



MetroRail

Transportation of passengers on rails - Perspective Brazil

Joubert Flores – President of ANPTrilhos



Apoio: **CNT** | Confederação Nacional do Transporte

ANPTrilhos is a non-profit nationwide Civil Association, with headquarters in Brasília/DF.

Mission

To promote the development and the enhancement of the transportation of passengers on rails in Brazil.

Vision

To be recognized and respected as a reference in the defense of the sector of transportation of passengers on rails in Brazil and abroad.

Values

Ethics; Responsibility; Transparency; Commitment and Sustainability



Rio de Janeiro Metro



SUPERVIA



São Paulo Metro



Companhia Paulista de Trens Metropolitanos



Federal District Metro



Company of Urban Trains of Porto Alegre S.A



Brazilian Company of Metropolitan Trains



CAF Brasil S/A



PROGEN - TAMA



TTRANS



ALSTOM Brasil Ltda.



BOMBARDIER Transportation Brasil Ltda.



SIEMENS Ltda.



MPE – Montagens e Projetos Especiais S/A



IAT Fixações Elásticas



Associação Brasileira da Indústria Ferroviária



Associação Bras. das Operadoras de Trens Turísticos Culturais



Associação Nacional dos Transportes Ferroviários

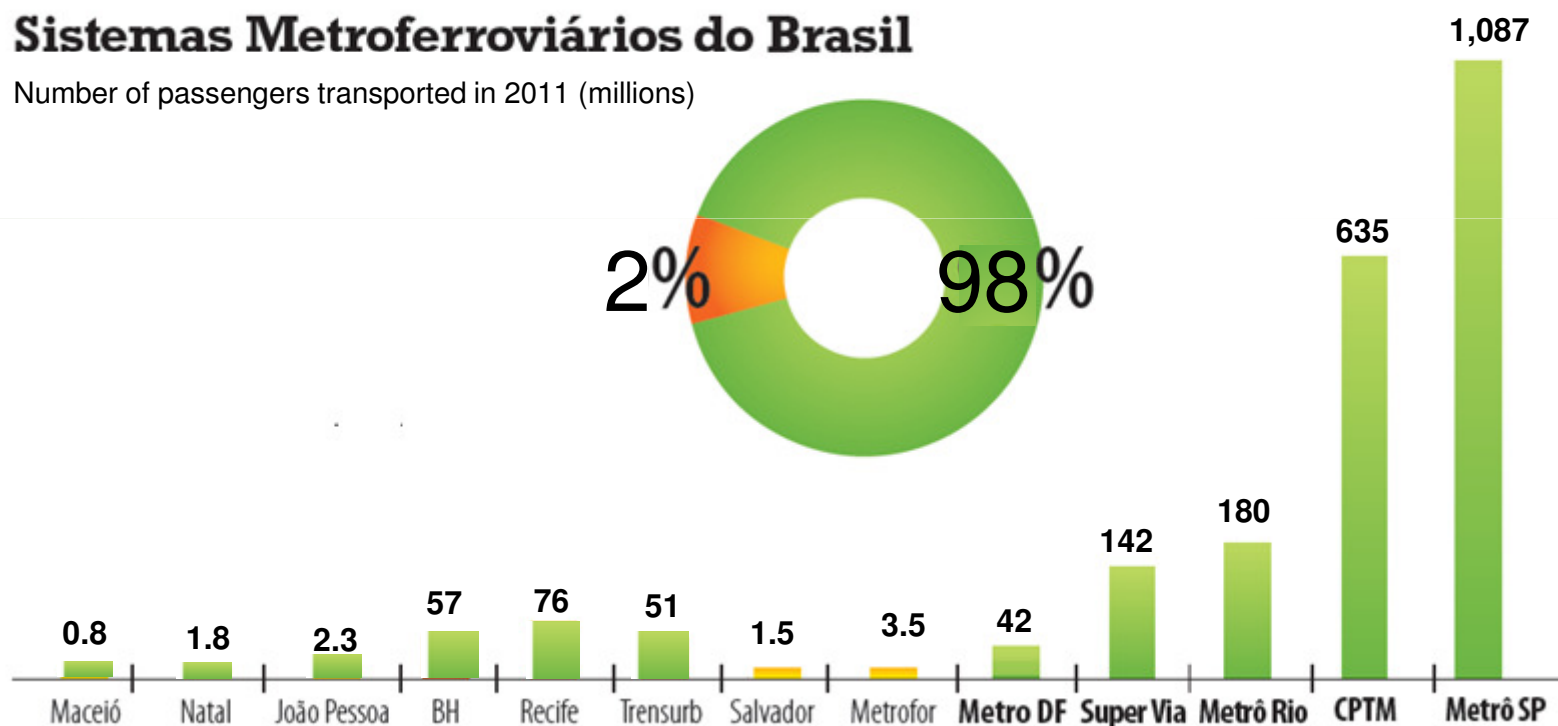
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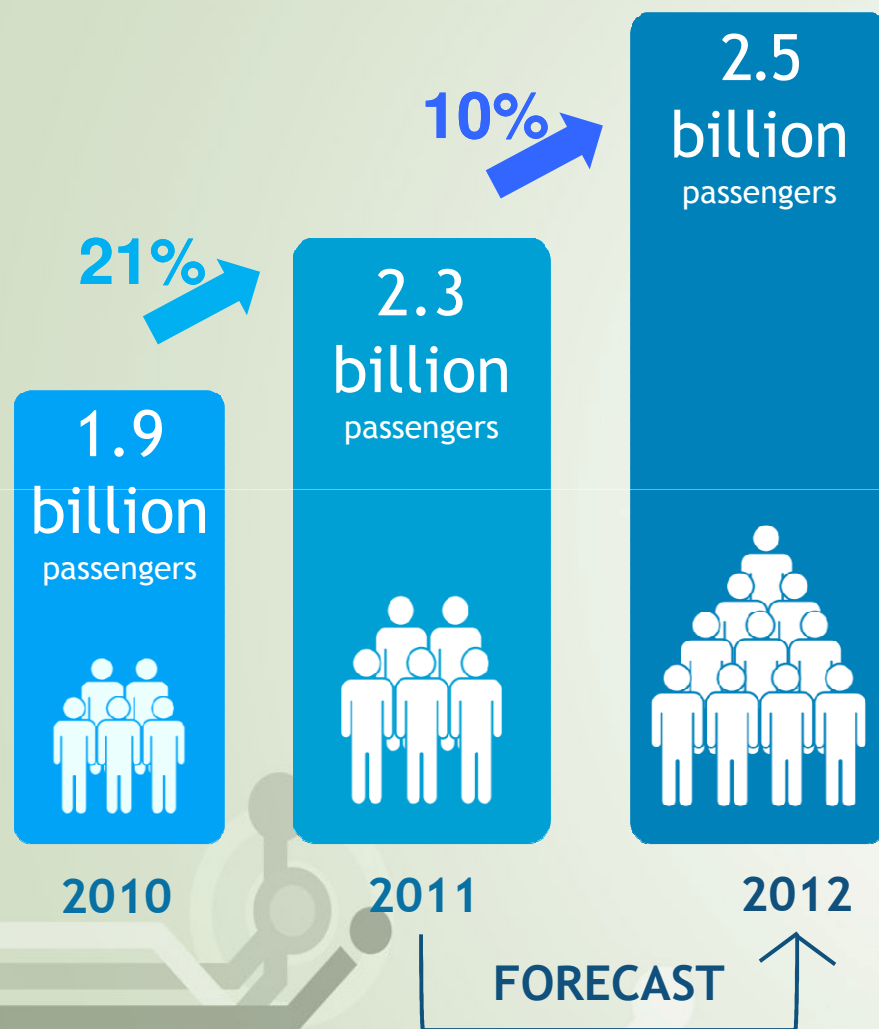


With a strong presence in the sector, ANPTrilhos already answers for 98% of the transportation of passengers on rails in Brazil

