

**SYSTEM OF MODAL INTEGRATION
COMPLEXES - CIM FOR THE
METROPOLITAN REGION OF BOGOTÁ
CUNDINAMARCA.**

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| Thematic focus | Road transport | |
| Sector | Transport | |
| Entities/Areas | Terminal de Transporte S.A. (Mixed Economy Company of the Capital District) | |
| Contributing partner | Private | |
| Strategy of the National Development Plan that aims to | <ul style="list-style-type: none"> •Economic transition to achieve carbon neutrality and consolidate climate-resilient territories •Supramunicipal development models for the strengthening of urban-rural links and the integration of territories. | |
| Target SDGs | <ul style="list-style-type: none"> •Sustainable Cities and Communities. •Climate Action | |
| Description of the Project | Purpose of the project | Design, construction, operation, maintenance and commercial exploitation of the system of Modal Integration Complexes -CIM-. (North, South, Calle 13, Calle 80 and Vía al Llano) in regional urban access and connection nodes for the modal integration of regional, national and international public passenger transport. The CIMs are a set of sustainable infrastructures whose purpose is to integrate, organise and manage inter-municipal passenger transport in all of its modalities and connect it with the mass transport systems of the District and the Region. They are strategically located in the Bogotá-Cundinamarca Metropolitan Region to facilitate the organisation of the city and the region and integration with other mobility solutions and complementary services. |
| | Objectives | <ul style="list-style-type: none"> • Facilitate territorial connection and integration within the Bogotá Cundinamarca Metropolitan Region. • Redefine infrastructure to support regional, inter-municipal and national land transport. • Improve intermodal connectivity of inter-municipal transport infrastructure with mass transit systems and other modes of transport. • Increasing territorial accessibility to services, activities and facilities. • Modernise infrastructure and services for regional, inter-municipal and national transport in a way that adequately addresses the needs of the different actors. • To promote seamless modal integration in the District by responding to regional, inter-municipal and national travel needs. • Strengthen the management, monitoring and control of regional, inter-municipal and national land passenger transport services. • Mitigate environmental effects of transport. |

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| | | <ul style="list-style-type: none"> Contributing to more sustainable urban and regional development -DOT. Improve the management of inter-municipal passenger transport in all its modalities in Bogotá. Connecting and integrating citizens with the District's and the Region's mass transport systems, active mobility and complementary services. | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------|---|---|-------------------------|---------------|-------------------|-------------------------|--------------------|-----------|--|------------|--------------------|-----------|--------------|-----------|--------------------|-----------|--|-----------|------------------|-----------|--------------|-----------|-------------------|-----------|--------------|-----------|
| | Geographical Area of Influence | Bogotá and the Metropolitan Region Bogotá Cundinamarca | | | | | | | | | | | | | | | | | | | | | | | | |
| | It is included in the NDP targets: | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | |
| | Structuring Phase | Advanced Pre-feasibility | | | | | | | | | | | | | | | | | | | | | | | | |
| | Finish line: (km), (panels etc.) | <table border="1"> <thead> <tr> <th>CIM</th> <th>Area</th> <th>Connection</th> <th>Passenger s/year</th> </tr> </thead> <tbody> <tr> <td>North:</td> <td>83.347 m2</td> <td>Transmilenio, Regiotram Norte and TLMB</td> <td>12.100.000</td> </tr> <tr> <td>80th Street</td> <td>35.790 m2</td> <td>Transmilenio</td> <td>7.200.000</td> </tr> <tr> <td>13th Street</td> <td>53.915 m2</td> <td>Transmilenio (Potential Regiotram Occidente)</td> <td>4.300.000</td> </tr> <tr> <td>CIM South</td> <td>40.599 m2</td> <td>Transmilenio</td> <td>4.700.000</td> </tr> <tr> <td>CIM Llanos</td> <td>15.355 m2</td> <td>Transmilenio</td> <td>2.200.000</td> </tr> </tbody> </table> | CIM | Area | Connection | Passenger s/year | North: | 83.347 m2 | Transmilenio, Regiotram Norte and TLMB | 12.100.000 | 80th Street | 35.790 m2 | Transmilenio | 7.200.000 | 13th Street | 53.915 m2 | Transmilenio (Potential Regiotram Occidente) | 4.300.000 | CIM South | 40.599 m2 | Transmilenio | 4.700.000 | CIM Llanos | 15.355 m2 | Transmilenio | 2.200.000 |
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| | It is located in a protected area or with indigenous/ Afro-descendant communities: | Yes <input type="checkbox"/> No <input type="checkbox"/> X <input checked="" type="checkbox"/> Which _____ | | | | | | | | | | | | | | | | | | | | | | | | |
| Duration by Phases | - Pre-construction: 6.6 Months - Construction : <table border="1"> <thead> <tr> <th>CIM</th> <th>Months</th> </tr> </thead> <tbody> <tr> <td>North:</td> <td>20,2</td> </tr> <tr> <td>80th Street</td> <td>12,3</td> </tr> </tbody> </table> | | CIM | Months | North: | 20,2 | 80th Street | 12,3 | | | | | | | | | | | | | | | | | | |
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| <u>CIM South</u> | 11,3 | | | | | | |
| <u>CIM Llanos</u> | 9,6 | | | | | | |
| | -Operation , Maintenance and Commercial Exploitation: To be defined. | | | | | | |
| Contributions | Total Value \$1.075 billion pesos | | | | | | |
| | National contribution \$ | | | | | | |
| | Contribution from Territorial Entities \$ | | | | | | |
| | Private Contribution \$ | | | | | | |
| Investment Opportunities | The CIMs will be infrastructures that can handle around 30.5 million passengers per year, i.e. more than the 29.7 million domestic passengers that all the country's airports handled in 2023. This user potential not only represents a unique opportunity to realise operational revenues but also to achieve commercial exploitation of the space and capture value from the urban effects of the project. | | | | | | |
| Market Analysis | Land passenger transport at the national level and in the Bogotá Cundinamarca Metropolitan Region has had a historical growth trend, which makes it possible to estimate that the CIMs will experience an increase in inter-municipal passenger demand of 35.6 million passengers by 2032. In addition, given that the DOT vision is structural in the projects, it is expected that the supply and demand for non-transport services will be progressive and growing, in accordance with the urban dynamics that will be generated around the CIMs. | | | | | | |
| Financial Projections | Under review | | | | | | |
| Considerations of sustainability and ESG | <p>The project has a strong commitment to sustainability and environmental, social and governance (ESG) factors. To this end, elements such as gender equity have been considered from the advanced prefeasibility structuring. In this regard, the environmental and social impacts were identified and assessed, incorporating those based on gender equity such as ownership by incorporating security elements, reducing inequality gaps and access barriers and security and addressing gender-based violence, resulting in a medium positive impact on the gender equity component.</p> <p>For the organisational structure of the social and environmental component of the project,</p> | | | | | | |

