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

# LOJA – CATAMAYO /

#### Overview

This road corridor plays a crucial role in national development, as it is part of the E35 RVE, which is a very fluid road in the State Road Network. This is based on the high number of users that travel along this road corridor, coming from various provinces of Ecuador. It is also a road connecting the provinces of Loja, Zamora Chinchipe and El Oro, with a permanent and constantly growing flow of traffic, especially heavy transport that moves agricultural products and materials for mining activities. This road is 36.50 kilometers long and is aligned with the "Strategic Mobility Plan PEM 2013-2037".

The wearing course is currently in fair condition, which causes vehicular circulation to be slow and dangerous. This problem may worsen due to the fact that the current asphalt layer of the road corridor has an average thickness of 20 cm and cracks have been observed. The current geometric characteristics of the road pose challenges not only in terms of capacity and level of service, but also in terms of safety. This road has only two lanes (one in each direction), with a winding layout that generates high traffic congestion and delays for 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

	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

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

**Cantons:** 

Loja and Catamayo

# **Delegation Model**

Public-Private Partnership (PPP)

## Location

Province:

Loja

# 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.
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    - 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

Detail	Alternative 1	Alternative 2	
Advantages	Reduced travel and maintenance time, road safety with 2 lanes in each direction.	Lower cost and construction time due to better complexity, less state contribution and environmental impact, road safety due to having two lanes in each direction.	
Disadvantages	Increased government contribution and environmental impact.	Increased travel time and maintenance costs.	
Preliminary Decision Justification	Increased resources from the State. It is proposed in the case of prioritizing the reduction of travel times.	It is proposed as a result of the pre-feasibility studies according to the Geometric Design Standard for Highways 2003. This alternative based on the TPDA, the CAPEX cost optimizes the project costs and the OPEX in order to determine a socially acceptable toll rate.	

Suggestion: It is concluded that Alternative No.2 best meets the project objetives and selection criteria.

#### **Financial Information**

Alternative 1			Alternative 2		
CAPEX (Referential)	\$ 252'382.300,22	millions	CAPEX (Referential) \$169′156.261,04 millions		
OPEX (Referential)	\$ 85′577.184,29	millions	OPEX (Referential) \$ 162'186.743,02 millions		
Total Project Value	\$ 337'959.485	millions	Total Project Value \$ 331'343.004,06 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.

## Potential Jobs Generated



6.693 approx.

# Type de Infrastructure

**Road Infrastructure** 





Secretaría de Inversiones Público - Privadas