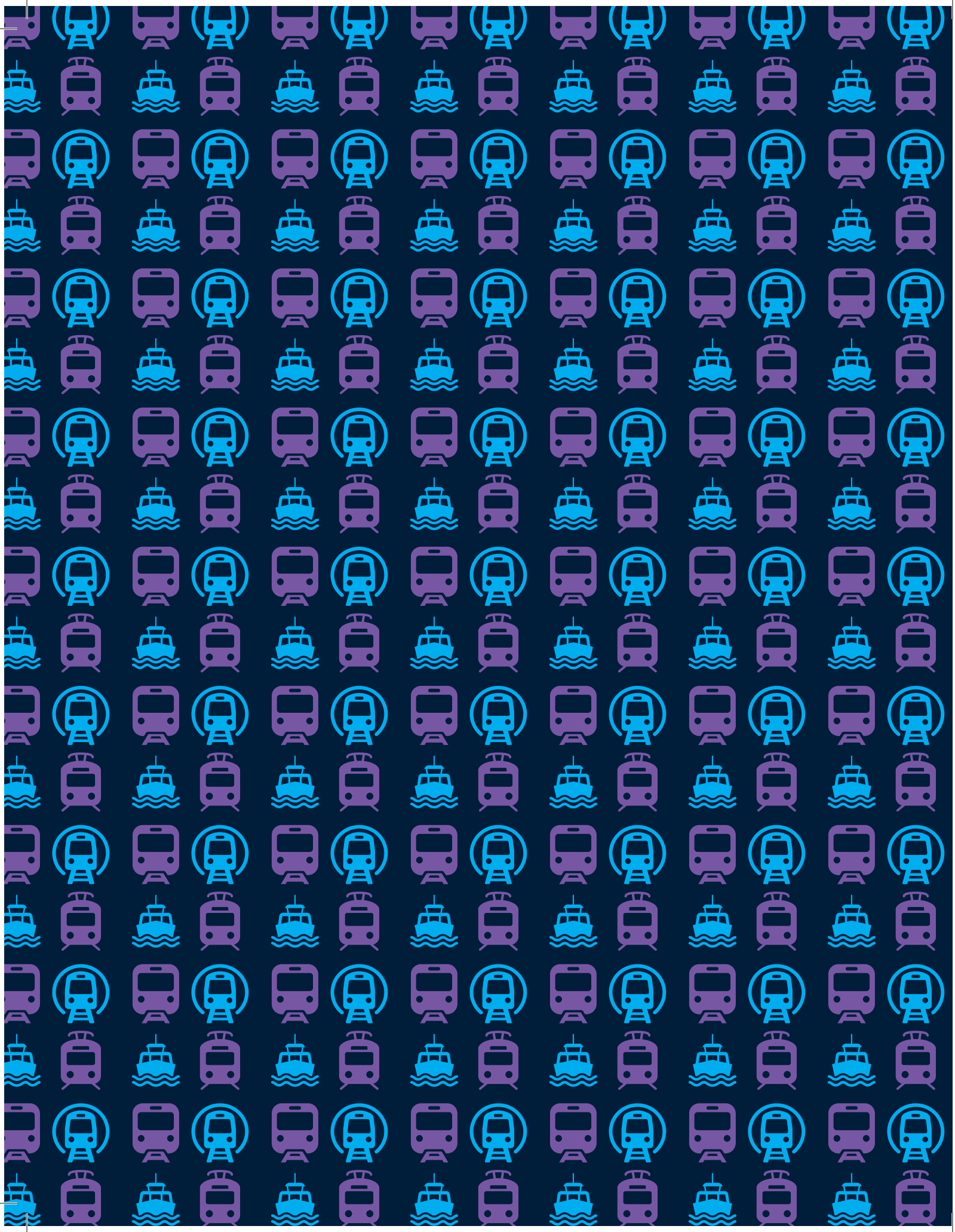
SETRAM

STATE SECRETARIAT FOR TRANSPORT AND URBAN MOBILITY

2025 TRANSPORT AND URBAN MOBILITY YEARBOOK

Secretaria de
Transporte e
Mobilidade Urbana

GOVERNO DO ESTADO
RIO DE JANEIRO



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1. INTRODUCTION

It is with great satisfaction that we present the first edition of the 2025 Transport and Mobility Yearbook, a strategic publication that objectively brings together the most relevant information and the main results achieved by the sector over the past year. This document was prepared with the purpose of providing a clear and comprehensive overview of the management and operation of public transport services in the State of Rio de Janeiro, serving as a strategic tool for managers, operators, researchers, and society as a whole.

In this edition, each mode of transport receives dedicated attention. Its essential aspects are explored — contractual models, supply and demand, fare evolution, public policies, and other structuring elements — organized in a way that facilitates understanding of the performance and challenges of each system.

One of the highlights of the Yearbook is the Operational Analysis by Mode section, which presents consistent data on nautical miles traveled in waterborne transport, fare revenues, cost per passenger, and other key parameters. These data provide objective tools for assessing the quality and efficiency of the services provided. Complementing this overview, the Operational Data section brings together essential information on passenger volumes transported across all intermunicipal modes, enabling an integrated view of mobility within the state and contributing to the continuous improvement of sector planning and management.

We would also like to highlight, through a timeline, the actions and projects carried out throughout 2025, covering the main achievements accomplished by this Secretariat.

This Yearbook is therefore more than a report: it is a commitment to transparency and an invitation to reflect on the future of urban mobility in our State, outlining the path toward a more efficient, inclusive, and accessible transport system for all.

2. INSTITUTIONAL CONTEXT

2. INSTITUTIONAL CONTEXT

2.1. PRESENTATION OF THE SECRETARIAT

The Rio de Janeiro State Secretariat for Transport and Urban Mobility (SETRAM) was established by Decree-Law No. 1, dated March 15, 1975. Its responsibilities are set forth in State Decree No. 12, dated March 15, 1975, and its basic structure was amended and consolidated by Decree No. 46,607, dated March 21, 2019, and Decree No. 48,312, dated January 10, 2023, which modified the organizational structure of the Rio de Janeiro State Secretariat for Transport and Urban Mobility.

Pursuant to Decree No. 48,312, dated January 10, 2023, and the SETRAM Internal Regulations (published through SETRANS Resolution No. 1397, dated December 9, 2019), and in accordance with the economic and social development policy of the State of Rio de Janeiro, SETRAM is responsible for carrying out studies, research, and planning related to the state's transport and urban mobility system, with the aim of ensuring the social and economic development of the State through adequate transport infrastructure, rationally operated and enabling users to adopt the means of transportation best suited to their needs. The Secretariat is also responsible for providing the means and ensuring the existence of a State Transport Master Plan to regulate public investments in the transport sector and seek solutions for the harmonious integration of the various modes, while also ensuring the necessary coordination with the federal and municipal transport systems operating within the State.

Another responsibility assigned to SETRAM is the study and promotion of the construction of transport routes, as well as the implementation of transport services essential to meeting the needs of the State and its population, according to the established order of priority, in compliance with Federal Law No. 12,587/2012, which instituted the National Urban Mobility Policy.

In addition to the points highlighted above, SETRAM is also responsible for the administration, operation, and proper management of transport services and terminals under the direct responsibility of the State, as well as for ensuring the quality, safety, and efficiency of such services when entrusted, under any legally permitted arrangement, to private entities.

2.2. ORGANIZATIONAL CHART AND STRUCTURE

I - BODIES OF DIRECT AND IMMEDIATE ASSISTANCE TO THE STATE SECRETARY FOR TRANSPORT AND URBAN MOBILITY
1. OFFICE OF THE SECRETARY
1.1. LEGAL ADVISORY OFFICE
1.2. CHIEF OF STAFF OFFICE
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1.3. INTERNAL AUDIT
1.4. INTERNAL AFFAIRS OFFICE
1.5. OMBUDSMAN OFFICE
1.6. SOCIAL COMMUNICATION ADVISORY OFFICE
1.7. SECTORAL PLANNING AND BUDGET ADVISORY OFFICE
2. UNDERSECRETARIAT OF ADMINISTRATION
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2.2. GOVERNANCE ADVISORY OFFICE
2.3. INSTITUTIONAL RELATIONS ADVISORY OFFICE
2.4. GENERAL DEPARTMENT OF ADMINISTRATION AND FINANCE
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2.4.2. PEOPLE MANAGEMENT COORDINATION OFFICE
2.4.3. ACCOUNTING COORDINATION OFFICE
2.4.4. FINANCIAL ADMINISTRATION COORDINATION OFFICE
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2.4.6. MATERIALS AND ASSETS COORDINATION OFFICE
2.4.7. DOCUMENT MANAGEMENT COORDINATION OFFICE
2.4.8. INFORMATION AND COMMUNICATION TECHNOLOGY ADVISORY OFFICE

2. INSTITUTIONAL CONTEXT

2.2. ORGANIZATIONAL CHART AND STRUCTURE

II - SPECIFIC BODIES LINKED TO THE STATE SECRETARY FOR TRANSPORT AND URBAN MOBILITY
3. UNDERSECRETARIAT OF INTEGRATION AND TICKETING
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4. UNDERSECRETARIAT OF LOGISTICS AND MOBILITY
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MANAGEMENT COUNCIL OF PELC/RJ-2045 – RIO DE JANEIRO STRATEGIC LOGISTICS AND FREIGHT PLAN
INTEGRATED INFORMATION AND COMMUNICATION TECHNOLOGY GOVERNANCE COMMITTEE – CIGTIC
GOVERNANCE COMMITTEE – CGSETRANS
DOCUMENT MANAGEMENT COMMITTEE

2.3 AFFILIATED ENTITIES

CENTRAL LOGÍSTICA (CENTRAL LOGISTICS)

The State Company for Transport Engineering and Logistics (Central) is a public company established in 2001, resulting from the partial spin-off of the former Companhia Fluminense de Trens Urbanos (Flumitrens), originally incorporated by the State of Rio de Janeiro in 1993 under Law No. 2,143.

Currently, Central is responsible for the operation of the Santa Teresa tram, the management of the consortium agreement with SuperVia, and the operation of the Alemão Complex cable car, which is currently in the process of reactivation.

Website: www.rj.gov.br/central

DETRO RJ

The Department of Road Transport of the State of Rio de Janeiro (Departamento de Transportes Rodoviários do Estado do Rio de Janeiro - Detro-RJ) is an autonomous public agency established by Law No. 1,221 of November 6, 1987, with legal personality under public law, its own assets, and administrative and financial autonomy.

Its purpose includes the granting, permitting, authorization, planning, coordination, supervision, inspection, and administration of intermunicipal passenger transport services by bus and complementary services under different operating regimes.

Website: www.detro.rj.gov.br

AGETRANSP

The Regulatory Agency for Concessioned Public Services of Waterway, Railway, Subway, and Highway Transport of the State of Rio de Janeiro (Agência Reguladora de Serviços Públicos Concedidos de Transportes Aquaviários, Ferroviários, Metroviários e de Rodovias do Estado do Rio de Janeiro - Agetransp) is responsible for exercising regulatory authority by monitoring, controlling, and supervising concession and permit agreements for public transport services in the State of Rio de Janeiro.

Website: www.agetransp.rj.gov.br

2. INSTITUTIONAL CONTEXT

RIOTRILHOS

The State Rail Transport Company of Rio de Janeiro (Companhia de Transportes Sobre Trilhos do Estado do Rio de Janeiro - Riotrilhos) is a mixedcapital corporation, wholly owned and part of the State's indirect administration, resulting from the partial spin-off of the former Rio de Janeiro Subway Company. The company is responsible for planning, designing, and supervising the construction and implementation of rail transport systems within the State, with a view to future concession agreements or public-private partnerships, acting as the technical representative of the Granting Authority.

Website: www.rj.gov.br/riotrilhos

CODERTE

The Road Development and Terminals Company of the State of Rio de Janeiro (Companhia de Desenvolvimento Rodoviário e Terminais do Estado do Rio de Janeiro-Coderte) is a mixed-capital company. It is responsible for the administration of bus terminals in both the capital and inland municipalities of the State, aiming to improve urban mobility and ensure safety and comfort for passengers using bus terminals.

Website: www.rj.gov.br/coderte

2.4. OMBUDSMAN CHANNELS

Ombudsman channels are essential tools for strengthening transparency, citizen participation, and the continuous improvement of public services. They enable the public to submit suggestions, complaints, reports, commendations, and requests, contributing to a more efficient administration that is responsive to society's actual needs. In the State of Rio de Janeiro, the main ombudsman channels include the official website of the State General Ombudsman's Office, the ombudsman offices of individual agencies, and the Fala.BR platform (integrated into the federal system). These channels ensure that citizens have an active voice in the development of more effective and democratic public policies.

Ouverj System

Portal of the Ombudsman Office of the Government of the State of Rio de Janeiro.

Access: www.rj.gov.br/ouverj

SETRAM OMBUDSMAN OFFICE

Ombudsman Office of the Secretariat of Transport and Urban Mobility.

Service available by phone:
(21) 2333-8664 / (21) 2333-8665

E-mail:
setrans.ouvidoria@transportes.rj.gov.br

Fala.BR

Fala.BR is the Integrated Ombudsman and Access to Information Platform of the Federal Executive Branch.

Through it, it is possible to submit access to information requests and register ombudsman reports with agencies and entities.

Access: falabr.cgu.gov.br

3. SETRAM ACTIONS – 2025

JANUARY

• State Government signs contract with Consórcio Barcas Rio.

FEBRUARY

• Beginning of waterway transport operations by Consórcio Barcas Rio.

MARCH

• Fare on the Charitas Line of the waterway transport system is reduced from R$ 21.00 to R$ 7.70.

• Fares on the Arariboia, Cocotá, and Paquetá lines of the waterway transport system are reduced from R$ 7.70 to R$ 4.70.

APRIL

• The State Government begins the resumption of construction works at the Gávea subway station, which had been suspended for 10 years.

• Ferries reach the second record in passengers transported after the fare reduction.

MAY

• Waterway transport records yet another passenger record, with an 18% increase in the number of boardings in a single day.

JUNE

• The State Government presents a preview of the largest subway expansion project in the State of Rio de Janeiro.

JULY

• Santa Teresa trams surpass 2024 passenger record.

AUGUST

• Beginning of water removal works at Gávea subway station.

• State Government invests R$ 160 million in improvements to the urban rail system.

SEPTEMBER

• SETRAM begins installation of facial biometrics at ferry stations.

OCTOBER

SETRAM begins the installation of facial biometrics at subway stations.

• SETRAM celebrates 190 years of waterway transport with the launch of a tourist route through Guanabara Bay.

NOVEMBER

• SETRAM begins the installation of facial biometrics at train stations.

DECEMBER

• State Government announces the procurement process to define the new operator for the urban rail system, replacing SuperVia.

4. TERRITORIAL AND INFRASTRUCTURE CONTEXT

4.1. STATE CHARACTERISTICS

The State of Rio de Janeiro, located in the Southeast Region of Brazil, is home to a population of more than 17 million people. It is composed of 92 municipalities, grouped into eight government regions: Middle Paraíba Region, South-Central Fluminense Region, Metropolitan Region, North Fluminense Region, Northwest Fluminense Region, Mountain Region, Costa Verde Region, Lowland Coastal Region. These regions are established to guide government actions, with the objective of developing municipalities and improving the living conditions of their inhabitants.

