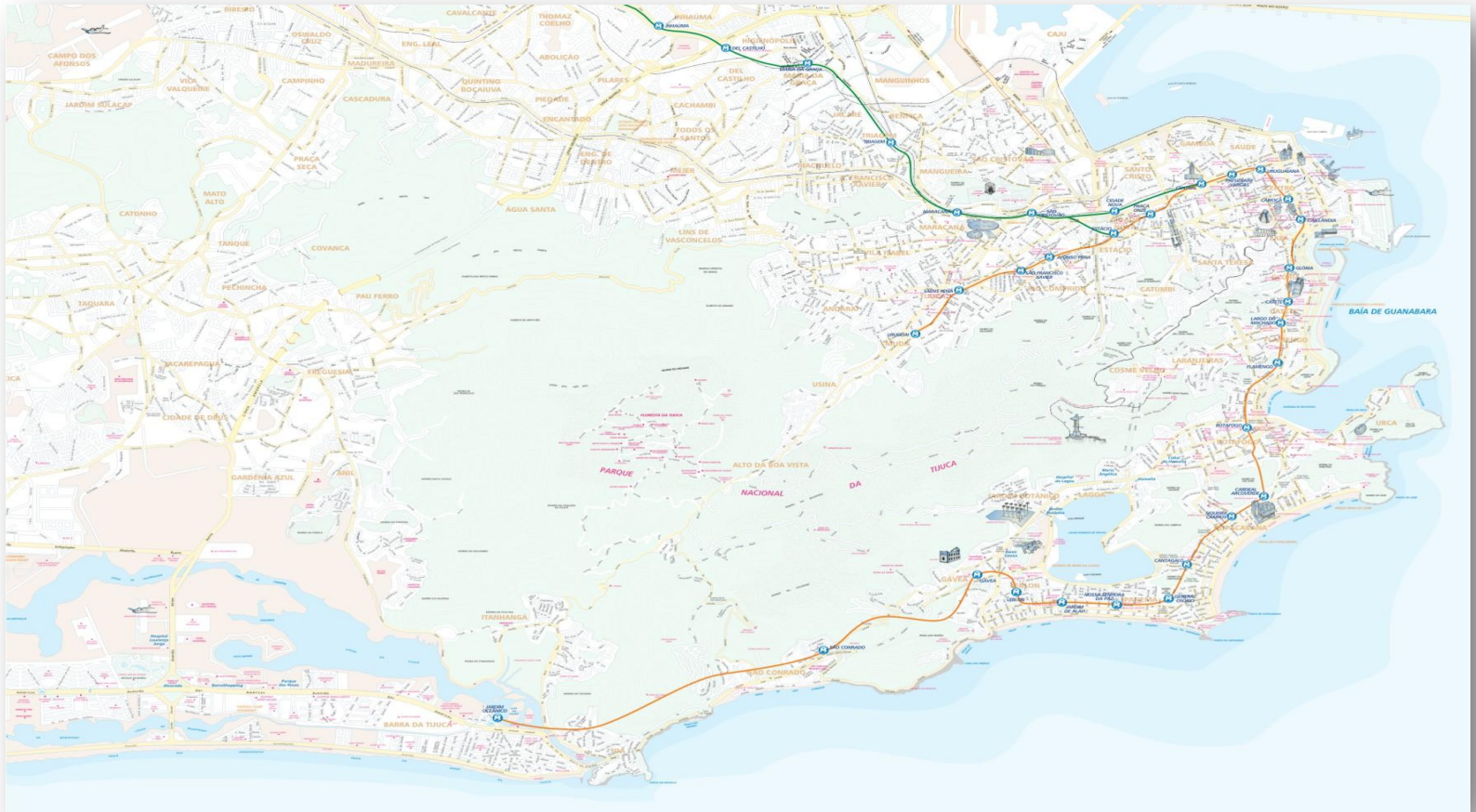


Metro Barra Extension Line 1





New Project





New Project

Summary	New Project
Extension	13,5 km
Stations	6
Distance In Stations	2,25 km
Passengers in a Weekday	230.000
Amount transference until Downtown	–
Capacity expansion offer	2,7 X
Fare	US\$ 1,50
Investment	US\$ 2.500 BI

Future Projects

Refurbishment of existing fleet

- Remodelling of saloon interior/layout
- Renewal of all subsystems (technological leap)
- Implementation of onboard train management system (TMS)
- Reduction of Operational Costs

Renewal of Infrastructure Systems

- Power Supply
- Signalling
- P-Way / Tracks
- EScalators
- Electromechanical Systems



THANK YOU!

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