Sistemas Metroferroviários do Brasil

Number of passengers transported in 2011 (millions)

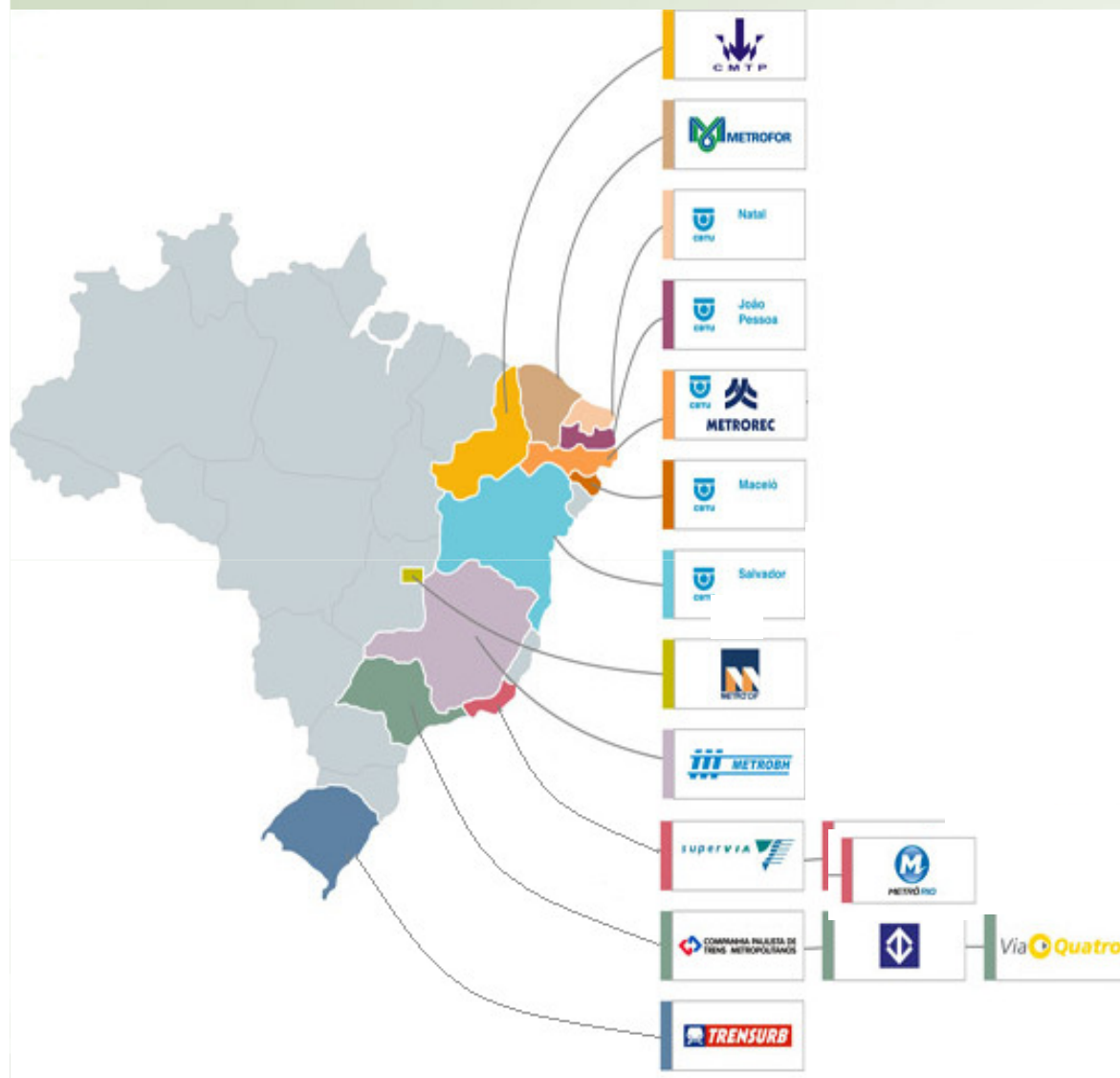




We are already
8.5 million
passengers
Transported daily on rails
in Brazil

The expectation is that the total number of passengers transported between 2011/2012, to be determined at the end of the year, was increased by 10%.