4.2. MAP OF THE STRUCTURAL TRANSPORT NETWORK OF THE METROPOLITAN REGION OF RIO DE JANEIRO:

Serviços Services

TREM METROPOLITANO Metropolitan train

SuperVia
supervia.com.br • 0800 726 9494

- S — Ramal Santa Cruz (Santa Cruz Branch)
- J — Ramal Japeri (Japeri Branch)
- B — Ramal Belford Roxo (Belford Roxo Branch)
- V — Extensão Vila Inhomirim (Vila Inhomirim Extension)
- D — Ramal Deodoro (Deodoro Branch)
- P — Extensão Paracambi (Paracambi Extension)
- L — Ramal Saracuruna (Saracuruna Branch)
- G — Extensão Guapimirim (Guapimirim Extension)

METRÔ Subway

MetrôRio
metrorio.com.br • 0800 595 1111

- 1 — Linha 1 (Line 1)
- 2 — Linha 2 (Line 2)
- 4 — Linha 4 (Line 4)

BARCAS Ferry Boat

Consórcio Barcas Rio
barcasrio.com.br • 0800 721 1012

- A — Linha Araribóia (Araribóia Line)
- P — Linha Paquetá (Paquetá Line)
- C — Linha Charitas (Charitas Line)
- T — Linha Cocotá (Cocotá Line)

BRT Bus Rapid Transit

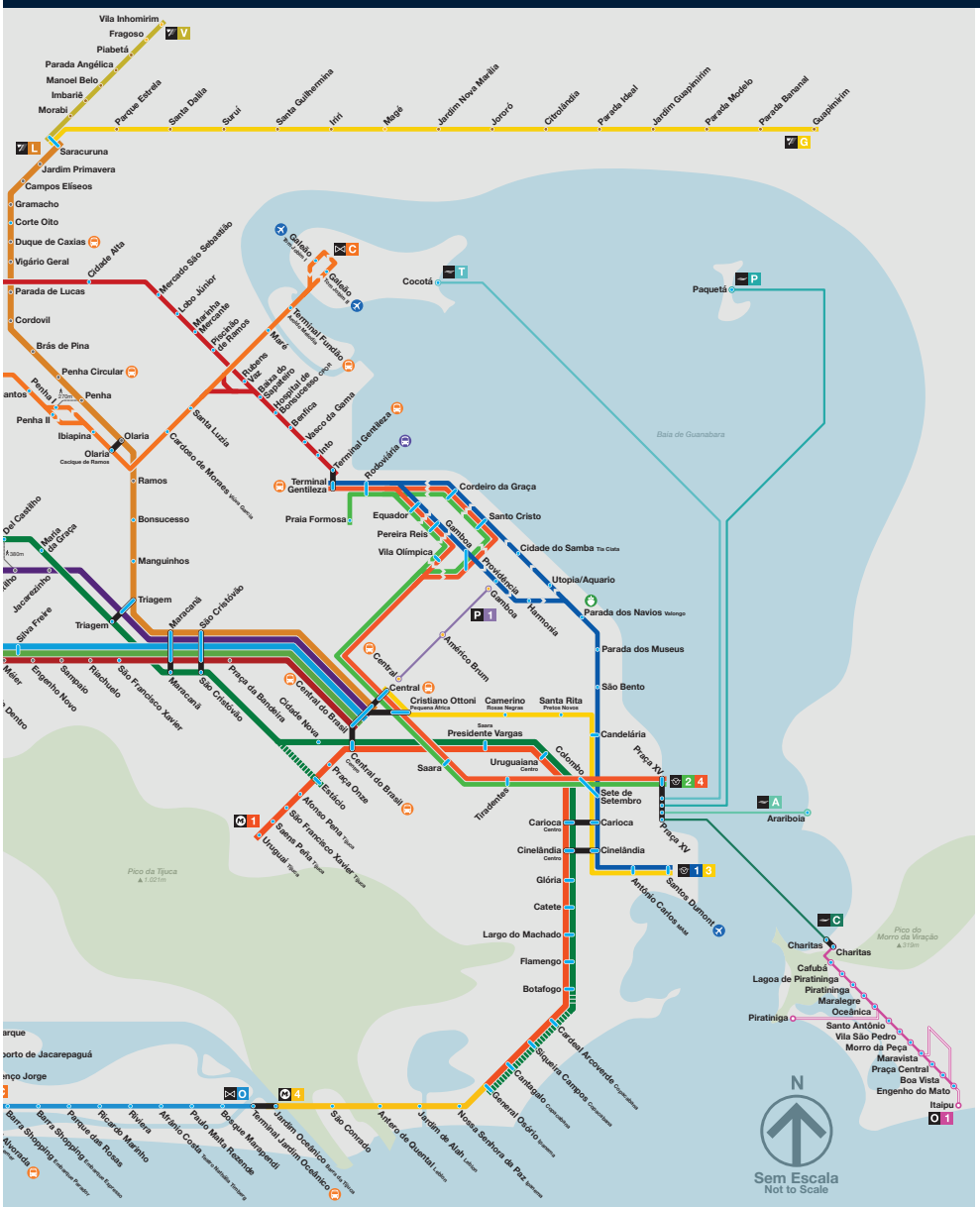
MOBI-Rio
mobi-rio.rio.br • 1746

- O — Corredor TransOeste (TransOeste Corridor)
- L — Corredor TransOlímpica (TransOlímpica Corridor)
- X — Conexão BRT (BRT Connection)
- C — Corredor TransCarioca (TransCarioca Corridor)
- B — Corredor TransBrasil (TransBrasil Corridor)

VEÍCULO LEVE SOBRE TRILHOS (VLT) Light Rail Vehicle

VLT Carioca
vltrio.com.br

- 1 — Linha 1 (Line 1)
- 3 — Linha 3 (Line 3)
- 2 — Linha 2 (Line 2)
- 4 — Linha 4 (Line 4)



4.3 INFRASTRUCTURE EXTENSION AND CAPACITY

With a territorial area of approximately 43 thousand km², the State of Rio de Janeiro is the smallest in the Southeast Region and the third most populous in the country. It is bordered by Minas Gerais and Espírito Santo to the north, by São Paulo to the southwest, and by the Atlantic Ocean to the east and south, with a 636 km coastline. It encompasses an urban network that connects metropolitan, mountain, coastal, and inland regions.

The State's transport infrastructure presents significant installed capacity, although it still faces challenges related to modernization and expansion. The urban railway network comprises more than 270 km of tracks, while the subway system has approximately 51 km in length, connecting important economic and tourist hubs of the capital. In addition, BRT express corridors, municipal bus systems, and intermunicipal bus, van, and ferry services strengthen connectivity among municipalities. Ports and an extensive state and federal road network further expand logistical and mobility capacity.

TELEFÉRICO Cable Car

P Consórcio Rio Providência
1746.prefeitura.rio • 1746

1 Teleférico da Providência
Providência Cable Car

CORREDOR BHLS Buses with High Level of Service

O Consórcio TransOceânico
faleonibus.com.br • 0800 886 1000

1 Corredor TransOceânico
TransOceânico Corridor

Legenda *Legenda*

- Estação — *Station*
- Estação de acesso gratuito — *Free access station*
- Conexão gratuita entre serviços — *Free connection between services*
- Integração gratuita entre modos de transporte - mediante cartão pré-pago — *Free integration between transport modes - using a prepaid card*
- Integração tarifada entre modos de transporte — *Tariffed integration between transport modes*
- Estação sem acessibilidade — *Station without accessibility*
- Acesso gratuito - sem acessibilidade — *Free acess - without accessibility*
- Parada — *Stop*
- Trecho em sentido único — *One-way stretch*
- Trecho compartilhado com o tráfego — *Shared section with traffic*
- Terminal rodoviário — *Bus station*
- Aeroporto — *Airport*
- Trecho de operação eventual — *Eventual operation section*
- Distância a pé (em metros) — *Walking distance (in meters)*
- Terminal de ônibus urbanos — *Urban bus terminal*
- Terminal de cruzeiros — *Cruise terminal*

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (BUSES AND VANS)

5.1. INTERMUNICIPAL BUSES AND VANS

The Department of Road Transport of the State of Rio de Janeiro (Detro-RJ) is an autonomous agency linked to the State Secretariat for Transport and Urban Mobility (SETRAM), established by Law No. 1,221 of November 6, 1987, and is responsible for the granting, permitting, authorization, planning, coordination, supervision, inspection, review, and administration of intermunicipal passenger transport services by buses and vans.

Detro-RJ is responsible for the operational planning, registration and authorization of routes, fleet licensing and inspection, as well as the supervision of service provision, ensuring compliance with technical, operational, and safety standards.

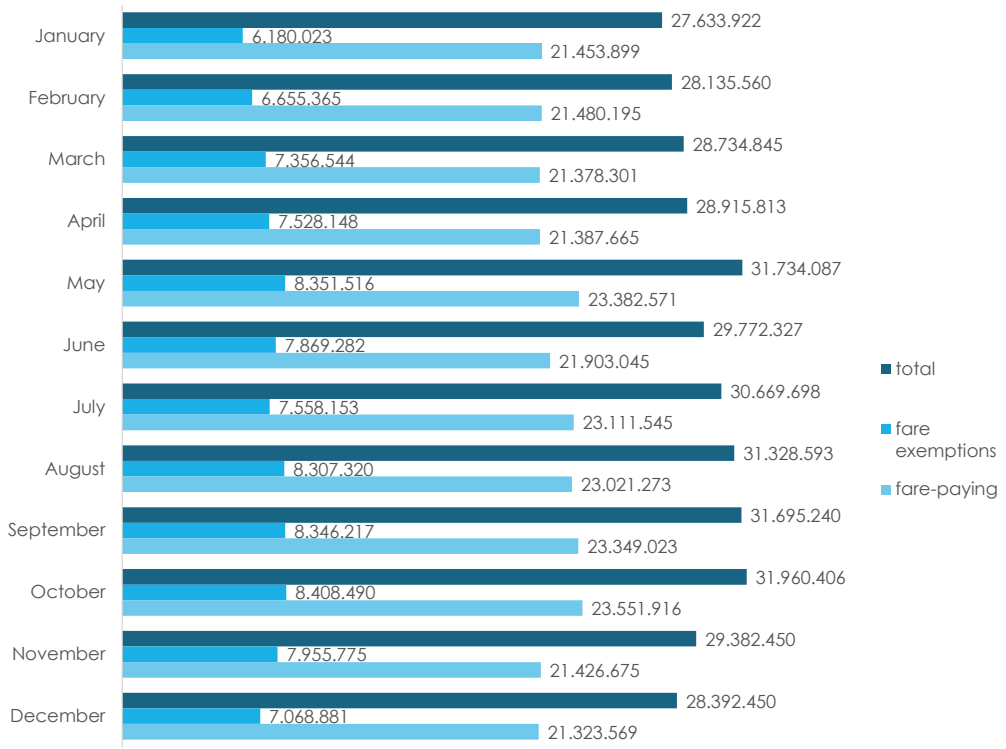
For the supervision and control of activities, annual inspections of buses and semiannual inspections of vans are carried out. In parallel, Detro-RJ conducts regular operations in intermunicipal road transport services.

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (BUSES AND VANS)

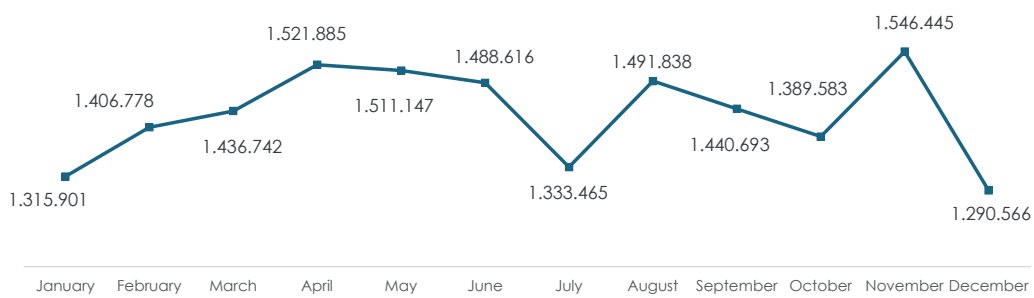
5.1.1. BUS DEMAND

Graph 1 illustrates the evolution of the total passenger demand (fare-paying passengers and fare exemptions) on intermunicipal buses throughout 2025. In a complementary manner, Graph 2 presents the average demand on business days during the same period.

Graph 1: Demand – Intermunicipal Buses



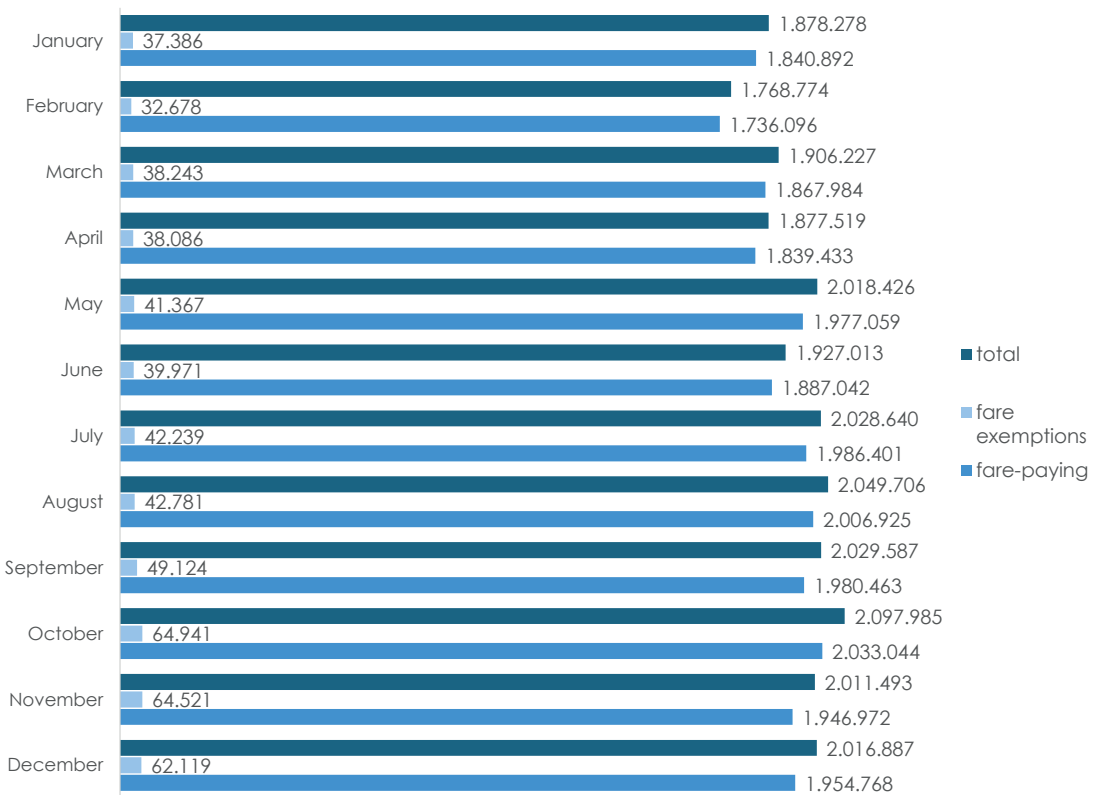
Graph 2: Average Demand (B.D.) – Intermunicipal Buses



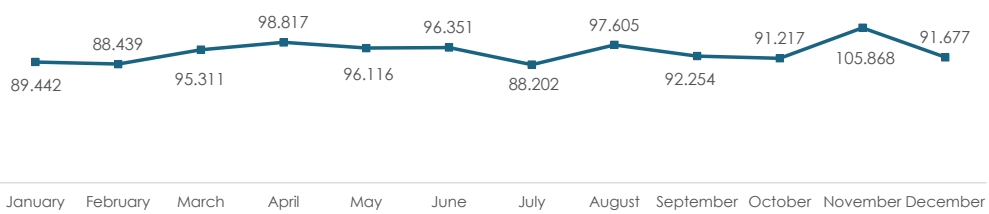
5.1.2. VAN DEMAND

Graph 3 presents the evolution of passenger demand in intermunicipal vans throughout 2025. In addition, Graph 4 shows the average demand observed on business days during the same year.

Graph 3: Demand – Intermunicipal Vans

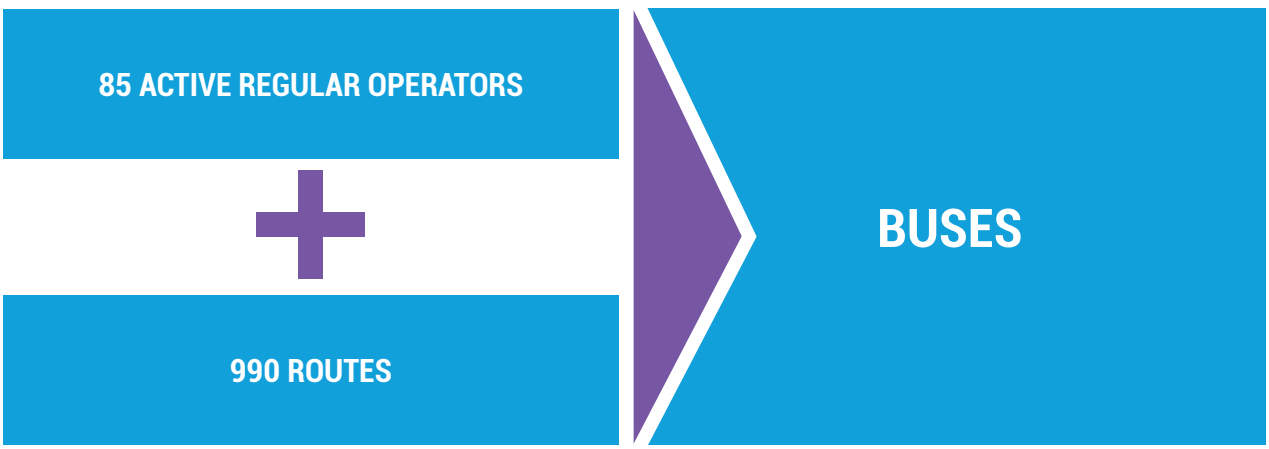


Graph 4: Average Demand (B.D.) – Intermunicipal Vans



5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (BUSES AND VANS)

5.1.3. SUPPLY – BUSES AND VANS



5.1.4. FARES – BUSES AND VANS IN 2025

The fares for the intermunicipal bus and van services of the State of Rio de Janeiro are available for consultation on the official Detro-RJ website, at the following address:

www.detro.rj.gov.br/operacao/tarifas

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (FERRIES)

