

**Feeder Trunk Lines (Av. Ciudad De Cali and
Av. 68) of the First Line of the Bogotá D.C.
Metro. - Section 1.**

| | | |
|---|--|---|
| Thematic focus | Road infrastructure | |
| Sector | Transport | |
| Entities/Areas | TRANSMILENIO S.A. | |
| Contributing partner | Private partner | |
| Strategy of the National Development Plan that aims to | Development Plan 2020-2024 "A new social and environmental contract for the Bogotá of the 21st century", adopted by the means of agreement 761 of 2020, within Purpose 4: To make Bogotá region a multimodal, inclusive and sustainable mobility model, it is established as an strategic programme to implement a comprehensive strategy for improving the quality of regional public urban transportation. | |
| Target SDGs | Sustainable Cities and Communities. | |
| Description of the Project | Purpose of the project | To improve the supply of public passenger transport in the city of Bogotá and the quality of life of citizens, guaranteeing accessibility, reliability and quality of service within the framework of the development of the Integrated Public Transport System (SITP). |
| | Objectives | Objectives: Ensure the operational sustainability of the First Line of the Bogotá Metro (PLMB). Contribute to increasing the supply of public passenger transport in Bogotá and the integration of the different modes of transport. Increase daily SITP passenger demand. Reduce travel times for all PLMB users. Contribute to the reduction of greenhouse gas emissions and improvement of air quality. |
| | Geographical Area of Influence |  |
| | It is included in the PND targets: | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| | Structuring Phase | Phase III designs under construction. |



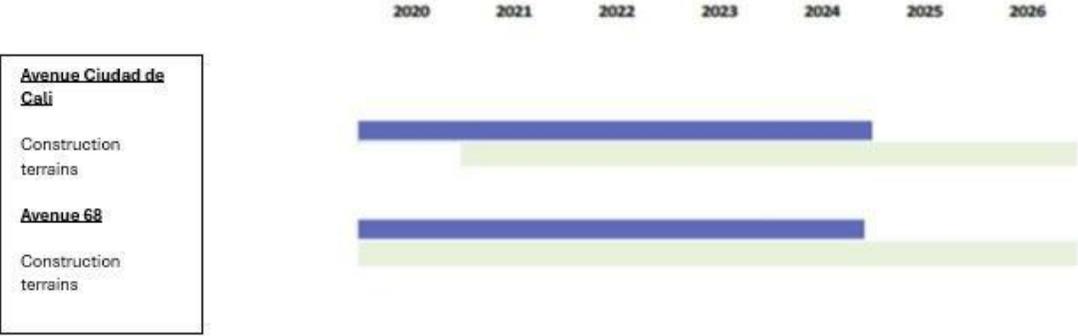
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Ministerio de
**Comercio, Industria
y Turismo**

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| | Finish line: (km), (panels etc.) | 24.3 km of BRT corridors. |
| | It is located in a protected area or with indigenous/ Afro-descendant communities: | Yes___ No_X__ Which ones_____ |
| Duration by Phases | <ul style="list-style-type: none"> Duration by phases: below, the indicative schedule of the activities related to the project will be presented.  | |
| Contributions | Total Value | \$8,588,886 million pesos. |
| | National contribution | \$7,584,971 million pesos |
| | Contribution from Territorial Entities | \$1.003.915 million pesos |
| | Private Contribution | \$NA |