Scenario of Urban Mobility in Brazil



Brazil has 15 systems of urban transportation of passengers on rails, distributed in 11 States and the Federal District.

Rail systems are present in less than 45% of the Brazilian States.

These systems are operated by 15 companies, of which 3 are private.

Scenario of Urban Mobility in Brazil

Network 2011

Network 2012

999 km of extension

1,030 km of extension

653 compositions

716 compositions

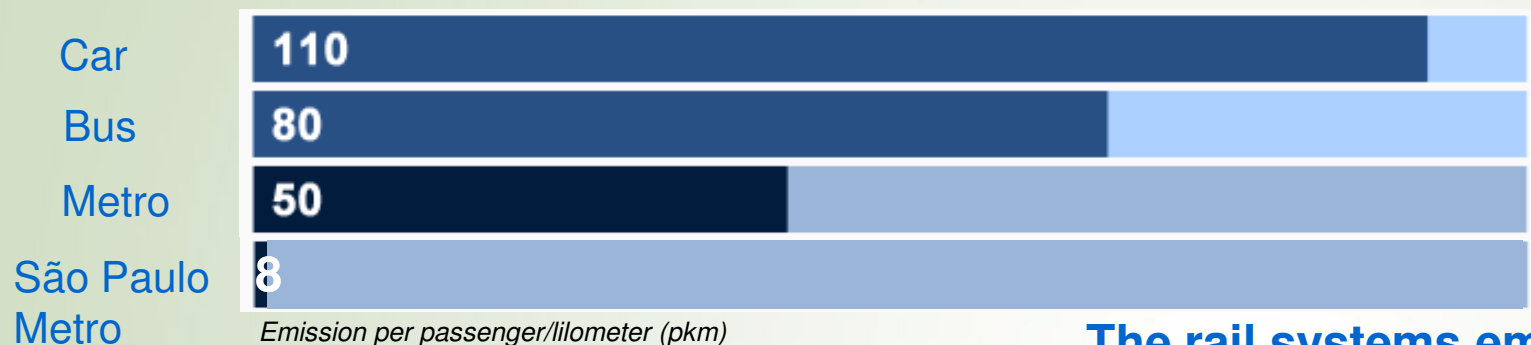
469 stations

493 stations

38 lines

39 lines

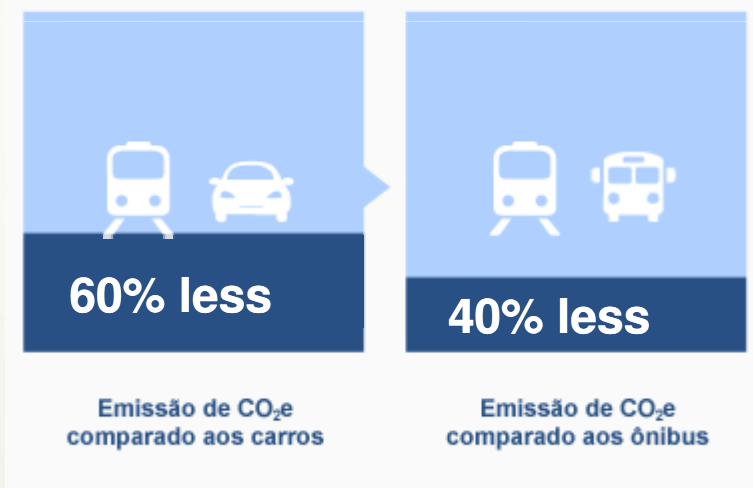
Average Emission of the Transportation Systems in the World



The rail transportation has a lot to contribute for the environmental quality and the sustainability of our cities.


It is necessary to add its participation in urban transportation, coming out of the current 3%.

The rail systems emit





The existence of the metro-rail passenger system in Brazil is responsible for the removal of **1 million cars and more than 14,000 buses a day** From the urban centers where the systems are implanted.



