

Project Name: Design, Financing, Building, Operation and Maintenance of the "MANTA - QUEVEDO" road

MANTA - QUEVEDO



Overview

The Manta-Quevedo road corridor plays a crucial role in national development by integrating the provinces of Manabí, Guayas and Los Ríos. Its relevance is based on the high number of users that transit it, coming from various provinces of Ecuador, for commercial, productive, tourist, and other reasons. In addition, it is characterized as a roadway with a constant and growing flow of traffic, particularly heavy transport that moves agricultural products.

The main objective of this corridor is to establish a road infrastructure capable of supporting a growing volume of traffic, guaranteeing its durability and improving the existing road design, as well as providing adequate signaling in order to reduce traffic accidents, reduce travel times and vehicle operating costs for users. The total length of this road is 194.04 km

Project Type

Brownfield

Fundamental Criteria

Priority project of the Delegating Entity and duly aligned with the objective, policy and goal of the National Development Plan and strategic planning at the sector level.

Compensation Model

Payment by Toll

Potential Demand- Based on 2018 Studies

	2018	2023
Section: Rocafuerte - Manta	6.853	9.136
Section: San Plácido, Calderón - Portoviejo	10.390	14.063
Section: Desvío a Calceta - San Plácido	1.159	1.549
Section: Pichincha - Desvío a Calceta	1.705	2.284
Section: El Empalme - Pichincha	2.897	3.833

Components

Alternative 1.
- Reconstruction, Rehabilitation, Operation and Maintenance of the existing road.

Alternative 2.
- Widening of the road to 4 lanes, Reconstruction and Rehabilitation of the current road, Operation and Maintenance of the entire corridor.

START: Abscissa: 0+000, East (longitude): 529444.00, North (latitude): 9893446.00.
END: Abscissa: 194+040, East (longitude): 667880.00, North (latitude): 9893446.00.

Delegation Model

Public-Private Partnership (PPP)

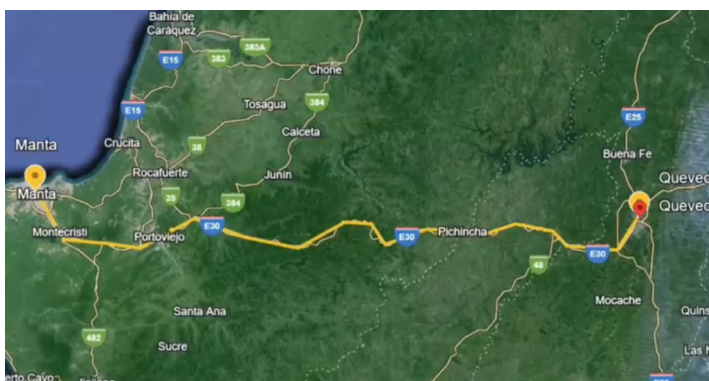
Location

Provinces:

Manabí, Guayas and Los Ríos

Cantons:

Manta, Jaramijó, Rocafuerte, Portoviejo, Bolívar, Pichincha, El Empalme and Quevedo



Socioeconomic Information

Positive Impacts of the Project

- * Improved road safety.
- * Reduced vehicle maintenance costs.
- * Improved transportation efficiency.
- * Promoting economic development.
- * Access to essential services.
- * Development of local infrastructure.
- * Increased property values.
- * Improved access to emergency services.
- * Reduced congestion.
- * Reduced vehicular wear and tear

Beneficiaries

Located in the area of affluence:

- * Direct Beneficiaries: 1'040,176 inhabitants.
- * Indirect Beneficiaries: 6'883,415 inhabitants.
- * Induced beneficiaries: 13,989 inhabitants.

Environmental Benefits of the project

- * Emissions reduction.
- * Reduction in the use of non-renewable resources.
- * Minimization of Impacts on Sensitive Ecosystems.

Comparative Analysis of Alternatives

Alternative 1

Advantages: Shorter project construction and commissioning time for users, lower possible state contribution to implement the project, lower road maintenance costs, vehicles in certain areas will be able to overtake safely and it will help reduce travel time and congestion.

Disadvantages: Higher repair and maintenance costs for automobiles, longer travel time, less road safety due to having one lane in each direction that will not allow safe overtaking, due to the road capacity it could be required in the short or medium term the expansion to 4 lanes.

Preliminary Decision Justification: This alternative would possibly require less resources from the state. Alternative 1 is proposed in the event that the priority is to maintain the current conditions of the corridor and the limited availability of resources. Alternative 1 satisfies the current demand of the corridor given that according to the existing traffic it is necessary to widen certain sections in compliance with the 2003 Geometric Design Standard for Highways

Alternative 2

Advantages: Increased capacity and reduced travel times, greater road safety due to having two lanes in each direction that will allow safe overtaking, the alternative foresees the traffic demand for the delegation period.

Disadvantages: Possible greater state contribution due to the increase in CAPEX investment in sections that do not currently require road capacity, possible increase in project construction and commissioning time for users, and higher cost of road maintenance due to the increase in areas.

Preliminary Decision Justification: This alternative is the most technically and economically costly option given that it would represent a greater state contribution.

Implementation time in Reference Years (referential)

Alternative 1
CAPEX: 4 years
OPEX: 26 years

Alternative 2
CAPEX: 6 years
OPEX: 24 years

Current Status of the Project

Planning and Eligibility

Registered in the National Registry of Public-Private Partnerships

Potential Jobs Generated

9.847 approx.

Type of Infrastructure

Road Infrastructure

Financial Information

CAPEX (Referential)	\$ 183,23 millions
OPEX (Referential)	\$ 309,11 millions
Total Project Value	\$ 492,33 millions



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