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|--|--|--|-------------------------------------|-----------------------------------|
| Investment Opportunities | Issuing part | Autonomous Equity “Troncales Alimentadoras” (Avenue Ciudad de Cali and Avenue 68) of the First Line of Bogotá’s Metro System | | |
| | Class of value | Credit content titles | | |
| | Secured Asset | The Flows of Economic Rights and Future Validities | | |
| | Amount of issuing | Up to two billion nine hundred and ninety-five thousand million pesos (\$2.995.000.000.000) | | |
| | | Terrain | Value (in millions of pesos) | Dates of issuing |
| | | Terrain 1 | \$705.218 | 10/08/23 |
| | | Terrain 2 | \$166.182 | 16/11/23 |
| | | Terrain 3 | \$254.209 | 13/12/23 |
| | | Upcoming terrains | \$1.869.391 | May-2024 Sept-2024 Feb-2025 |
| | Issuing rating | AAA (Col) by Fitch Ratings | | |
| Economic Objectives | Financing for the construction of the “Troncales Alimentadoras” Avenue Ciudad de Cali and Avenue 68 | | | |
| Term | Between 1 and 16 years | | | |
| Ammortization | According to the plan of amortization published by the issuing part via “Relevant Information” no later than the next business day do the issuing of the Securities | | | |
| Nominal Value | For the series in Pesos: One million pesos (COP 1.000.000) For the series in UVR (Real Value Units): Five thousand UVR (5.000) | | | |
| Minimum Investment | Nominal value of one (1) Title, one million pesos (COP 1.000.000) / Five thousand UVR (5.000) | | | |
| Periodicity and Modality of Payment | AV | | | |
| Enrolment | Will be enrolled in the RNVE and the BVC | | | |
| Market Analysis | The project Troncales Alimentadoras (Av. Ciudad de Cali and Av. 68) of the First Line of the Bogotá D.C. Metro is a project of significant size and financing needs, which due to its characteristics has a positive impact on the environment and the quality of life of the inhabitants of Bogotá D.C. In addition, the backing granted by the Nation through future validities to the project, and the securitisation structure of those validities, implemented for the financing of the project, allowed us to obtain the highest credit rating (AAA) from Fitch Ratings. | | | |



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| Financial Projections | • Capex of the Project: | | | | | | | | |
|---|---|---------|---------|---------|-----------|---------|---------|-----------|--|
| | 2020 | 2021 | 2022 | 2023 | 2025 | 2026 | TOTAL | | |
| Road Infrastructure | 3.514 | 14.605 | 255.376 | 511.874 | 475.802 | 252.853 | 74.572 | 1.588.596 | |
| Support Infrastructure | - | - | - | - | 233.050 | 154.936 | 52.790 | 440.775 | |
| Land and Resettlement Plan | 58.004 | 195.568 | 170.898 | 139.990 | 204.436 | - | - | 768.897 | |
| Traffic Management Plans | - | - | - | - | 15.623 | 9.849 | 3.107 | 28.579 | |
| Constructions for Improving Public Space | - | - | - | - | 96.697 | 68.911 | 16.143 | 181.750 | |
| Road Infrastructure Adequation | - | - | - | - | 7.864 | 6.776 | 1.303 | 15.942 | |
| Consulting and Advisory Studies | 1.191 | 25.181 | 40.928 | 52.338 | 72.724 | 70.027 | 21.343 | 283.732 | |
| Environmental Plan Management | - | - | - | - | 55.628 | 36.449 | 11.237 | 103.314 | |
| Public Service Network Transfer | - | 5.070 | 1.917 | 7.327 | 182.935 | 163.136 | 46.643 | 407.029 | |
| | 62.709 | 240.424 | 469.119 | 711.530 | 1.344.757 | 762.936 | 227.138 | 3.818.614 | |
| <i>(Figures in millions of current pesos)</i> | | | | | | | | | |
| Considerations of sustainability and ESG | <p>“Botellitas de amor” and collection of plastic caps. Or Implementation of ornamental gardens in common areas of rest and relaxation, food intake in construction camps using pipe waste. o Implementation of solar panels for electricity generation in camps. o Implementation of rainwater harvesting structures for use. o Vertical gardens and bug stations. o Digester bales. o Utilisation of logging residues for composting or furniture for the workers. o Organic waste collection with the community. o Community gardens. o Artificial nests. o Green bags.</p> <p>Delivery of usable material (grass, wood or black soil) to District institutions (local mayors' offices, JBB, among others) for activities such as ecological restoration, tree planting and/or maintenance of urban trees. - Use of asphalt mixtures modified with recycled rubber grain - GCR in compliance with Decree 422 of 2016 as amended by Decree 265 of 2016.</p> | | | | | | | | |
| Evaluation and Mitigation of Risks | <p>For the fulfilment of the obligations of the Nation and the District derived from the Co-financing Agreement, there is a commitment through the national and district Confis that approve the future validities of each of the parties. Likewise, as defined in the issuance prospectus, Transmilenio S.A., will make the request for the future validities during the first quarter of the year for disbursement in the first half of each year.</p> | | | | | | | | |