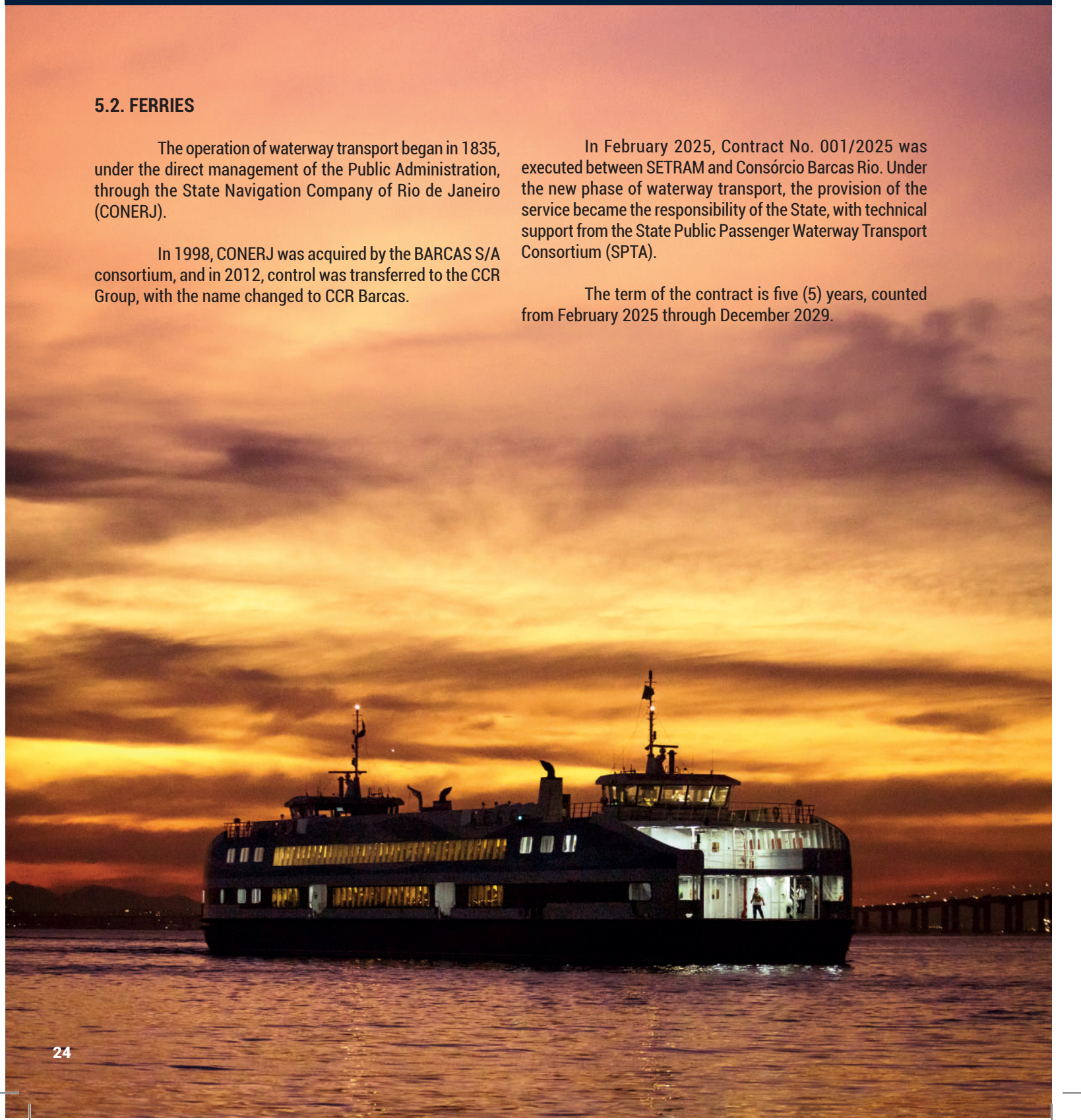
5.2. FERRIES

The operation of waterway transport began in 1835, under the direct management of the Public Administration, through the State Navigation Company of Rio de Janeiro (CONERJ).

In 1998, CONERJ was acquired by the BARCAS S/A consortium, and in 2012, control was transferred to the CCR Group, with the name changed to CCR Barcas.

In February 2025, Contract No. 001/2025 was executed between SETRAM and Consórcio Barcas Rio. Under the new phase of waterway transport, the provision of the service became the responsibility of the State, with technical support from the State Public Passenger Waterway Transport Consortium (SPTA).

The term of the contract is five (5) years, counted from February 2025 through December 2029.



5.2.1. CONTRACT MODEL – TIMELINE

1998
Concession Agreement

2002
Consolidated Concession Agreement

2004
1st Amendment

2007
2nd Amendment

2011
3rd Amendment

2012
4th and 5th Amendments

2013
6th Amendment

2015
7th Amendment

2016
8th Amendment

2023
Settlement Agreement Barcas – State of Rio de Janeiro

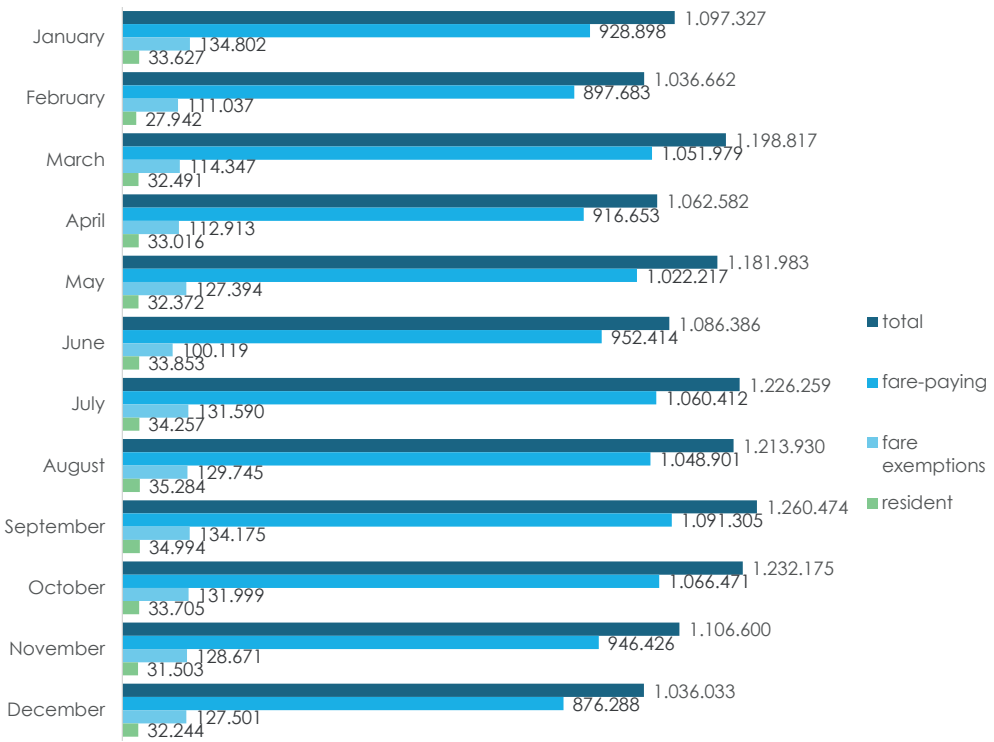
2025
Direct Provision with operational support, as established in the executed contract

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (FERRIES)

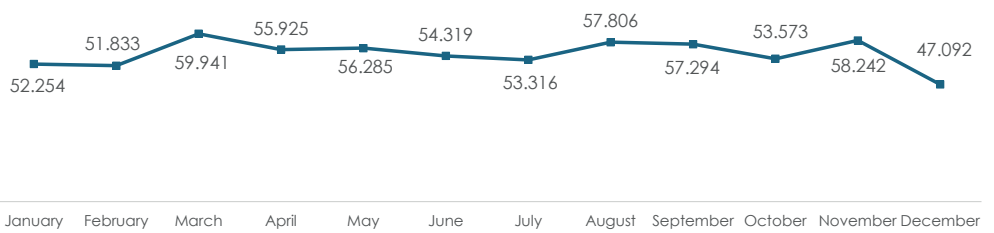
5.2.2. DEMAND – FERRIES

Graph 5 depicts the evolution of passenger demand in the ferry system throughout 2025. In a complementary manner, Graph 6 presents the average demand recorded on business days during the same period.

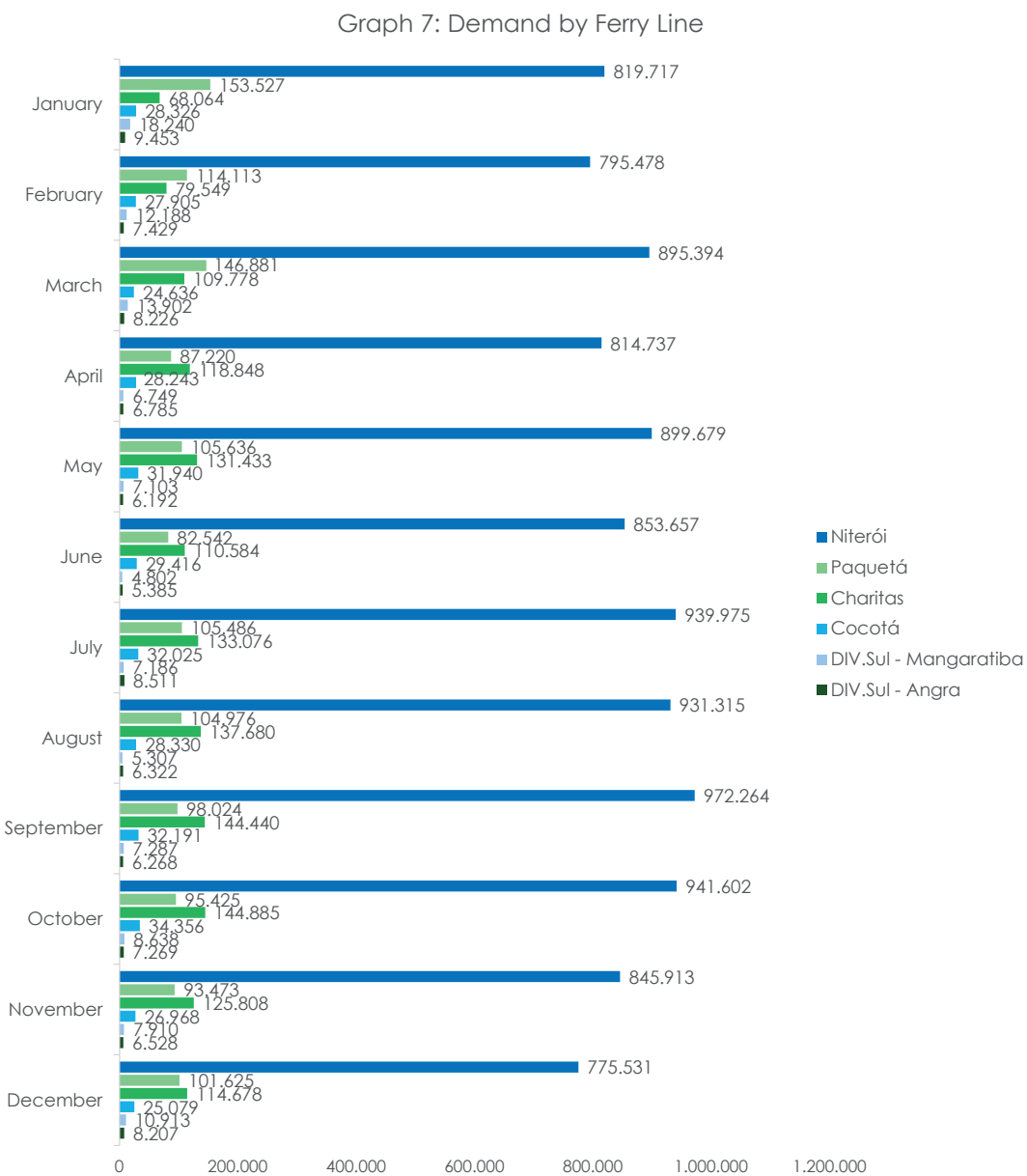
Graph 5: Demand – Ferries



Graph 6: Average Demand (B.D.) – Ferries



Graph 7 presents the evolution of total passenger demand, disaggregated by line, throughout the year 2025.



5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (FERRIES)

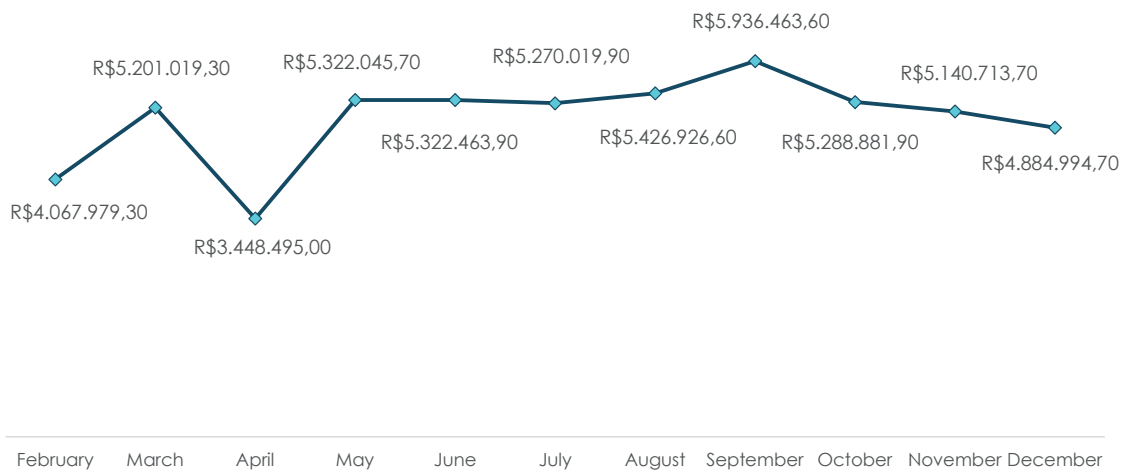
5.2.3. DATA – FERRIES

Under the current contractual model, in which the provision of the Public Passenger Waterway Transport Service is under the responsibility of the State, the relevance of the mechanisms for supervision, monthly measurement of services, and systematic monitoring of operational and financial data should be highlighted. These instruments contribute to the improvement of the system's operational efficiency and to strengthening transparency in the disclosure of information.

In this context, data are available regarding fare revenue, nautical miles traveled, operational costs, as well as other strategic indicators. Such information constitutes the basis for the analysis of service performance and will e presented and examined in the subsequent topics of this yearbook.

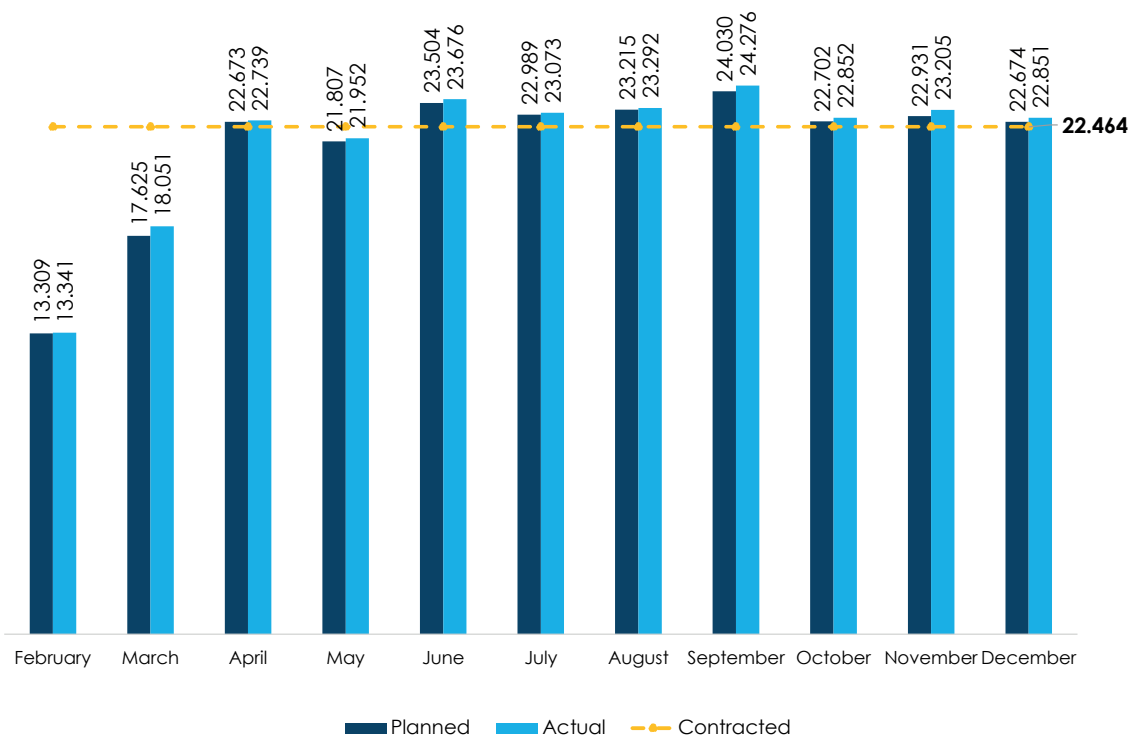
Graph 8 presents Fare Revenue and demonstrates the evolution of the amounts collected from February to December 2025, making it possible to observe the behavior of fare-paying demand.

Graph 8: Fare Revenue (Passengers)



Graph 9 presents the comparison between the nautical miles actually operated, the planned nautical miles, and the contracted nautical miles, broken down month by month, making it possible to assess the degree of adherence of the operation to the targets established in the contract and in the operational planning.

