

**Project Name: Design, Financing, Building, Operation and Maintenance of the "LOJA-CATAMAYO"**

# LOJA - CATAMAYO

## Overview

The Loja-Catamayo road corridor, which is part of the RVE E35 in the State Road Network, plays an essential role in national development due to its high fluidity and the intense flow of users that transit it. This 36.50-kilometer corridor not only connects the city of Loja with the airport located in the Catamayo canton, which is crucial for logistics activities in the provinces of Loja, Zamora Chinchipe and Morona Santiago, but is also fundamental for regional production dynamics.

The general objective of the project is to improve the road's service conditions by adopting a delegated management model. Specific objectives include designing a road structure that can support the current volume of traffic while guaranteeing its durability, optimizing vehicular flow by improving the existing layout, and reducing operating costs for users. This approach seeks not only to improve road infrastructure, but also to facilitate safer and more efficient traffic, thus strengthening logistical support and regional connectivity.

## 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 Users

## Potencial Demand

Year	Projected AADT
2013	5.886
2023	11.331
2033	18.078
2042	27.951

## Components

Alternative 1.

- Widening of the road to 4 lanes and construction of a tunnel.

Alternative 2.

- Total widening of the road to 4 lanes.

START: Abscissa: 0+000, East (longitude): 699,308.789, North (latitude): 9,560,208.529. END: Abscissa: 36+500, East (longitude): 681.384,187, North (latitude): 9.558.177,277.

## Implementation time in reference years (referential)

Alternative 1	Alternative 2
CAPEX: 6 years	CAPEX: 4 years
OPEX: 24 years	OPEX: 26 years

## Delegation Model

Public-Private Partnership (PPP)

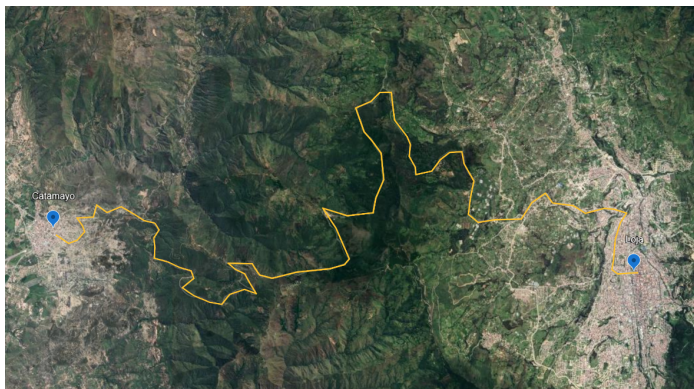
## Location

**Province:**

Loja

**Cantons:**

Loja and Catamayo



## Socioeconomic Information

### Positive Impacts of the Project

- \* Improved road safety.
- \* Reduced vehicle maintenance costs.
- \* Improved transportation efficiency.
- \* Encourage 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: 285,268 inhabitants.
- \* Indirect Beneficiaries: 485,421 inhabitants.
- \* Induced beneficiaries: 13,836 inhabitants.

### Environmental Benefits of the Project

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

### Comparative Analysis of Alternatives

#### Alternative 1

**Advantages:** Reduced travel time due to a reduction in the length of the route of approximately 7 km, which represents a 20% reduction.

Lower cost of road maintenance because the areas are reduced by 20%.

Road safety due to having two lanes in each direction, which will allow safe overtaking.

**Disadvantages:** Possible greater state contribution to execute the project due to the construction of a special structure such as the 1.7 km long tunnel.

Possible greater environmental impact due to the fact that special activities are considered for the construction of the tunnel.

**Preliminary Decision Justification:** This alternative would possibly contemplate a greater participation of resources on the part of the State.

Alternative 1, is proposed in the case of prioritizing the reduction in travel distance by users in the corridor and the possible availability of resources

#### Alternative 2

**Advantages:** Lower construction cost because the CAPEX of the project does not consider the construction of special structures such as tunnels.

Shorter construction time due to less technical complexity in its execution.

Road safety due to having two lanes in each direction that will allow safe overtaking.

Possible lower environmental impact due to the fact that only road widening activities are considered.

Possible lower governmental contribution because the CAPEX of the project considers only road widening.

**Disadvantages:** Longer travel time due to the fact that the existing 36.50 km long road will be used, with a 20% increase compared to Alternative 1. Higher road maintenance costs due to the increase in areas.

**Preliminary Decision Rationale:** Alternative 2 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 Geometric Design Standard for Highways. This alternative, based on the AADT greater than 8,000 vehicles, would guarantee road safety and travel times.

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 proposed as the most technically and economically adequate option given that it would possibly represent a lower state contribution.

### Current status of the project

Planning and Eligibility

Registered in the National Registry of Public-Private Partnerships

### Potential Jobs Generated

6.693 approx.

### Type de Infrastructure

Road Infrastructure

### Financial Information

CAPEX (Referential)	\$ 210,77 millions
OPEX (Referential)	\$ 123,88 millions
Total Project Value	\$ 334,65 millions



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