Imagine what would happen to our urban centers, which today already are in a complicated situation, if the metro-rail passenger system did not exist.

The rail system generates a gain of **current R\$15 billion** to the whole community.

This gain is measured with regard to the reduction of:

- displacement time;
- fuel consumption;
- emission of polluting gases; and
- the number of traffic accidents.

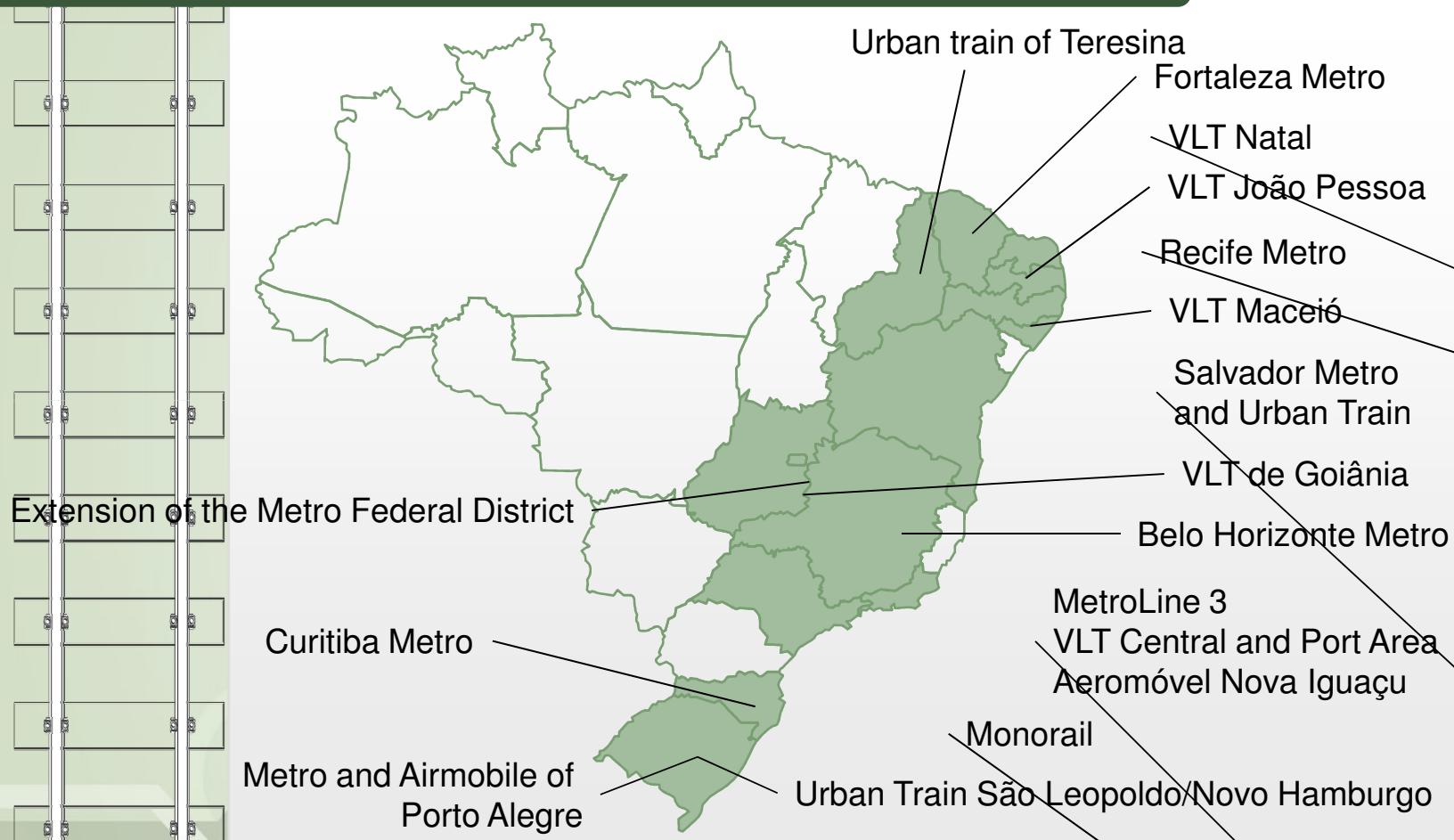


Currently Brazil has more than
R\$ 100 billion
in investments

To carry out more than 60 projects

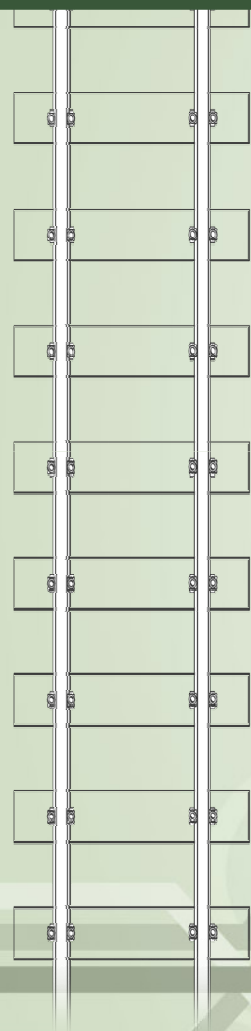


PAC 2 and PAC of Mobility Large and Medium Cities



27 defined projects, R\$ 22.5 bi in investments

Projets for the World Cup 2014 and Olympic Games 2016



Manaus/AM – Monorail
North/Downtown Line

Cuiabá/MT – VLT
Cuiabá/Vargem Grande

Brasília/DF – VLT
Airport/South Wing

São Paulo/SP – Monorail
Line 17 - Gold

Amplification and
modernization of the Metro
Line 1

Modernization of
Line 2 o the Metro

Renovation of 4 lines
of SuperVia

Expansion of the Metro
Lines 3 and 4

Port Maravilha
6 VLTlines

Rio de Janeiro

20 projects defined, more than R\$ 11 bi in investments

State Projects – São Paulo

State Programs – São Paulo Metro

- Extension of Line 2- Green monorail - ongoing
- Extension of Line 4- Yellow - ongoing
- Extension of Line 5-Lilás - ongoing
- Line 6- Orange – in project
- Line 15-White – in project
- Line 18-Bronze monorail in project

State Programs – CPTM

- Extension Itapevi-Amador Bueno of Line 8–Diamond - ongoing