Graph 9: Nautical Miles



The analysis of the graph above demonstrates an operational recovery starting in April, following the first two months of the period analyzed, with a progressive convergence between actual, planned, and contracted nautical miles.

For most of the period, the nautical miles effectively operated remain close to the contractual benchmark (22,464), with occasional records exceeding the planned figures, especially during the central interval of the year.

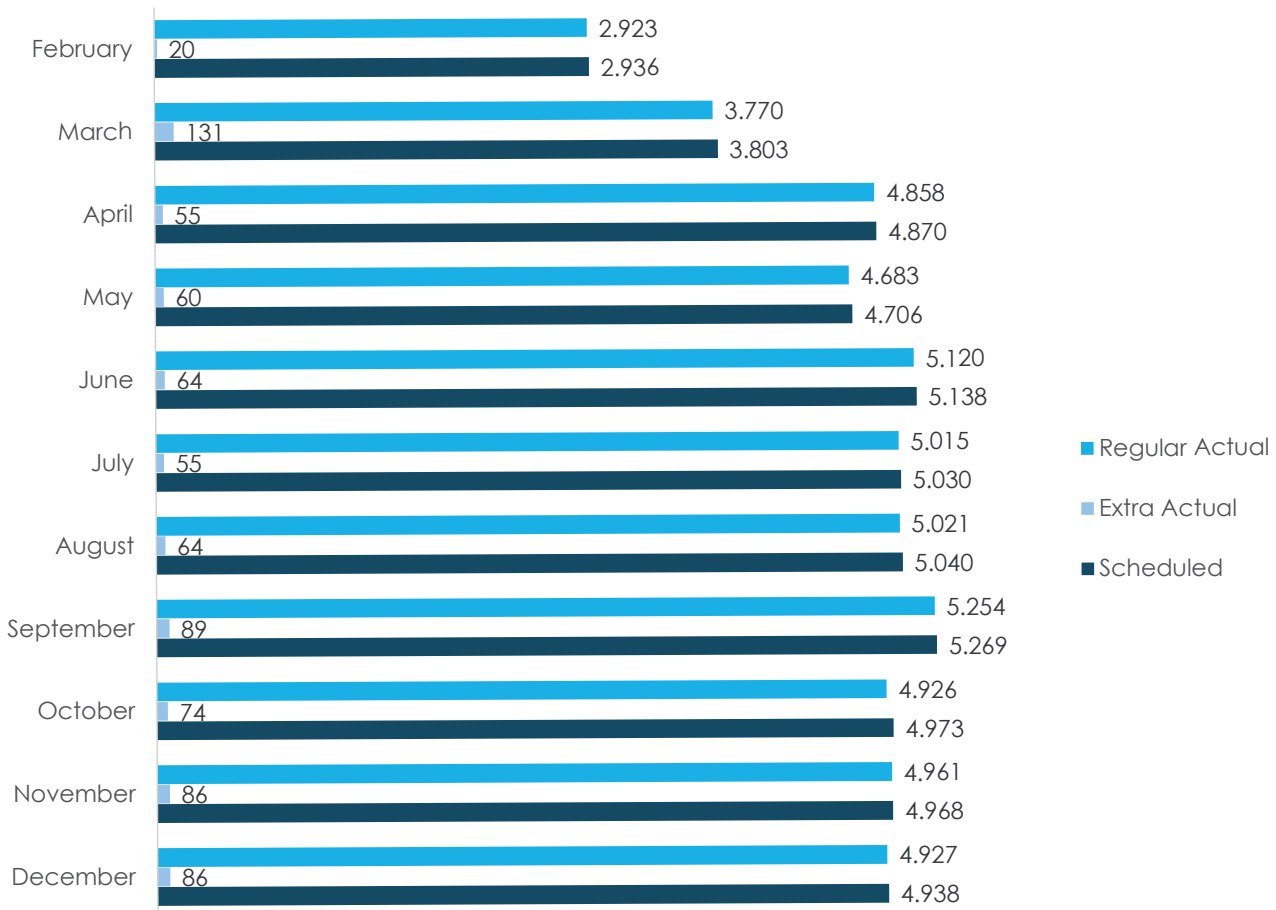
This behavior indicates greater stability and regularity of operations throughout the period, in addition to evidencing the system's capacity to adjust its service supply to the established contractual and operational guidelines.

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (FERRIES)

5.2.3. DATA – FERRIES

Graph 10 presents the comparison between the scheduled trips, regular scheduled trips actually operated, and extra trips operated between February and December 2025.

Graph 10: Scheduled vs. Actual Trips



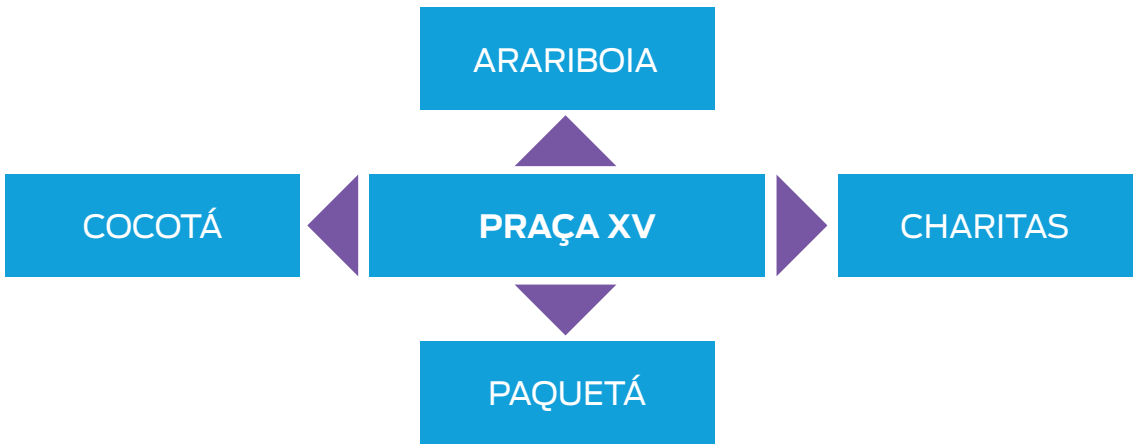
5.2.4. SUPPLY – FERRIES

5 STATIONS IN GUANABARA BAY

3 DOCKING POINTS IN ILHA GRANDE BAY

17 VESSELS

The routes operated in Guanabara Bay have their origin/destination at Praça XV Station.

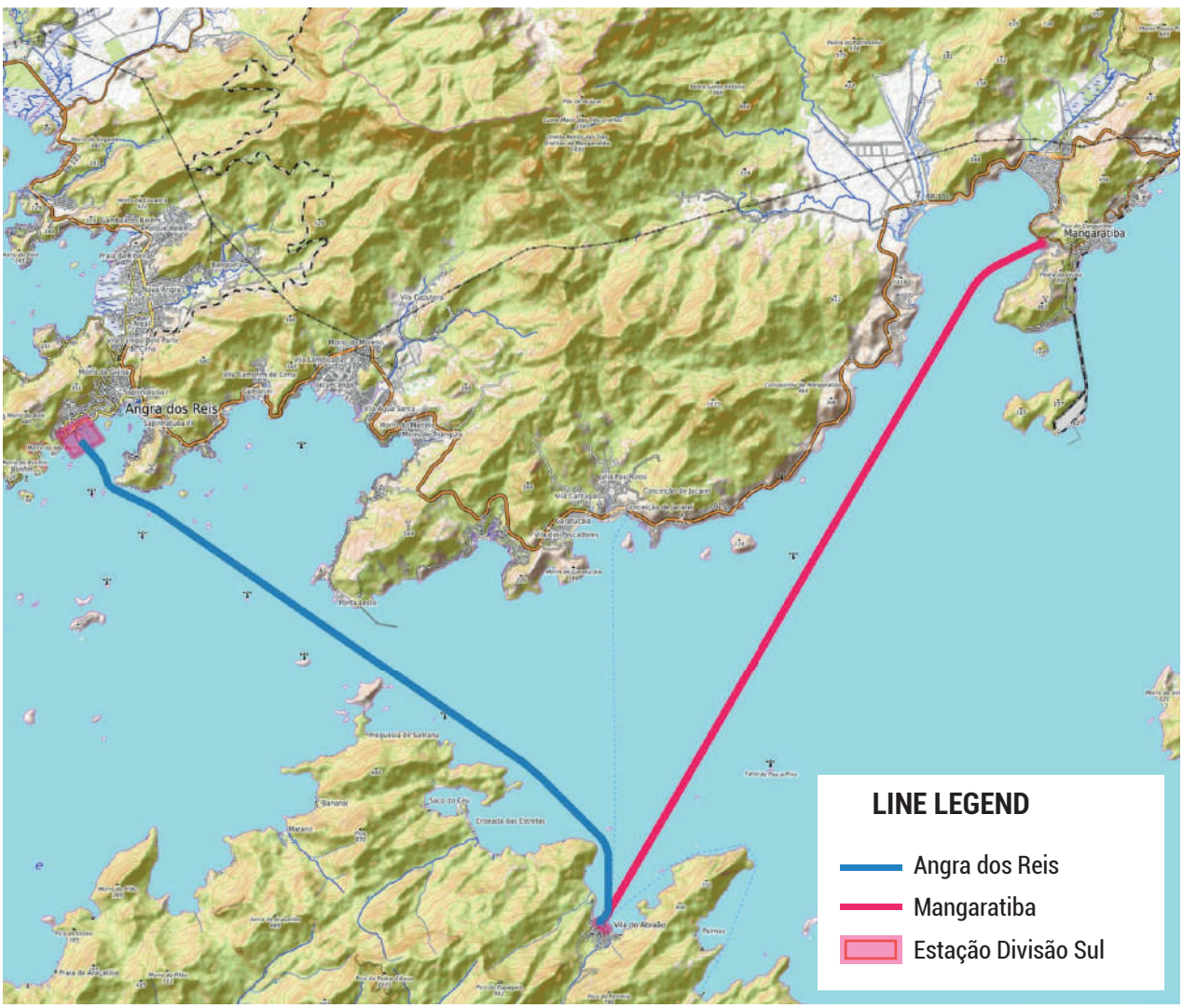


5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (FERRIES)

5.2.4. SUPPLY – FERRIES

Docking points in Ilha Grande Bay:

ANGRA DOS REIS ⇄ **ILHA GRANDE** ⇄ **MANGARATIBA**



5.2.4. SUPPLY – FERRIES

PÃO DE AÇÚCAR
CORCOVADO
ITACOATIARA

CATAMARÃ – US 2000

ILHA GRANDE
ANGRA DOS REIS

MONOCASCO – INACE 500

GÁVEA I
INGÁ II
URCA III
NEVES V

CATAMARÃ – HC18

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (FERRIES)

5.2.4. SUPPLY – FERRIES

VESSELS:

BRIZAMAR
CHARITAS
ITAIPU

MONOCASCO
TRADICIONAL 500 E 1000

APOLO I
ZEUS I
NETUNO I

CATAMARÃ – MC25

HARPIA
FALCÃO

CT - 18

5.2.5. PERFORMANCE INDICATORS – FERRIES

The performance indicators of the public waterway transport service presented below are intended to assess, in an integrated manner, operational efficiency, punctuality, service regularity, service reliability, and users' perception regarding the quality of the services provided The performance indicators of the public waterway transport service presented below are intended to assess, in an integrated manner, operational efficiency, punctuality, service regularity, service reliability, and users' perception regarding the quality of the services provided

1. ICPV – ÍNDICE DO CUMPRIMENTO DA PROGRAMAÇÃO DE VIAGENS
(TRIP SCHEDULE COMPLIANCE INDEX)

2. ICPVQ – ÍNDICE DO CUMPRIMENTO DA PROGRAMAÇÃO DE VIAGENS NOS PICOS
(PEAK-HOUR TRIP SCHEDULE COMPLIANCE INDEX)

3. ICPH – ÍNDICE DO CUMPRIMENTO DA PROGRAMAÇÃO DE HORÁRIOS
(SCHEDULE COMPLIANCE INDEX)

4. ITP – ÍNDICE DO TEMPO DE PERCURSO
(TRAVEL TIME INDEX)

5. ICIE – ÍNDICE DO CUMPRIMENTO DO INTERVALO ENTRE EMBARCAÇÕES
(VESSEL HEADWAY COMPLIANCE INDEX)

IQS – ÍNDICE DE QUALIDADE DO SERVIÇO
(SERVICE QUALITY INDEX)

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (FERRIES)

5.2.5. PERFORMANCE INDICATORS – FERRIES

1. ICPV (TRIP SCHEDULE COMPLIANCE INDEX)

Measures the relationship between the trips actually operated at the terminal and the scheduled trips, reflecting the performance of the operation itself in situations where occurrences and failures may impact the scheduled service.

2. ICPVQ (PEAK-HOUR TRIP SCHEDULE COMPLIANCE INDEX)

Measures the relationship between the trips actually operated at the terminal during peak hours and the scheduled trips, reflecting the performance of the operation itself, in which occurrences and failures may impact the scheduled service.

3. ICPH (SCHEDULE COMPLIANCE INDEX)

Measures compliance with the timetable made available to users with respect to the punctuality of scheduled trips.

4. ITP (TRAVEL TIME INDEX)

Measures the reliability of transport operations, analyzing the actual travel time duration in relation to the scheduled time.

5. ICIE (VESSEL HEADWAY COMPLIANCE INDEX)

Measures compliance with the headways between vessels disclosed to users, in relation to the regularity of scheduled trips during the morning and evening peak periods on the Praça XV–Arariboia and Praça XV–Charitas routes.

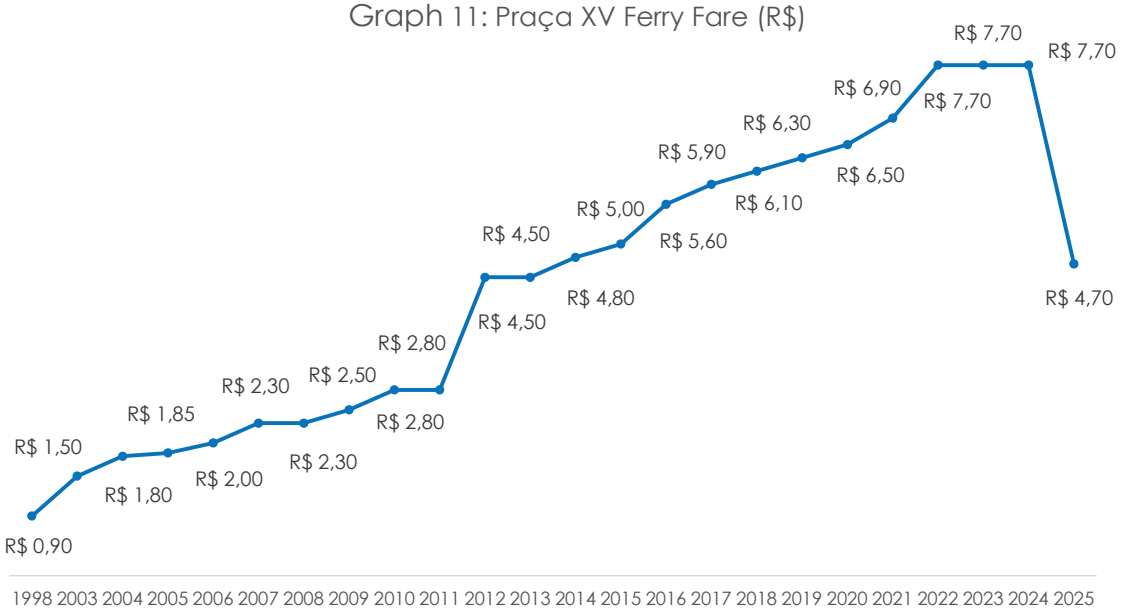
6. IQS (SERVICE QUALITY INDEX)

Assesses users' perception regarding the quality of the services provided, considering both the overall service quality and, separately, the quality of the various factors that make up the service. This assessment must be carried out by observing the tangible aspects, reliability, responsiveness, and assurance.

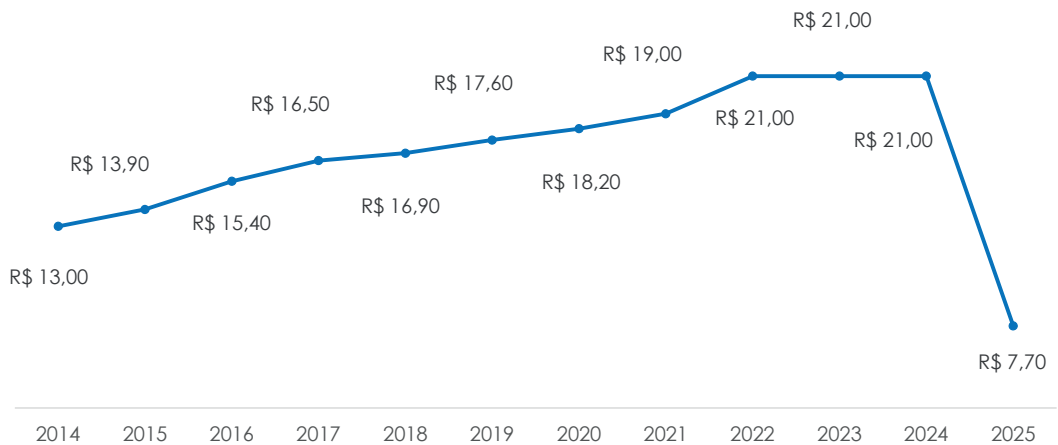
5.2.6. FARES – FERRY FARE EVOLUTION

Graphs 11 and 12 present the evolution of the fares applied on the Praça XV and Charitas lines, respectively, throughout the period shown.

