



Project Name: Design, Financing, Building, Operation and Maintenance of the "BAHÍA-COJIMÍES" road

BAHÍA-PEDERNALES-COJIMÍES

Socioeconomic Information

Overview

This road corridor plays a crucial role in national development, as it is part of the E15 and E386 axes, which are very fluid roads 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, because it is aligned with the “Strategic Mobility Plan PEM 2013-2037”. In addition, the E15 is a road axis that connects the provinces of Esmeraldas, Manabí and Santa Elena, with a permanent and constantly growing traffic flow, especially heavy transport. This road is approximately 143.34 km long.

For this reason, the project seeks to define a road structure that has sufficient capacity to support the current volume of traffic and guarantee its durability, improve the existing road layout along with adequate signaling, and reduce vehicle operating costs for road users.

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 2021 Studies

AADT:

- * Year 2021: 3.900
- * Year 2051: 9.466

Components

Alternative 1.
- Rehabilitation of the existing road (2 lanes, 1 in each direction).

Alternative 2.
- Widening of the road to 4 lanes (2 in each direction).

- * Bay-San Vicente: Abscissae Stretch: Start: 0+000, End: 1 + 980
- * San Vicente-Jama: Abscissae Section: Start: 0+000, End: 58 + 306
- * Jama-Pedernales: Abscissae Section: Start: 58+306, End: 107 + 113
- * Pedernales-Cojimíes: Abscissa Stretch: Start: 0+000, End: 34 + 250".

Current Status of the Project

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

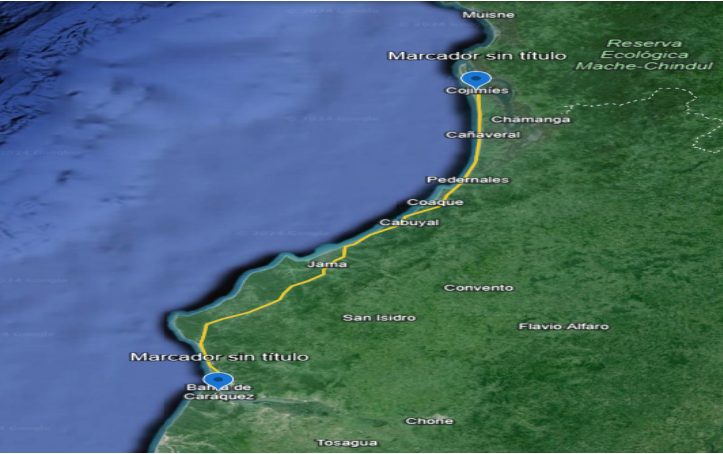
Delegación Model

Public-Private Partnership (PPP)

Location

Province:
Manabí

Cantons:
Sucre, San Vicente, Jama
and Pedernales



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.
- * Reduction of congestion

Beneficiaries

- Located in the area of affluence:
- * Direct Beneficiaries: 174,834 inhabitants.
 - * Indirect Beneficiaries: 1'592.840 inhabitants.
 - * Induced beneficiaries: 21,937 inhabitants.

Environmental Benefits of the Project

- Emission reduction.
- * Reduced vehicle wear and tear.
 - * Reduced use of non-renewable resources.
 - * Minimization of Impacts on Sensitive Ecosystems.

Comparative Analysis of Alternatives

Detail	Alternative 1	Alternative 2
Advantages	Easy implementation, less environmental impact and lower operating costs.	Supports more traffic, reduces travel times and improves road safety.
Disadvantages	Future congestion problems and limited track capacity.	Higher investment, earthwork, environmental impact and construction time costs.
Preliminary decision Justification	This alternative requires a smaller share of resources on the part of the State.	Evaluate whether the studies confirm that the traffic justifies widening the road according to the 2003 Geometric Design Standard for Highways, with a TPDA greater than 8,000 vehicles, involving more state contributions than Alternative 1 to ensure road safety and adequate travel times.

. Suggestion: The Delegated Entity concludes that Alternative No. 2 is the alternative that best meets the project objectives and selection criteria.

Financial Information

	Alternative 1		Alternative 2
CAPEX (Referential)	\$ 16'640.625,69 millions	CAPEX (Referential)	\$ 264'756.489,55 millions
OPEX (Referential)	\$ 189'410.844,90 millions	OPEX (Referential)	\$ 283'684.038,90 millions
Total Project Value	\$ 206'051.471 millions	Total Project Value	\$ 548'440.528,45 millions

NOTE: It is important to point out that the investment amounts shown in the different 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.

Implementation time in reference years

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

Potential Jobs Generated

7.545 approx.

Type of Infrastructure

Road Infrastructure



EL NUEVO
ECUADOR

Secretaría de Inversiones
Público - Privadas