

Project Name: Design, Financing, Building, Operation and maintenance of the "PIFO Y BAEZA" road

PIFO - Y DE BAEZA

Overview

The Pifo - "Y" de Baeza road corridor, part of the E20 state axis, is fundamental for national development, fluidly connecting the provinces of Pichincha and Napo. This segment of the State Road Network handles a constant flow of traffic, including a significant volume of heavy transport carrying essential products. With a length of 76.4 kilometers, this route is key to the country's road infrastructure, demanding a capacity and durability that can cope with both the current volume of traffic and adverse weather conditions.

It is imperative that this corridor be equipped to guarantee safe and efficient vehicular traffic without interruptions. Therefore, optimization of the existing road design is prioritized to improve vehicle flow and reduce operating costs for users. This approach not only facilitates better connectivity between strategic regions, but also fosters the economic and social development of the areas involved.

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 per Users

Potential Demand-Study 2021

Based on information available from MTOP from a 2021 study:

Year	2021	2023	2030	2035	2040	2045	2051
Pifo - Papallacta Section	12.148	12.875	15.781	18.267	21.159	24.505	29.227

* Growth Rate: 2,98%

Components

Alternative 1.

- Rehabilitation of the 4-lane Pifo-Papallacta section and widening to flexible pavement, from 2 to 4 lanes, Papallacta-Baeza section.

Alternative 2.

- Rehabilitation of the 4-lane Pifo-Papallacta section and widening to rigid pavement from 2 to 4 lanes, Papallacta-Baeza section.

*(km 0+000 at the beginning of E20 and ends at km 76+400).

START: Abscissa: 0+000, East (longitude): 797,130.10, North (latitude): 9,973,423.60.

END: Abscissa: 76+400, East (longitude): 176,682.90, North (latitude): 9,948,892.80.

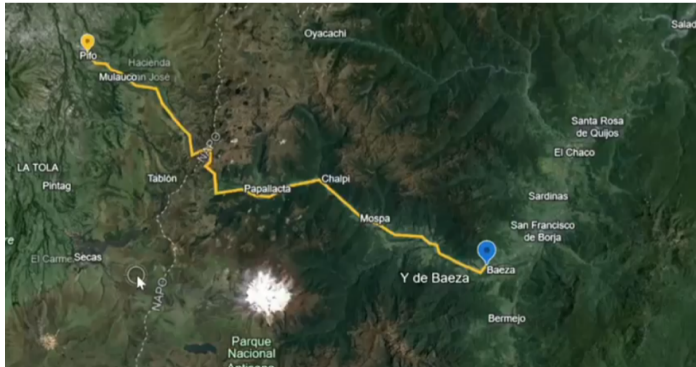
Delegation Model

Public-Private Partnership (PPP)

Location

Provinces:
Pichincha y Napo

Cantons:
Quito y Quijos



Socioeconomic Information

Información Socioeconómica

- * 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: 2'686,194 inhabitants.

* Indirect Beneficiaries: 3'221,148 inhabitants.

* Induced Beneficiaries: 7.561 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: Lower investment costs, shorter construction time, greater capacity and reduced travel times, and greater road safety.

Disadvantages: Higher operating costs.

Preliminary Decision Justification: Alternative 1 is proposed in the event that as a result of the prefeasibility studies it is determined that the traffic meets the requirements to widen the roadway as required by the 2003 Highway Geometric Design Standard. This alternative, based on the AADT greater than 8,000 vehicles, would guarantee road safety and travel times for users.

The proposed CAPEX alternative optimizes project costs by avoiding oversizing in order to avoid making the project more expensive, which will also optimize OPEX costs in order to determine a socially acceptable toll rate.

This alternative is the one that would contemplate, if necessary, a lower share of resources from the state.

Alternative 2

Advantages: Lower operating costs, lower environmental impact, greater capacity and reduced travel times, and greater road safety.

Disadvantages: Higher investment cost and longer construction time.

Preliminary Decision Justification: In this alternative, the state's contribution is higher than that foreseen in Alternative 1.

Implementation time in reference years (referential)

Alternative 1
CAPEX: 6 years
OPEX: 24 years

Alternative 2
CAPEX: 4 years
OPEX: 26 years

Current Status of the Project

Planning and Eligibility

Registered in the National Registry of Public-Private Partnerships

Potential Jobs Generated

3.766 approx.

Type of Infrastructure

Road Infrastructure

Financial Information

CAPEX (Referential)	\$ 81,11 millions
OPEX (Referential)	\$ 107,17 millions
Total Project Value	\$ 188,28 millions



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