- Extension Grajaú-Varginha of Line 9 – Emerald - in project
- Express ABC and modernization of Line 10 - Turquoise – in project
- Line 13- Jade - Engenheiro Goulart – Airport – in project

State Programs – EMTU

- Baixada Santista – VLT – in project

State Programs – Regional Trains

- São Paulo - Jundiaí
- São Paulo - Sorocaba
- São Paulo - Santos

Projects of Light Vehicles on Rails (VLT)

- Sobral CE – diesel – under implementation
- Recife/PE – diesel - under implementation
- Maceió/AL – diesel - under implementation
- Arapiraca/AL – diesel - contracted
- Macaé/RJ – diesel - under implementation
- Porto Alegre/RS – under study
- Goiânia/GO – under study
- Vitória/ES – under study
- João Pessoa/PB – under study
- Campina Grande/PB – under study
- Teresina/PI – under study
- Natal/RN – under study
- Contagem/MG – in project
- Nova Friburgo/RJ – in project
- Jaraguá do Sul– Guaramirim/SC – in project

Projects of Federal Regional Trains

- Londrina a Maringá (Paraná)
- Bento Gonçalves a Caxias do Sul (Rio Grande do Sul)
- São Cristóvão – Aracaju – Laranjeiras (Sergipe)
- Recife – Caruaru (Pernambuco)
- Campos – Macaé (Rio de Janeiro)
- Belo Horizonte - Ouro Preto / Cons. Lafaiete (Minas Gerais)
- Itajaí – Blumenau - Rio do Sul (Santa Catarina)
- Pelotas - Rio Grande (Rio Grande do Sul)
- Campinas – Araraquara (São Paulo)
- Santa Cruz – Mangaratiba (Rio Janeiro)
- Bocaiúva - Montes Claros – Janaúba (Minas Gerais)
- São Paulo – Itapetininga (São Paulo)
- Conceição da Feira - Salvador – Alagoinhas (Bahia)
- Codó – Teresina (Maranhão / Piauí)