Graph 11: Praça XV Ferry Fare (R$)



Graph 12: Charitas Ferry Fare (R$)



5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (SUBWAY)

5.3. SUBWAY

The concessionaire responsible for operating the subway system in the city of Rio de Janeiro since March 1979.

It has a subway network of 51 kilometers, divided into three lines, 41 stations, and 14 integration points.

The Concession Agreement was originally executed in 1998, with the Government of the State of Rio de Janeiro, through its competent agencies, as the Granting Authority, and with the company Opportrans Concessão Metroviária S.A. as the concessionaire, currently renamed Concessão Metroviária do Rio de Janeiro S.A. – MetrôRio.

The original term of the contract was set at twenty (20) years, beginning in 1998 and with the scheduled end date in 2018.

The concession term was extended, resulting in the term currently established until the year 2048.

Among the main contractual amendments in force, particular note should be made of the one related to the implementation and operation of Line 4, which connected the South Zone to Barra da Tijuca, significantly expanding the system's territorial coverage.

5.3.1. CONTRACT MODEL – TIMELINE

1998

Concession Agreement
- 1st Amendment
- Transfer of Possession

2003

- 2nd Amendment
- 3rd Amendment
- 4th Amendment

2004

- 5th Amendment

2007

Consolidated Concession Agreement
- 6th Amendment

2021

- 7th Amendment

2022

- 8th Amendment
- 9th Amendment

2025

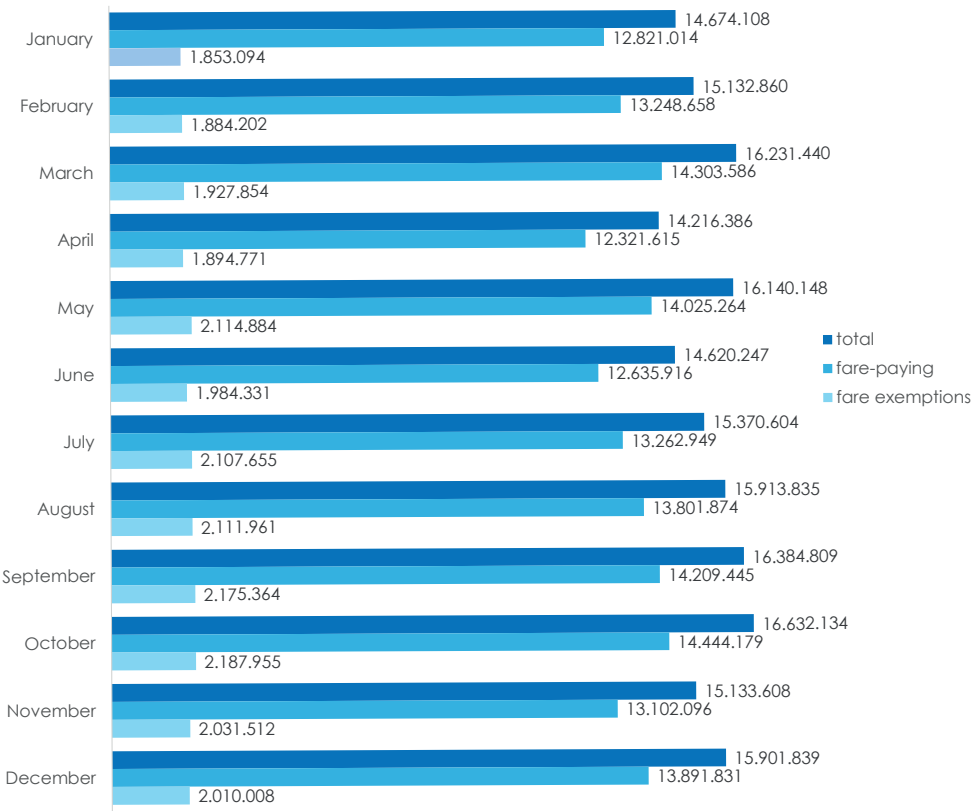
- 10th Amendment

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (SUBWAY)

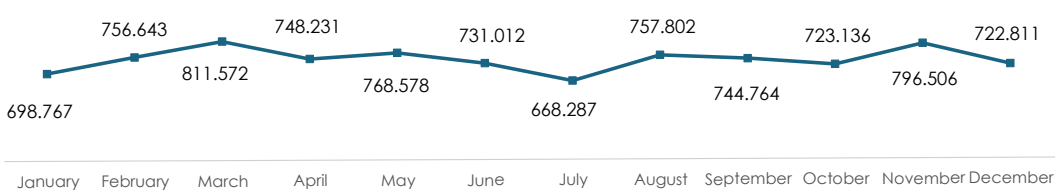
5.3.2. DEMAND – SUBWAY

Graph 13 presents the evolution of passenger demand in the subway system throughout 2025. In a complementary manner, Graph 14 shows the average demand recorded on business days during the same year.

Graph 13: Demand – Subway



Graph 14: Average Demand (B.D.) – Subway

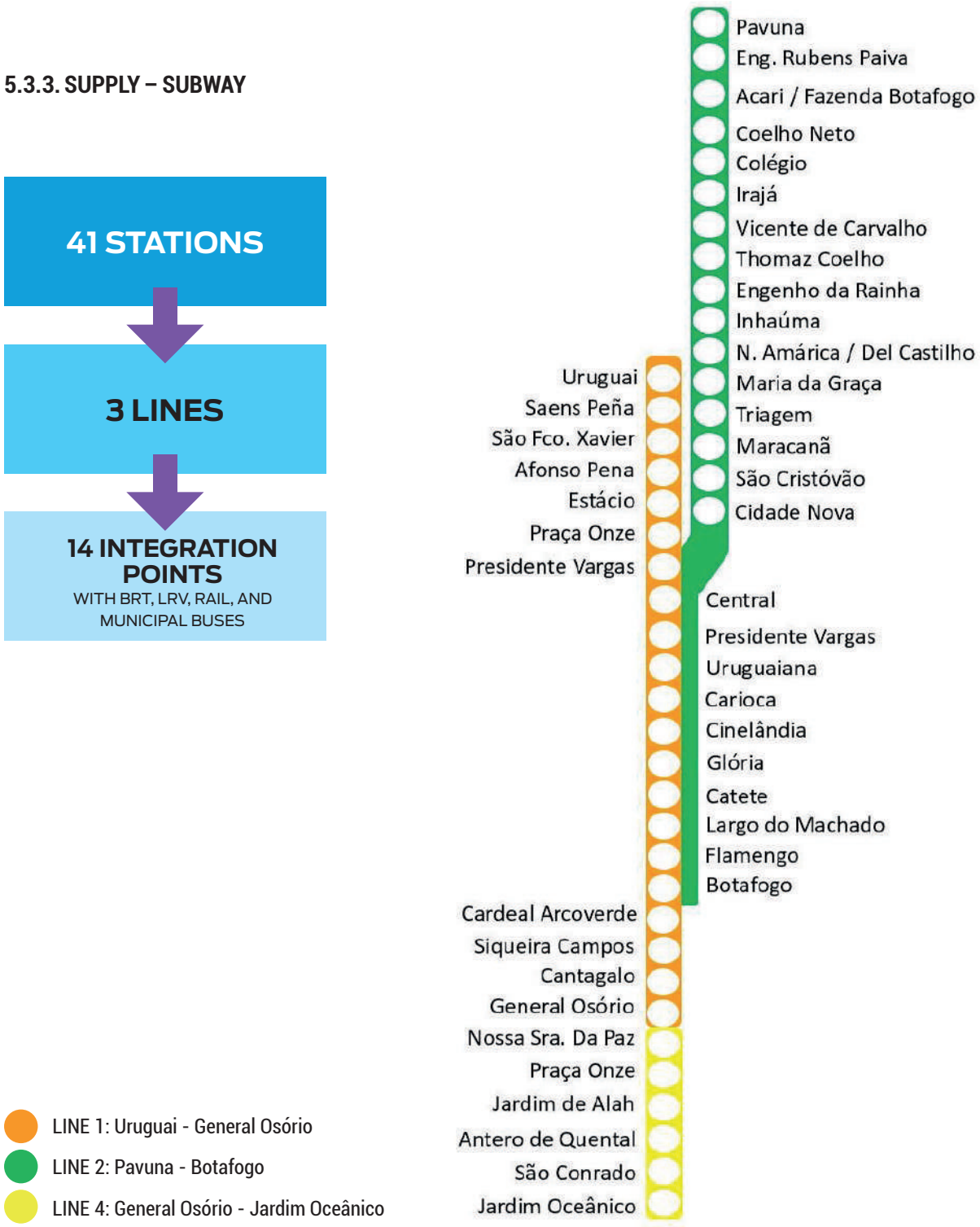


5.3.3. SUPPLY – SUBWAY

41 STATIONS

3 LINES

14 INTEGRATION POINTS
WITH BRT, LRV, RAIL, AND MUNICIPAL BUSES



- LINE 1: Uruguai - General Osório
- LINE 2: Pavuna - Botafogo
- LINE 4: General Osório - Jardim Oceânico

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (SUBWAY)

5.3.4. PERFORMANCE INDICATORS – SUBWAY

The performance indicators presented below are intended to assess, in an integrated manner, operational efficiency, service regularity, system reliability, and users' perception regarding the quality of the services provided.

1. ICPO – ÍNDICE DO CUMPRIMENTO DA PROGRAMAÇÃO DA OFERTA
(SERVICE SUPPLY SCHEDULE COMPLIANCE INDEX)

2. IRIT – ÍNDICE DE REGULARIDADE DO INTERVALO ENTRE TRENS
(TRAIN HEADWAY REGULARITY INDEX)

3. ION – ÍNDICE DE OCORRÊNCIAS NOTÁVEIS
(NOTABLE OCCURRENCES INDEX)

4. ICD – ÍNDICE COMPOSTO DE DESEMPENHO
(COMPOSITE PERFORMANCE INDEX)

5. IQS – ÍNDICE DE QUALIDADE DE SERVIÇOS
(SERVICE QUALITY INDEX)

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (SUBWAY)

5.3.4. PERFORMANCE INDICATORS – SUBWAY

1. ICPO (Service Supply Schedule Compliance Index)

Measures the relationship between the departures actually carried out at the terminal and the scheduled departures, reflecting the performance of the operation in situations where occurrences and failures may interfere with the scheduled service.

2. IRIT (TRAIN HEADWAY REGULARITY INDEX)

Measures the variation in headways between trains during the most critical periods of the day (morning and afternoon peak hours). The regularity of headways between trains represents the regularity of service supply.

3. ION (NOTABLE OCCURRENCES INDEX)

Assesses the number of occurrences that caused delays equal to or greater than 5 minutes.

4. ICD (COMPOSITE PERFORMANCE INDEX)

Assesses the performance of the concessionaire, through the consolidation of the main operational parameters and system quality indicators.

5. IQS (SERVICE QUALITY INDEX)

Measures the quality of the services provided by the subway system based on users' perception, obtained through opinion surveys.

5.3.5. FARES – SUBWAY FARE EVOLUTION

Graph 15 presents the evolution of the metro system fare over the years, starting from 1998.

Graph 15: Subway Fare (R$)

For fare payment in MetrôRio, Jaé and Riocard cards are accepted at all stations, as well as QR Code tickets, including the single fare ticket. Additionally, there is the option of contactless payment, through credit and debit cards and devices with NFC technology.

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (RAIL)

5.4. SUPERVIA

The concessionaire responsible for operating the urban rail system of the Metropolitan Region of Rio de Janeiro since November 1998.

The rail system serves important mobility corridors, connecting the capital city to several municipalities in the Metropolitan Region, contributing to territorial integration and to the population's access to employment, education, and services opportunities.

The municipalities covered are: Rio de Janeiro, Duque de Caxias, Nova Iguaçu, Nilópolis, Mesquita, Queimados, São João de Meriti, Belford Roxo, Japeri, Magé, Paracambi, and Guapimirim.

The operation of SuperVia involves the management of the railway infrastructure, rolling stock, and the services provided to users, with a focus on operational efficiency and on offering an urban rail service integrated with the mobility of the Metropolitan Region of Rio de Janeiro.

5.4.1. CONTRACT MODEL – TIMELINE

1998
Concession Agreement
• 1st Amendment

2000
• 2nd Amendment

2001
• 3rd Amendment

2002
• 4th Amendment

2004
• 5th Amendment

2007
• 6th Amendment
Consolidated Concession Agreement

2010
• 7th Amendment
• 8th Amendment

2014
• 9th Amendment

2017
• 10th Amendment

2021
• 11th Amendment

2022
• 12th Amendment

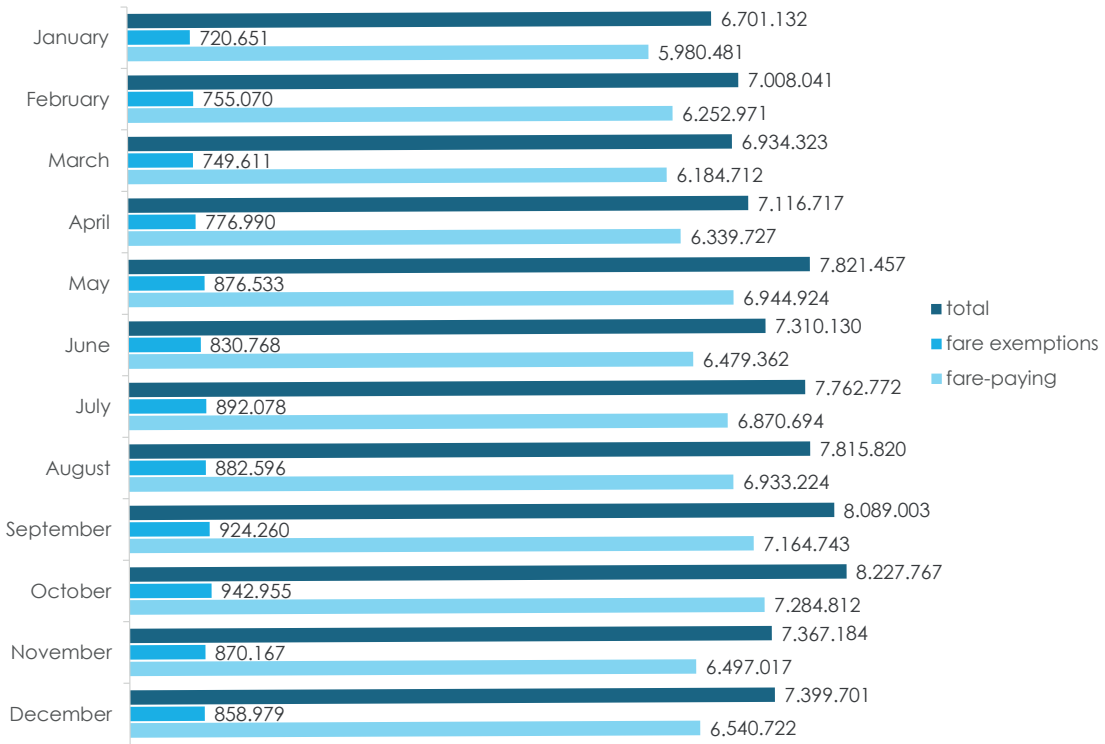
2024
Working Group for Operational Transition

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (RAIL)

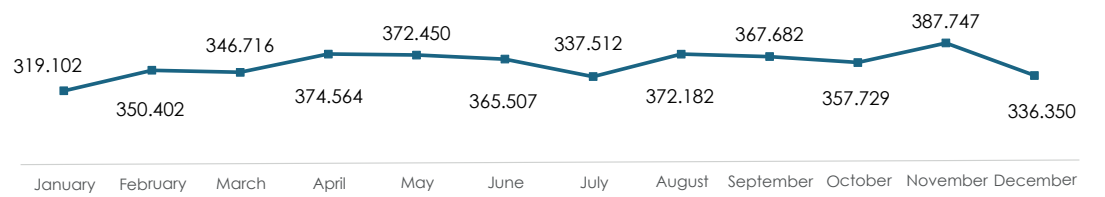
5.4.2. DEMAND – RAIL

Graph 16 presents the evolution of demand in the rail system throughout 2025, including fare-paying passengers and fare exemptions. In addition, Graph 17 shows the average demand recorded on business days during the same period.

Graph 16: Demand – Rail



Graph 17: Average Demand (B.D.) – Rail



5.4.3. SUPPLY – RAIL

270 KM OF RAIL NETWORK → **8 BRANCHES** → **102 STATIONS**

The route crosses the city of Rio de Janeiro and 11 additional municipalities in the Metropolitan Region.