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| | <p>the incorporation of a social specialist with a gender approach is foreseen, who would be in charge, among other activities, of implementing the gender equity and social inclusion action plan, guaranteeing gender equality and social inclusion in all stages of the project, based on the principles of mainstreaming, differential approach and institutional-community articulation; ensure spaces for socialisation and full and equal participation of women, men and traditionally excluded groups in the area of influence in the activities contemplated by the project in its different stages; implement awareness-raising, training and education actions that incorporate methodologies and contents for gender mainstreaming.</p> |
| <p>Evaluation and Mitigation of Risks</p> | <p>Identifies potential risks associated with the project and outlines strategies for risk mitigation. Shows that the risks are understood and manageable.</p> <p>During the advanced prefeasibility stage, the project risks were identified and preliminarily assigned, which will be assessed and adjusted in the feasibility stage, defining their probability of occurrence, impact, definitive assignment, mitigation mechanisms, etc.</p> <p>To date, the most significant project risks are associated with the unfavourable effects of the change of location of the current infrastructure of the Bogotá Transport Terminal, delays in land management and delays in the development of the new mass transit systems that connect to the CIMs.</p> |
| <p>Project Team and Experience</p> | <p>The project is being structured and financed by leading national and international actors. As an integral structurer and using the 5 Case Model methodology, is the Financiera de Desarrollo Nacional, which in turn is the financier of the project at this stage and executes the financial component of the project. For the different disciplines, IDOM (Movilidad Ingeniería y Arquitectura), JLL (Real Estate), Durán y Osorio Abogados (Legal Component) were contracted, all consultants with the most consolidated experience in their disciplines and in the structuring of projects of this size and typology.</p> <p>In addition, the Prefeasibility Stage was fully financed with cooperation resources from the CAF, the IDB and the FDN, which shows not only its importance in the framework of mobility in the capital of Colombia, but also its potential development in other capital cities in South America.</p> |
| <p>Additional information</p> | <p>No need for prior consultation has been identified to date.</p> <p>For the construction and operation of the project, as well as for the collection of regulated revenues, it is necessary to obtain authorisation from the Regional Mobility Agency of the Bogotá Cundinamarca Metropolitan Region.</p> |