



Project Name: DESIGN, FINANCING, BUILDING, OPERATION AND MAINTENANCE OF THE "MANTA - QUEVEDO" ROAD.

MANTA - QUEVEDO



Overview

The Manta-Quevedo road corridor plays a crucial role in national development by integrating the provinces of Manabí, Guayas and Los Ríos. Its relevance is based on the high number of users that travel along it from various provinces of Ecuador for commercial, productive, and tourism reasons, among others. It is also characterized for being a roadway with a constant and growing flow of traffic, particularly heavy transport that moves agricultural and livestock products. The road is 194.04 km long. As mentioned above, the following problems have been identified:

- The road surface is in fair condition, which has a negative impact on travel times and high operating costs.
- Lack of capacity to meet vehicular demand, especially in the sections between Intersection E15 and Av. de La Cultura to Rocafuerte parish and from Empalme to Quevedo.
- And lack of routine maintenance and periodic maintenance, by not keeping the horizontal and vertical signage in good condition, high rates of traffic accidents are generated. It is worth mentioning that this project is aligned with the "Strategic Mobility Plan PEM 2013-2037".

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 Toll

Potential Demand-Based on 2018 Studies

	2018	2023
Section: Rocafuerte - Manta	6.853	9.136
Section: San Plácido, Calderón - Portoviejo	10.390	14.063
Section: Desvío a Calceta - San Plácido	1.159	1.549
Section: Pichincha - Desvío a Calceta	1.705	2.284
Section: El Empalme - Pichincha	2.897	3.833

Components

Alternative 1.
- Reconstruction, Rehabilitation, Operation and Maintenance of the existing road.

Alternative 2.
- Widening of the road to 4 lanes, Reconstruction and Rehabilitation of the current road, Operation and Maintenance of the entire corridor.

START: Abscissa: 0+000, East (longitude): 529444.00, North (latitude): 9893446.00.
END: Abscissa: 194+040, East (longitude): 667880.00, North (latitude): 9893446.00.

Delegation Model

Public-Private Partnership (PPP)

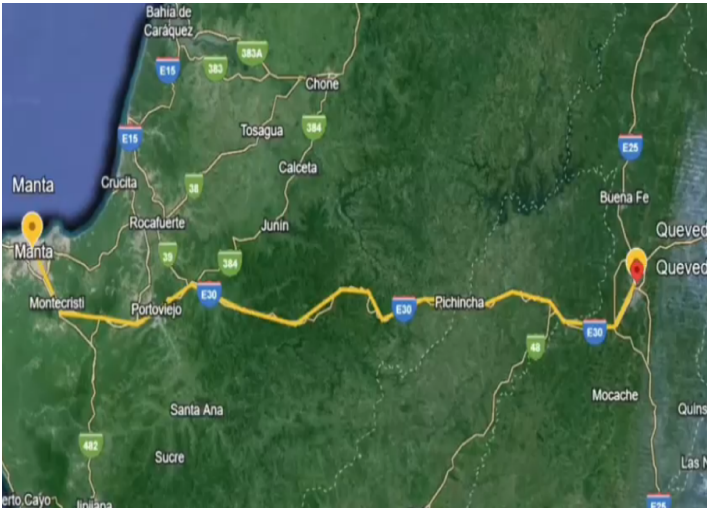
Location

Provinces:

Manabí, Guayas and Los Ríos

Cantons:

Manta, Jaramijó, Rocafuerte, Portoviejo, Bolívar, Pichincha, El Empalme and Quevedo.



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: 1'040,176 inhabitants.
*Indirect Beneficiaries: 6'883.415 inhabitants.
* Induced beneficiaries: 13,989 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

Detail	Alternative 1	Alternative 2
Advantages	Rapid construction, immediate service, minimal government investment, low maintenance cost, safe passing, reduced travel time, reduced congestion.	Increased capacity, reduced travel times, improved road safety, 2 lanes in each direction, safe passing, traffic demand, delegation deadline.
Disadvantages	Higher repair costs, longer travel time, reduced road safety, 1 lane in each direction, unsafe passing, need to widen to 4 lanes in the short or medium term.	Increased government contribution, increased CAPEX investment, unnecessary road capacity, longer construction time, delayed service, higher maintenance costs.
Preliminary Decision Justification	It proposes to reduce state participation by prioritizing the maintenance of the corridor's current conditions, due to the limited availability of resources. This option seeks to satisfy the current demand of the corridor through the necessary widening of sections, in accordance with the Geometric Design Standard for Highways 200.	This alternative is considered the most technically and economically costly option, since it would represent a greater state contribution.

Suggestion: The delegating entity concludes that Alternative 1 meets the project objectives.

Financial Information

	Alternative 1		Alternative 2
CAPEX (Referential)	\$ 16'735.752 millions	CAPEX (Referential)	\$ 349'723.159 millions
OPEX (Referential)	\$ 262'791.997 millions	OPEX (Referential)	\$ 355'418.372 millions
Total Project Value	\$ 279'527.749 millions	Total Project Value	\$ 705'141.531 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: 4 years	CAPEX: 6 years
OPEX: 26 years	OPEX: 24 years

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

9.847 approx.

Type of Infrastructure

Road Infrastructure



EL NUEVO
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