DUQUE DE CAXIAS	NOVA IGUAÇU	NILÓPOLIS	MESQUITA
QUEIMADOS	SÃO JOÃO DE MERITI	BELFORD ROXO	JAPERI
MAGÉ	PARACAMBI	GUAPIMIRIM	

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (RAIL)

SUPERVIA LINE MAP

*Train schedules may be changed throughout the day. For more information, please contact our customer service channels.

Legenda *Legend | Descripción escrita*

- **Integração metrô** *Subway integration | Conexión metro*
- **Integração BRT** *BRT integration | Conexión BRT*
- **Integração VLT** *Tramway integration | Conexión VLT*
- **Estação terminal** *Final station | Estación final*
- **Transferência entre ramais** *Transfer between lines | Transferencia entre líneas*
- **Somente saída, através da estação Maracanã** *Exit only, through Maracanã station | Solamente salida, por la Estación Maracanã*
- **Estação acessível** *Accessible station | Estación accesible*
- **Estação Silva Freire** *Station | Estación*
  Horário de funcionamento: dias úteis das 10h às 15h
  Work hours: business days 10am to 3pm | Horario de operación: días habiles desde las 10h hasta las 15h

- Deodoro
- Santa Cruz
- Japeri
- Paracambi
- Belford Roxo
- Saracuruna
- Vila Inhomirim
- Guapimirim

Atendimento ao Cliente
0800 726 9494 | atendimento@supervia.com.br | www.supervia.com.br

BRANCH	INTEGRATION	TYPES OF OPERATION
Santa Cruz	Integrated with Deodoro	Local and express
Deodoro	Integrated with Santa Cruz and Japeri	Local
Japeri	Connected to Paracambi	Local and express
Saracuruna	Connected to Belford Roxo, Vila Inhomirim, and Guapimirim	Local and express
Belford Roxo	Integrated with Saracuruna	Local
Paracambi	Extension of Japeri	Timetable service
Vila Inhomirim	Extension of Saracuruna	Timetable service
Guapimirim	Extension of Saracuruna	Timetable service

5.4.4. PERFORMANCE INDICATORS – RAIL

The performance indicators established in the Concession Agreement are intended to assess, in an integrated manner, operational efficiency and the quality of the services provided.

1. ICPO – ÍNDICE DO CUMPRIMENTO DA PROGRAMAÇÃO DA OFERTA
(SERVICE SUPPLY SCHEDULE COMPLIANCE INDEX)

2. IRIT – ÍNDICE DE REGULARIDADE DO INTERVALO ENTRE TRENS
(TRAIN HEADWAY REGULARITY INDEX)

3. ION – ÍNDICE DE OCORRÊNCIAS NOTÁVEIS
(NOTABLE OCCURRENCES INDEX)

4. IQS – ÍNDICE DE QUALIDADE DE SERVIÇOS
(SERVICE QUALITY INDEX)

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (RAIL)

5.4.4. PERFORMANCE INDICATORS – RAIL

1. ICPO
(SERVICE SUPPLY SCHEDULE COMPLIANCE INDEX)

Measures the relationship between the departures actually carried out at the terminal and the scheduled departures, reflecting the performance of the operation in situations where occurrences and failures may interfere with the scheduled service.

2. IRIT
(TRAIN HEADWAY REGULARITY INDEX)

Measures the variation in headways between trains during the most critical periods of the day (morning and afternoon peak hours). The regularity of headways between trains represents the regularity of service supply.

3. ION
(NOTABLE OCCURRENCES INDEX)

Assesses the number of occurrences that caused delays equal to or greater than 5 minutes.

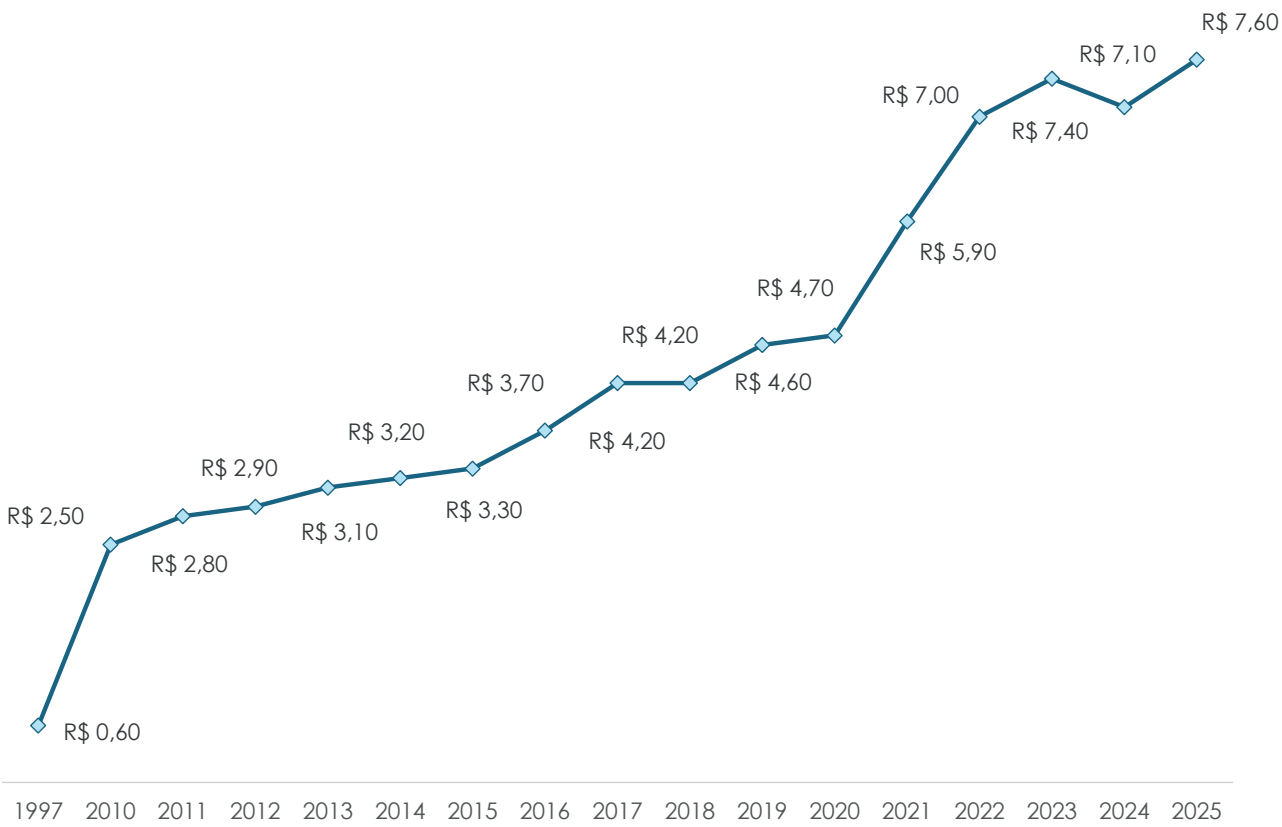
4. IQS
(SERVICE QUALITY INDEX)

Assesses the performance of the concessionaire, through the consolidation of the main operational parameters and system quality indicators.

5.4.5. FARES – RAIL FARE EVOLUTION

The evolution of fares in the rail system reflects the pursuit of preserving the economic and financial balance of the service and its operational sustainability. The historical analysis of fare adjustments therefore constitutes an important instrument for understanding the system's dynamics. In this context, Graph 18 presents the evolution of the rail fare over the years, allowing the visualization of the adjustments applied since 1997.

Graph 18: Rail Fare (R$)



5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (TRAM)

5.5. TRAM

The tram system of the Santa Teresa neighborhood, in the city of Rio de Janeiro, constitutes one of the most traditional modes of urban transport in the State of Rio de Janeiro, simultaneously characterized as a public mobility service and cultural heritage.

Throughout its history, the Santa Teresa Tram has undergone different institutional arrangements of operation, management, and regulation, reflecting transformations in the public transport service delivery model.

In 1872, the concession for the streetcar lines to the hills of Santa Teresa and Paula Mattos was created, resulting in the Santa Teresa Rail-Road Company.

The State Company for Engineering, Transport, and Logistics (Central Logística) carried out the acquisition of a fleet of 8 new trams, aiming at the replacement of old vehicles, through a contract signed in 2012.

5.5.1. CONTRACT MODEL – TIMELINE

1872

Concession granted to the Santa Teresa Rail-Road Company

1896

Electrification and extension of the concession

1960

State-owned company **Collective Transport Company (CTC)**

2001

Transfer of responsibility to the company **Central Logística**

2011

End of regular operation following the accident

2012-2013

Public bidding process for revitalization

2015

Partial reopening

2023

Beginning of works for the recovery of the deactivated branches **Paula Mattos** and **Silvestre**

2024-2025

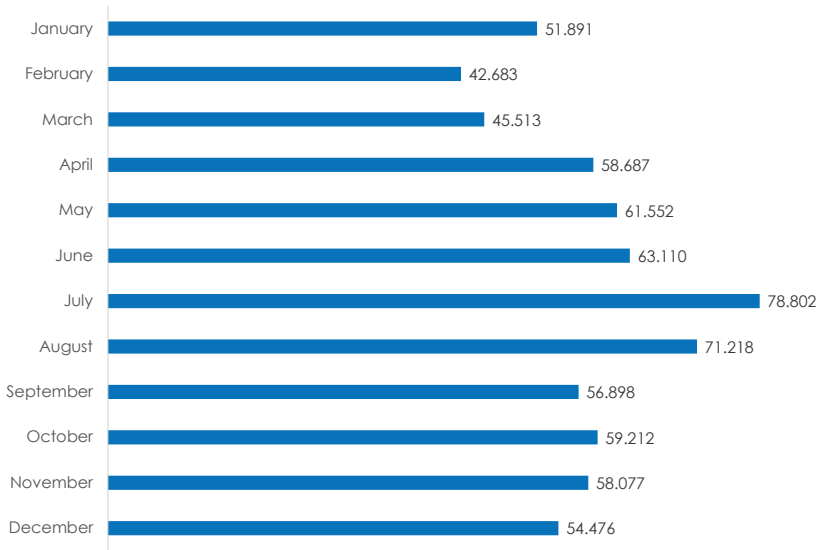
Consolidation of state operation and resumption of **the Paula Mattos branch**

5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (TRAM)

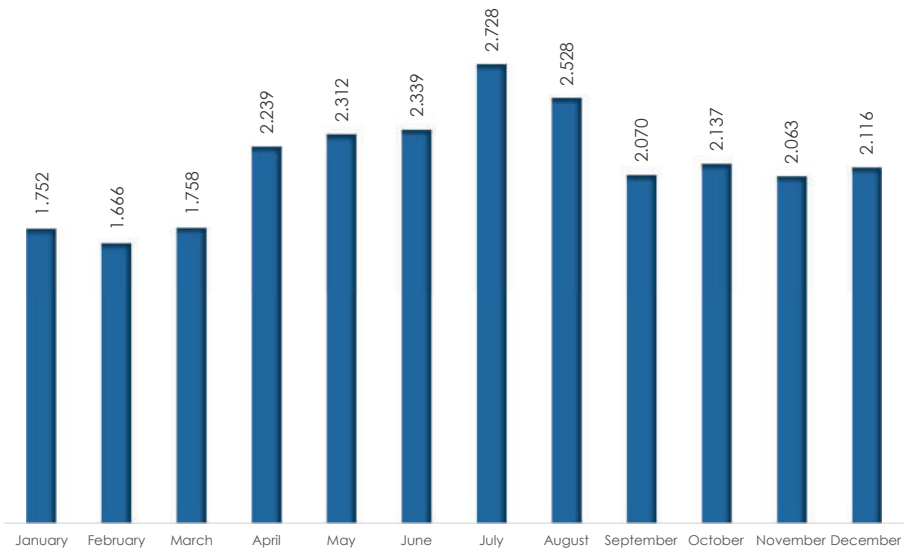
5.5.2. DEMAND – TRAM

Graph 19 presents the evolution of passenger demand in the Santa Teresa trams throughout 2025. In addition, Graph 20 shows the number of trips carried out by the tram system during the same period.

Graph 19: Passenger Demand – Tram



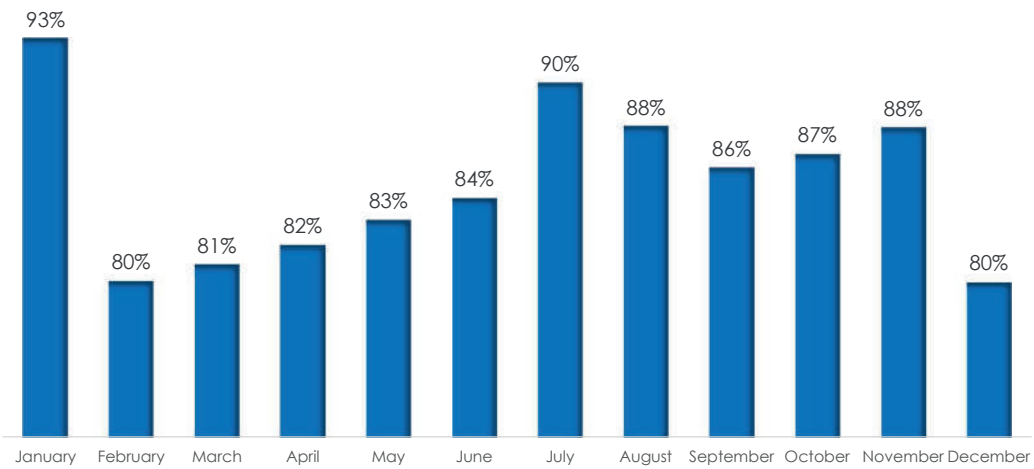
Graph 20: Number of Trips – Tram



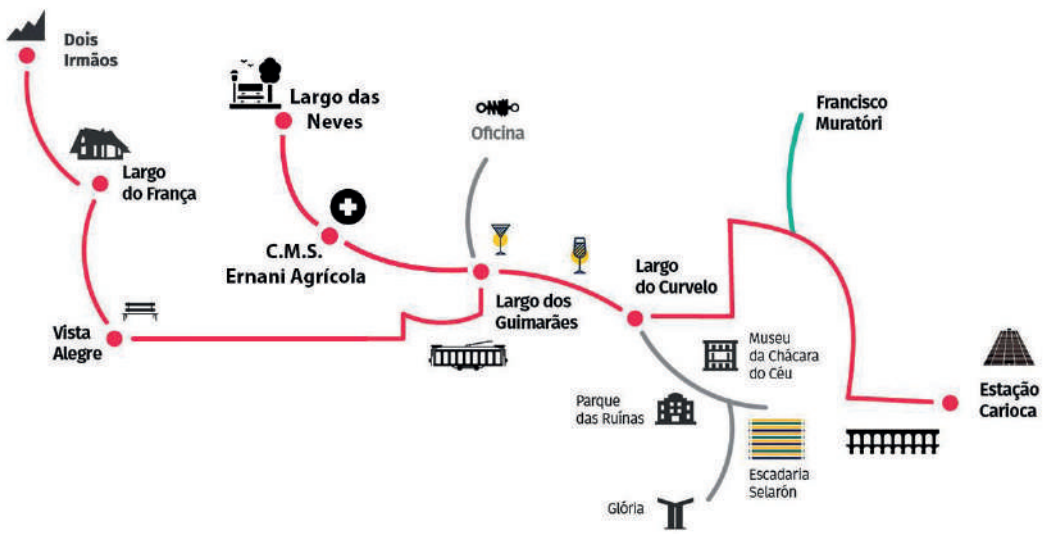
5.5.2. DEMAND – TRAM

Graph 21 presents the evolution of the occupancy rate of the tram system throughout the year 2025.

Graph 21: Occupancy Rate (%) – Tram



TRAM ROUTE MAP



5. OPERATIONAL ANALYSIS BY MODE OF TRANSPORT (TRAM)

5.5.3. SUPPLY – TRAM

8 VEHICLES

3 BRANCHES

CAPACITY:
32 PASSENGERS / VEHICLE

SILVESTRE
(WORKS COMPLETED AT THE BEGINNING OF 2026)

PAULA MATTOS
(IN OPERATION)

MURATORI
(DEACTIVATED)

5.5.4. FARES – FARE EVOLUTION

In the Santa Teresa Tram system, whose operation began in 1872, there are no reliable records that allow the reconstruction of the historical evolution of fares over time. Before the interruption of operations that occurred in 2011, the fare in effect was R$ 0.60. With the resumption of service in 2016, a new fare model was adopted, establishing the amount of R$ 20.00 for tourists, with fare exemption ensured for registered residents of the area served by the system.

6. PUBLIC POLICIES

Public transportation policies play a central role in the organization, regulation, and development of urban mobility systems, guiding service provision, infrastructure investments, and the promotion of public access to the different modes of transport.

Within the State of Rio de Janeiro, public policies in the transport sector seek to reconcile the economic and financial sustainability of the systems with social objectives, such as the expansion of accessibility, integration between modes, fare affordability, and the continuous improvement of service quality.