**14 sections
1,907 Km**

High Speed Train (TAV)

Rio de Janeiro/RJ – São Paulo/SP – Campinas/SP
511 km



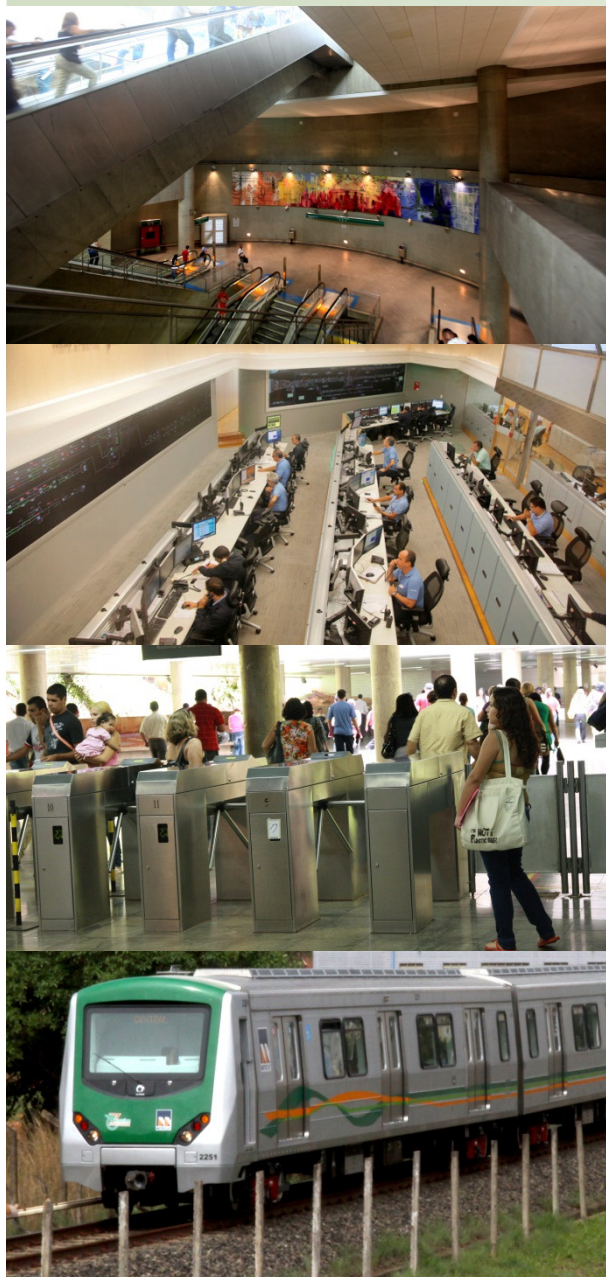
Despite the large volume of investments, they still do not meet the population's needs, neither do they follow up the growth in demand, regardless of the existence of several projects, which did not materialize.

There is still need for more investments for the implantation and expansion of the systems, increase of the fleet and modernization.

We still wait for the selection of the projects within PAC Medium Cities, hoping that projects on rail have been contemplated to be implanted in several cities.

With the largest sets, the greatest legacy that will be left for the cities is, essentially, infrastructure of mobility, which will be enjoyed by the whole population during decades

For this reason, the National Association of Transporters of Passengers on Rail (ANPTrilhos), working in an integrated manner with entities, system operators and the metro-rail industry, defends, as central point, the amplification of investment in the sector.



The metro-rail transportation is essential for mobility of the cities and of the Brazilians, reason why its implementation has been encouraged in the various governmental spheres.

For this reason, the system may not be within the margin of public policies that ensure the provision of services, the safety of passengers and the system's expansion.

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