



Project Name: Desing, Financing, Building, Operation and Maintenance of the"AMBATO-BAÑOS-PUYO" road

AMBATO-BAÑOS-PUYO

Overview

This road corridor plays a crucial role in national development, as it is part of the E30 axis, which is a very fluid route in the State Road Network. This importance is based on the high number of users that use it, coming from all the provinces of Ecuador. This road has an approximate length of 90 km.

It is for this reason that we seek to define a road structure that has sufficient capacity to support the current volume, optimize vehicular flow by improving the road layout, reduce vehicular operating costs for road users, as well as adequate signaling in order to reduce traffic accidents and travel times and have a road infrastructure that provides optimal conditions necessary to face weather conditions in order to ensure vehicular traffic flow.

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

Potential Demand- Based on 2017 Studies

Projections of AADT Pelileo -Riobamba:

- * Year 2023: 12,442 vehicles that have circulated approx.
- * Year 2030: 17,272 vehicles to be circulated approx.
- * Year 2039: 24,926 vehicles to circulate approx.

Projections of AADT Riobamba-Baños:

- * Year 2023: 13,202 vehicles that have circulated approx.
- * Year 2030: 18,301 vehicles circulating approx.
- * Year 2039: 24,926 vehicles to be circulated approx.

Projections of AADT Riobamba-Paso Lateral:

- * Year 2023: 8,139 vehicles that have circulated approx.
- * Year 2030: 10,146 vehicles to be circulated approx.
- * Year 2039: 13,775 vehicles circulating approx.

Projections of AADT Baños-Puyo:

- * Year 2023: 10,344 vehicles that have circulated approx.
- * Year 2030: 13,622 vehicles to be circulated approx.
- * Year 2039: 20,413 vehicles to be circulated approx.

Delegation Model

Public-Private Partnership (PPP)

Implementation Time in Reference Years

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

Potential Jobs Generated

7,486 approx.

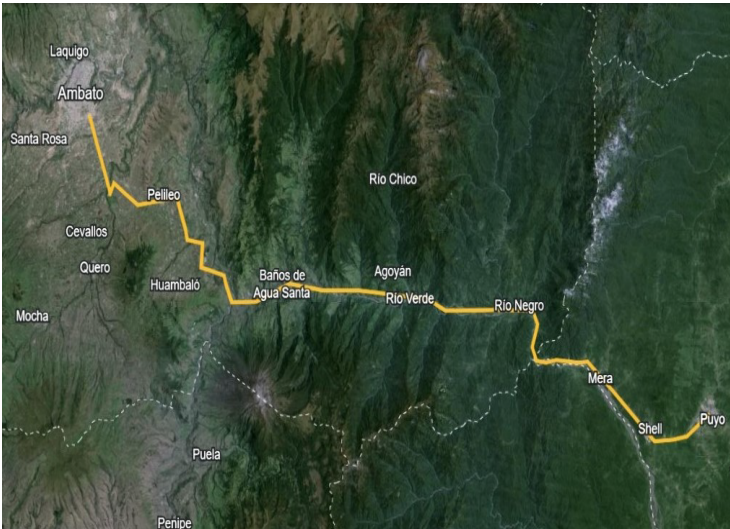
Location

Provinces:

Pastaza andTungurahua

Cantons:

Ambato, Patate and Baños



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: 475,326 inhabitants.
- * Indirect Beneficiaries: 675,447 inhabitants.
- * Induced Beneficiaries: 24,837 inhabitants.

Environmental Benefits of the project

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

Components

- Alternative 1.
- Rehabilitation of the Ambato-Pelileo section from the 0+000 abscissa to the 12+070 abscissa with a length of 12.07 km, 4 lanes.
 - Rehabilitation of the Pelileo-Baños-Puyo section, from 12+070 to 90+000, 77.93 km long, 2 lanes.
 - Maintenance of the 6 existing tunnels.

- Alternative 2.
- Rehabilitation of the Ambato-Pelileo section, starting at 0+000 to 12+070, 4 lanes.
 - Construction of the Pelileo Lateral Pass, 4 lanes.
 - Widening of the Pelileo-Puyo section of the road, 4 lanes.
 - Maintenance of the 6 existing tunnels.
 - Construction of 6 new tunnels parallel to the existing ones.

Comparative Analysis of Alternatives

Detail	Alternative 1	Alternative 2
Advantages	Lower investment cost and less environmental.	Shorter travel time, greater road safety and lower operating costs.
Disadvantages	Longer travel time, poor geometric layout, higher operating costs, greater environmental pollution and high probability of accidents.	Higher investment cost, greater earthworks, greater environmental impacts, longer construction time and land expropriation.
Preliminary Decision Justification	This alternative requires fewer state resources if necessary	Alternative 2, based on a TPDA greater than 8,000 vehicles, would allow the road to be widened according to the 2003 Geometric Design Standard for Highways, guaranteeing road safety and travel times. It may require more state funding than Alternative 1.

Suggestion: The delegating entity concludes that Alternative 2 is the alternative that best meets the project objectives and selection criteria.

Financial Information

	Alternative 1		Alternative 2
CAPEX (Referential)	\$ 34'281.961,18 millions	CAPEX (Referential)	\$ 560'675.843,79 millions
OPEX (Referential)	\$ 93'362.020,25 millions	OPEX (Referential)	\$ 60'238.529,35 millions
Total Project Value	\$ 127'643'981 millions	Total Project Value	\$ 620'914,373 millions

NOTE: It is important to point out that the investment amounts shown in the diferent alternatives are referential, since they come from an initial project profile. These amounts will be updated as the phases of the PPP cycle progress, i.e, prefeasibility and feasibility, respectively.

Current Status of the Project

Phase: Structuring

Registered in the National Registry of Public Private Associations - Source Registry, on 04 June 2024.

Type of Infrastructure

Road infrastructure



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