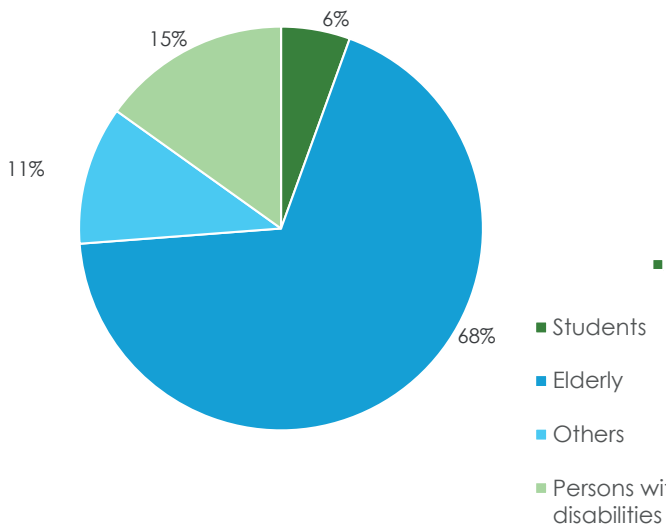
SETRAM plays a central role in promoting the efficiency, accessibility, and sustainability of transport systems, contributing to the improvement of urban mobility and to meeting the population's daily travel demands.

Within the scope of public transport policies, initiatives aimed at expanding public access to mobility systems stand out, such as the Intermunicipal Single Ticket (**Bilhete Único Intermunicipal**) and Social Transit Pass (**Vale Social**).

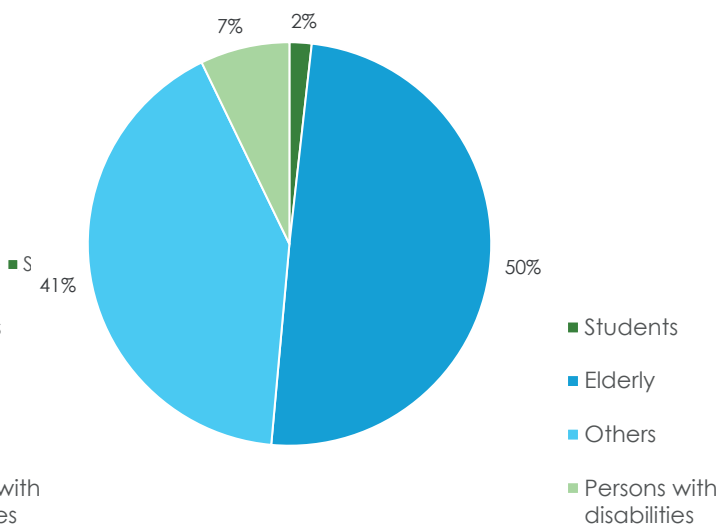
6.1. FARE EXEMPTIONS

Graphs 22 and 23 present the percentage distribution of the different types of fare exemptions in the rail and ferry systems, respectively.

Graph 22: Types of Fare Exemption – Rail



Graph 23: Types of Fare Exemption – Ferries



6. PUBLIC POLICIES

6.2. VALE SOCIAL (SOCIAL TRANSIT PASS)

Granted by SETRAM, Vale Social is a benefit that guarantees free access to state public transportation services (intermunicipal buses, subway, rail, and ferries) for persons with disabilities (physical, sensory, or intellectual) and for individuals undergoing continuous treatment for chronic diseases in public health units or facilities accredited by the SUS, whenever interruption of treatment may pose a risk to health.The benefit is granted through medical evaluation and certification, in accordance with State Law No. 4,510/2005 and State Decree No. 36,992/2005, as amended by State Decree No. 45,820, of November 11, 2016.

VALE SOCIAL
TRANSPORTE GRATUITO

As of October 1, 2024, Vale Social began to be made available through a single unified card, with the objective of facilitating boarding for persons with disabilities and individuals undergoing medical treatment on the state public transportation network, while improving the experience of users of the benefit.

Certain municipalities maintain agreements with the Vale Social Program, which enables, within their respective jurisdictions, the granting of free access to intramunicipal public collective transportation for eligible beneficiaries.These include persons with disabilities residing in these municipalities, as well as residents undergoing treatment for chronic diseases who require transportation through the municipal transport system in order to carry out their medical treatment.

The municipalities participating in the program are:

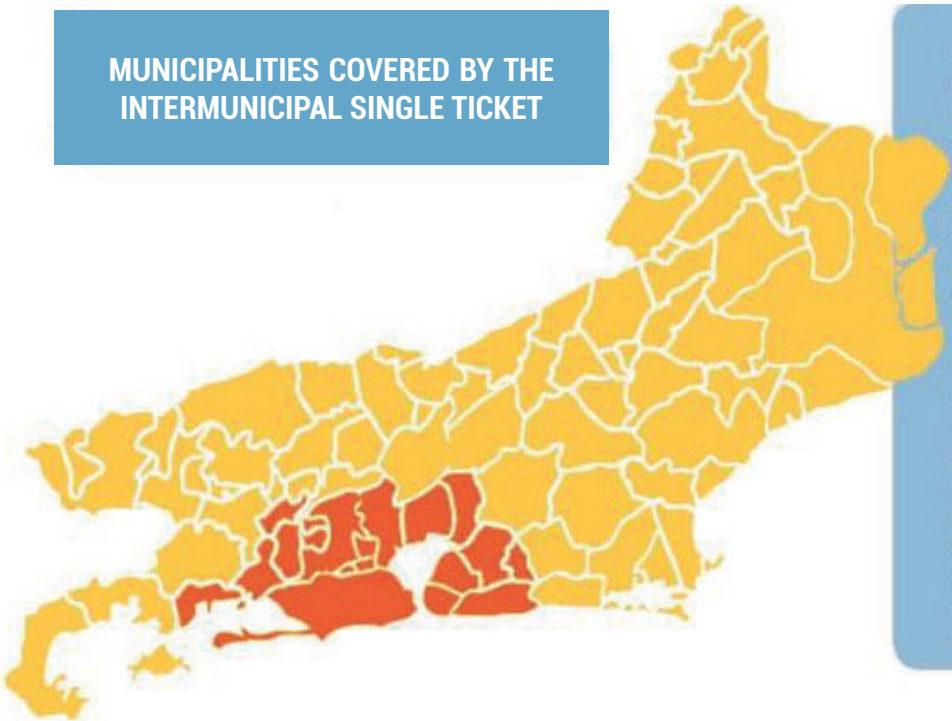
BARRA MANSA	BELFORD ROXO	CACHOEIRAS DE MACACU	DUQUE DE CAXIAS	GUAPIMIRIM
IGUABA GRANDE	ITABORAÍ	JAPERI	MAGÉ	MANGARATIBA
MARICÁ	MESQUITA	MIGUEL PEREIRA	MIRACEMA	NILÓPOLIS
NITERÓI	NOVA IGUAÇU	PATY DOS ALFERES	QUEIMADOS	RIO BONITO
RIO CLARO	RIO DAS FLORES	SÃO GONÇALO	SAQUAREMA	SEROPÉDICA
VALENÇA				

6.3. BILHETE ÚNICO INTERMUNICIPAL (INTERMUNICIPAL SINGLE TICKET)

The Intermunicipal Single Ticket (Bilhete Único Intermunicipal - BUI) was implemented in 2010, pursuant to Law No. 5,628/2009.The BUI is a fare benefit applied to public transportation fares, granted by the Government of the State of Rio de Janeiro through the Individual Taxpayer Registry (CPF). With this benefit, it is possible to use two modes of transportation for a maximum fare of R$ 9.40.

The benefit is valid across all modes of transport: ferries, subway, rail, municipal buses, intermunicipal buses, regulated intermunicipal vans, BR, LRV.

MUNICIPALITIES COVERED BY THE INTERMUNICIPAL SINGLE TICKET



- Belford Roxo
- Duque de Caxias
- Guapimirim
- Itaboraí
- Itaguaí
- Japeri
- Magé
- Maricá
- Mesquita
- Rio de Janeiro
- Nilópolis
- Niterói
- Nova Iguaçu
- Paracambi
- Queimados
- São Gonçalo
- São João de Meriti
- Seropédica
- Tanguá
- Mangaratiba

6. PUBLIC POLICIES

INTEGRATIONS ACCEPTED BY THE INTERMUNICIPAL SINGLE TICKET

RAIL * + BRT OR MUNICIPAL BUS OR LRV

*Boarding at stations located outside the municipality of Rio de Janeiro

INTERMUNICIPAL VAN + BRT OR MUNICIPAL BUS OR RLV

INTERMUNICIPAL BUS + RAIL

FERRIES + MUNICIPAL BUS OR LRV

INTERMUNICIPAL BUS + MUNICIPAL BUS

INTERMUNICIPAL BUS + INTERMUNICIPAL VAN

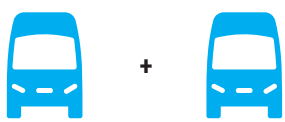
INTERMUNICIPAL BUS + BRT OR MUNICIPAL BUS OR LRV

INTERMUNICIPAL BUS + FERRIES

INTERMUNICIPAL VAN + INTERMUNICIPAL BUS

INTERMUNICIPAL VAN + FERRIES

INTERMUNICIPAL VAN + INTERMUNICIPAL VAN



FERRIES + SUBWAY

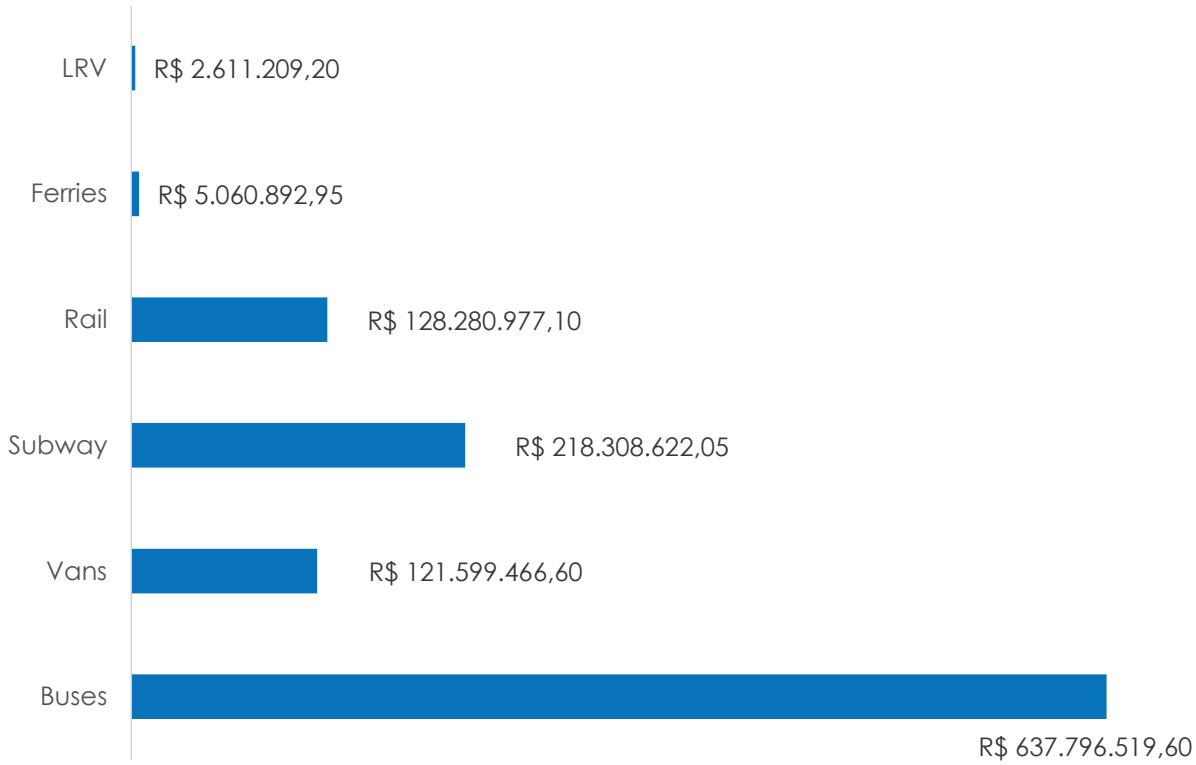
INTERMUNICIPAL VAN + RAIL

RAIL + SUBWAY

FERRIES + RAIL

Graph 24 presents the amount of subsidies related to the Intermunicipal Single Ticket (BUI). There is a clear predominance of bus subsidies, indicating their greater share in the use of the benefit, while the other modes present significantly lower volumes.

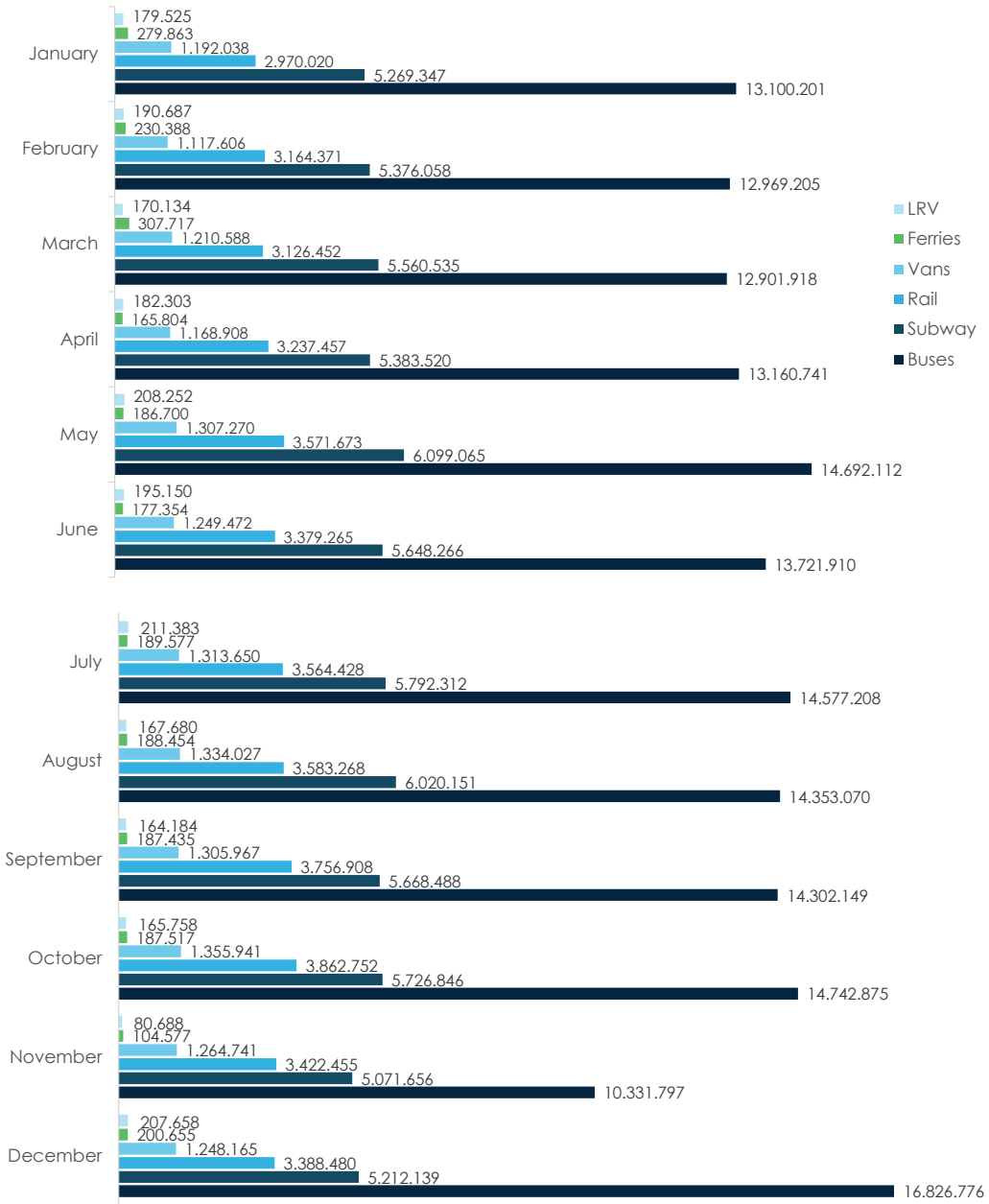
Graph 24: BUI Subsidy by Mode of Transport in 2025



6. PUBLIC POLICIES

Graph 25 shows the volume of BUI transactions across the different modes of transport, from January to December 2025.

Graph 25: Volume of Transactions through the BUI



7. TECHNOLOGY AND INNOVATION

7.1. ELECTRONIC TICKETING SYSTEM

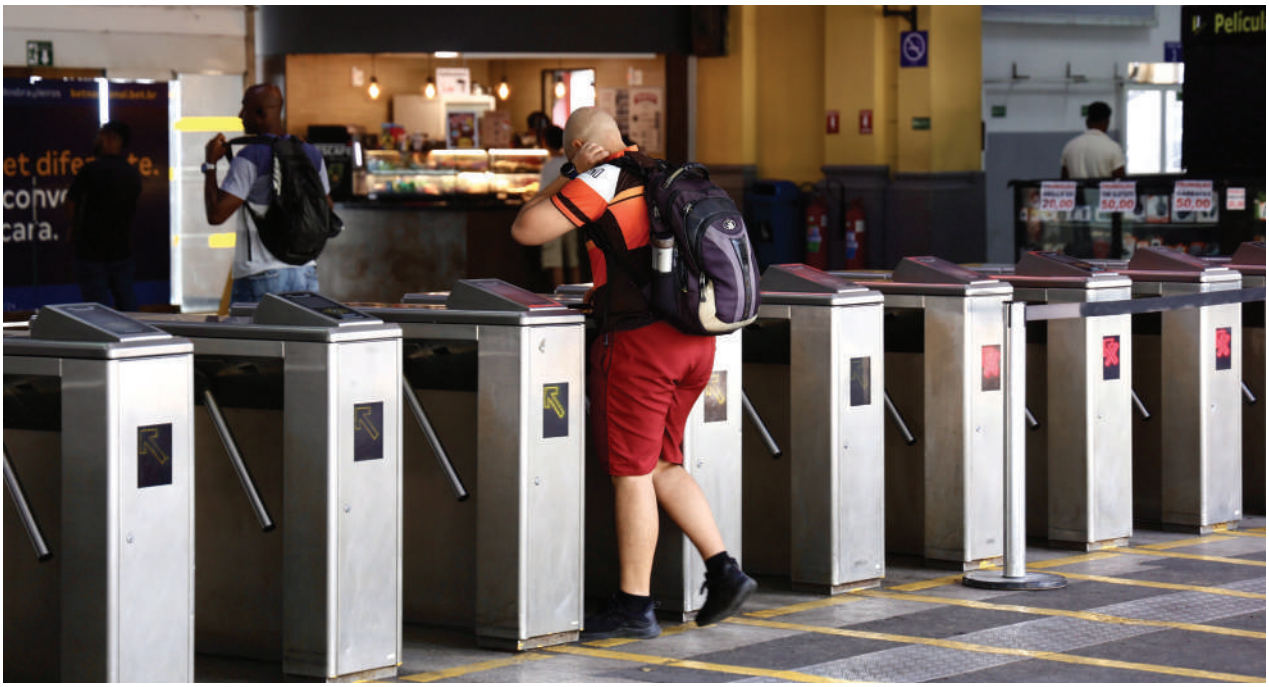
LEGAL DEFINITION AND PURPOSE OF THE SYSTEM

Based on Decree No. 46,243, dated February 7, 2018, the Electronic Ticketing System of the State of Rio de Janeiro is defined as a state-level system intended to operationalize fare payments and access control for public transportation services.

TECHNOLOGICAL BASIS AND COMPONENTS

This system is structured around the use of contactless smart cards, in accordance with the international standard ISO/IEC 14443, ensuring high standards of security, reliability, and scalability. In addition to the electronic card, the system comprises a set of equipment and technological solutions necessary for its operation, such as validators, turnstiles, software, and other devices, ensuring the integrity of each application and the proper management of transport information.

7. TECHNOLOGY AND INNOVATION



INTEROPERABILITY AND INTEGRATION

One of the central pillars of the Electronic Ticketing System is interoperability, which consists of the possibility of fare integration among the different transport modes under state jurisdiction, including the road, subway, rail, and ferry systems. In order to make this interoperability possible, the decree establishes that electronic cards issued by transport operators and entities that are part of the Intermunicipal Electronic Ticketing System must be accepted in the ticketing systems of the other operators. This guideline ensures greater ease of mobility for users, promoting the physical and fare integration of the transport network and contributing to the rationalization of public transport use throughout the state territory.

USER INTERFACE (SYSTEM MATERIALIZATION)

The practical implementation of this interoperability for users is currently embodied by Riocard Mais, which functions as the system's main rechargeable electronic card, allowing fare payment and integrated access to buses, subway, ferries, and rail services.

DATA MANAGEMENT, TRANSPARENCY, AND OVERSIGHT

With regard to the responsibilities of transport operators, the decree assigns them the duty to provide the State, on a daily basis and by electronic means, with the raw or primary data of transactions carried out in the electronic ticketing system. This obligation also includes information related to the Intermunicipal Single Ticket and other fare benefits granted under state legislation. Whenever possible, the data must contain the georeferenced information of each transaction. In the absence of such information, the georeferencing of the vehicle or of the ticketing point, such as stations, must be made available.

TECHNICAL INFRASTRUCTURE AND GOVERNANCE (THE ROLE OF PRODERJ)

The central infrastructure for the consolidation and management of these operational datasets is provided by PRODERJ (Data Processing Company of the State of Rio de Janeiro), which captures the raw data records from the electronic validators installed throughout the transport network.

This capture is carried out through a secure connection network between the concessionaires and PRODERJ's database, involving communication and coordination among the technical sectors of the IT area of each operator, in order to ensure the integrity, security, and proper storage of information.

8. STRATEGIC PLANNING

PLANO DIRETOR DE TRANSPORTE URBANO - PDTU
(URBAN TRANSPORT MASTER PLAN)

PLANO ESTRATÉGICO PORTO DO RIO
(STRATEGIC PORT OF RIO PLAN)

PLANO AEROVIÁRIO - PAERJ
(AIR TRANSPORT PLAN)

PLANO DIRETOR METROVIÁRIO - PDM
(SUBWAY MASTER PLAN)

PLANO ESTRATÉGICO DE LOGÍSTICA E CARGAS - PELC
(STRATEGIC LOGISTICS AND FREIGHT PLAN)

PLANO DIRETOR DE TRANSPORTE URBANO – PDTU (URBAN TRANSPORT MASTER PLAN)

The PDTU (Plano Diretor de Transporte Urbano; Urban Transport Master Plan) is the main strategic planning instrument for metropolitan mobility, serving as the technical basis for decisions related to investment, operation, management, and regulation of the transport system.

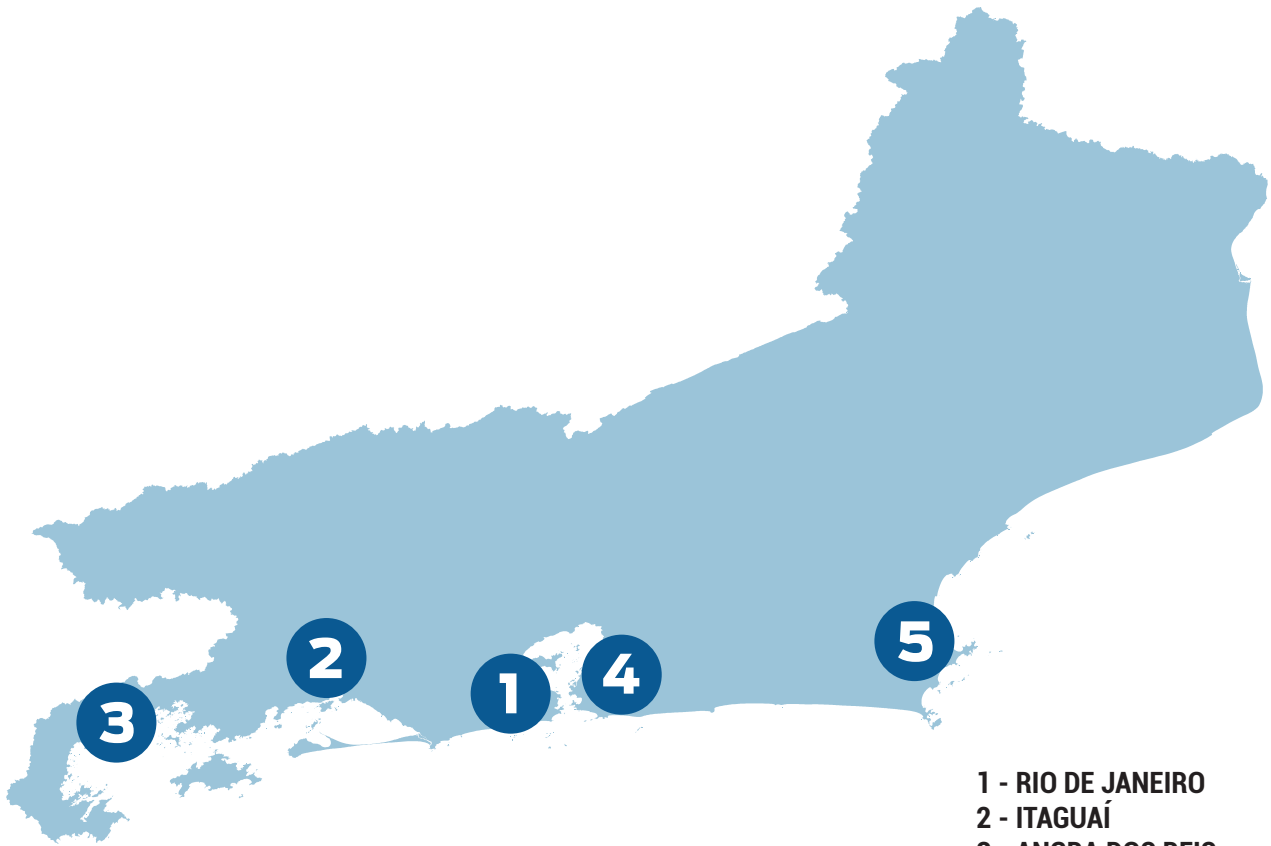
The PDTU provides guidance on strategic investments in road infrastructure and public transport systems, including subway, rail, ferries, and integration terminals.

Accordingly, **the PDTU** is essential for the planning of urban mobility public policies, as it ensures a long-term vision, enabling decisions based on evidence, research, technical modeling, and real-world diagnostics.

PLANO ESTRATÉGICO PORTO DO RIO (STRATEGIC PORT OF RIO PLAN)

The Plano Estratégico Porto do Rio (Strategic Port of Rio Plan) is a comprehensive document concerning the Port of Rio de Janeiro, presenting a set of infrastructure projects related to road access.

The plan consolidates the main data and information regarding the importance of this logistics facility for the country, the state, and the municipality, in addition to presenting proposed actions aimed at promoting Port–City integration.



1 - RIO DE JANEIRO
2 - ITAGUAÍ
3 - ANGRA DOS REIS
4 - NITERÓI
5 - FORNO

8. STRATEGIC PLANNING

PLANO AEROVIÁRIO - PAERJ (AIR TRANSPORT PLAN)

THE PLANO AEROVIÁRIO DO ESTADO DO RIO DE JANEIRO (PAERJ; AIR TRANSPORT PLAN OF THE STATE OF RIO DE JANEIRO), DATED 2017, IS THE MAIN PLANNING INSTRUMENT FOR THE STATE'S AIR TRANSPORT SECTOR.

THE PLAN PROVIDES A DIAGNOSIS OF THE EXISTING INFRASTRUCTURE AND DEFINES ACTIONS, PROJECTS, AND PRIORITIES FOR THE MODERNIZATION OF THE STATE AIRPORT NETWORK

THE MAIN OBJECTIVES OF THE PAERJ ARE:

- To diagnose the current airport infrastructure situation in the state, considering airports, heliports, and their operational capacity.
- To define the state network of aeronautical interest, identifying which airport facilities are considered priority.
- To establish guidelines and actions for expansion, modernization, and infrastructure qualification, including improvements to support equipment and associated services.
- To promote regional development, supporting sectors such as tourism, logistics, and industrial activities.
- To encourage integration with national transport and logistics plans.

PLANO DIRETOR METROVIÁRIO (SUBWAY MASTER PLAN)

The **Plano Diretor Metroviário - PDM (Subway Master Plan)** is a support tool that establishes the guidelines to direct the expansion of the subway network, considering a 30-year horizon. The **PDM** is based on three components:

DIAGNOSTICS AND TRENDS

Conducts the analysis of existing studies, as well as the development of the land-use model, the update of the thematic networks, the explanation of the conceptual alternatives and proposed subway networks, and the preparation of the diagnostic report.

PROPOSED MULTIYEAR SUBWAY NETWORK

Presents the alternative networks, performs the TRANSIT calibration, quantifies demand, carries out the flow analysis of alternative networks, conducts the cost assessment, analyzes the economic and financial feasibility of the alternatives, and performs sensitivity analysis.

IMPLEMENTATION PLAN

Defines the criteria for implementation priority, discusses these criteria, and establishes the formula for analyzing each proposed alternative, in addition to determining the priority order for each recommendation, deadlines, and phases.

8. STRATEGIC PLANNING

PLANO ESTRATÉGICO DE LOGÍSTICA E CARGAS (STRATEGIC LOGISTICS AND FREIGHT PLAN)

THE PLANO ESTRATÉGICO DE LOGÍSTICA E CARGAS (PELC; STRATEGIC LOGISTICS AND FREIGHT PLAN) REPRESENTS A RARE PLANNING INITIATIVE IN THE COUNTRY, WORKING WITH SCENARIOS FOR THE NEXT 30 YEARS.

THE PELC 2045 INCLUDED SURVEYS, STUDIES, AND SIMULATIONS, IDENTIFYING AND PRIORITIZING 443 STRATEGIC ACTIONS AND PROJECTS, GROUPED INTO 12 PILLARS, AIMED AT CONSOLIDATING RIO DE JANEIRO AS A WORLD-CLASS LOGISTICS PLATFORM.

The plan seeks to identify, based on the current moment, the path to ensure that these objectives are achieved, indicating short-, medium-, and long-term actions. It serves as the basis for the Government to formulate public policies for freight transportation and logistics in the State of Rio de Janeiro, and is conceived as a dynamic, permanent, and participatory planning process, with continuous monitoring and evaluation of its actions.

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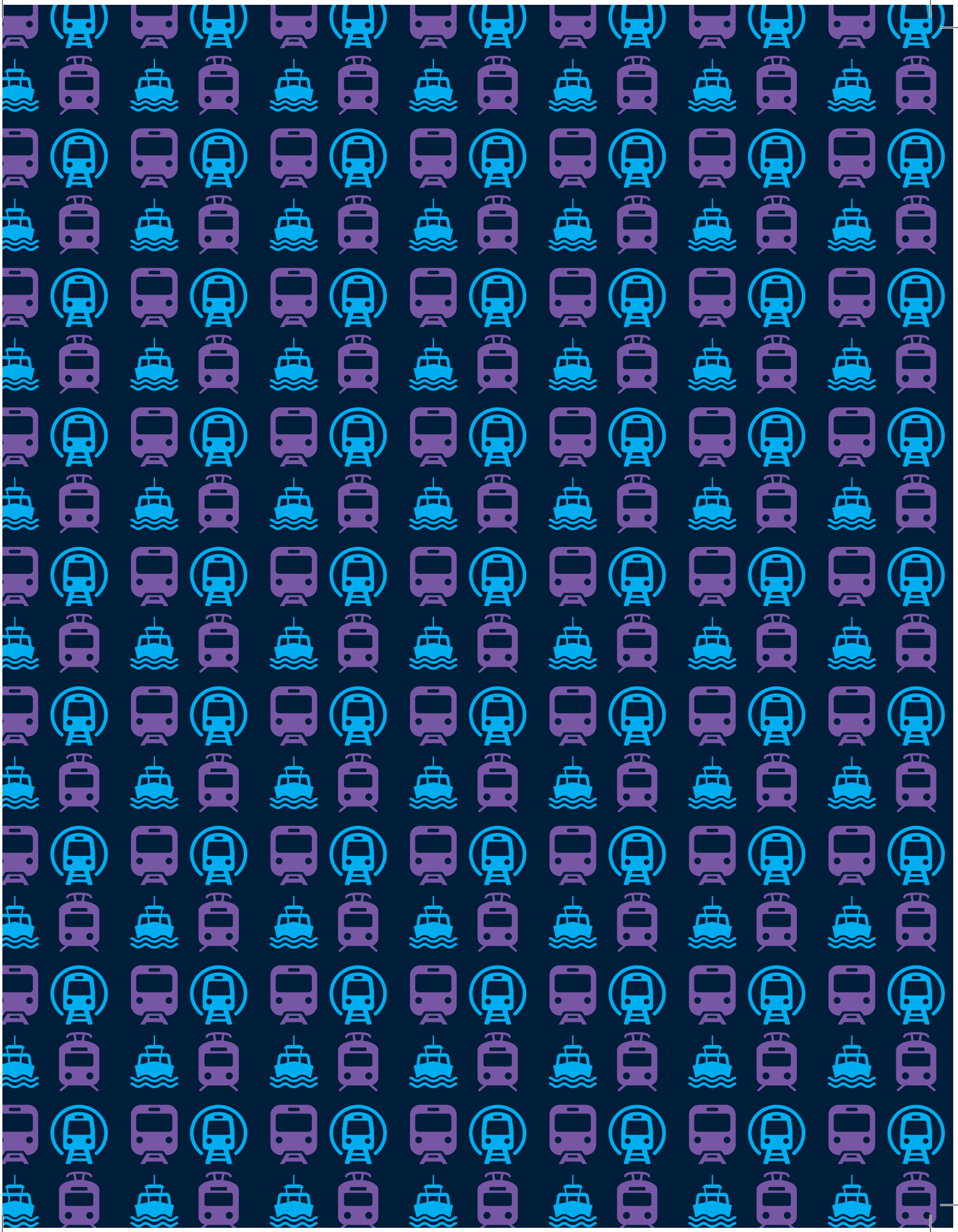

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Transporte e Mobilidade Urbana

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