



Project Name: Design, Financing, Building, Operation, and MAaintenance of the “Viaducto Sur”

VIADUCTO SUR

Overview

The National Government, through the Ministry of Transportation and Public Works, aware of the need to improve the conditions and service levels of the State Road Network and to provide a new access to the Sea Port of Guayaquil, prioritized the “Viaducto Sur” project to be developed under a delegated management model through the Public-Private Partnership modality; This project will be located in the province of Guayas and basically consists of a new crossing over the Guayas River and its access roads, whose structure must comply with certain requirements to be defined by the General Directorate of the Merchant Marine of the Coast, which refer to the free passage of vessels complying with standard drafts, free gauges and navigation channel width.

The project called "Design, Financing, Construction, Operation and Maintenance of the Guayaquil Viaducto Sur" foresees that a good percentage of the heavy cargo traffic that travels along Perimetral Avenue on its way to the port area in southern Guayaquil will use the new road link. As a result, this will decongest many sections of the urban and state road network (Av. Perimetral, via Daule, Rafael Mendoza Avilés bridge, etc.), among other benefits. In short, the conceptual alternative consists of implementing a new road infrastructure to connect the seaport and the southern area of the city of Guayaquil with the traffic coming from the Coast, Highlands, and Eastern regions of the country, in order to benefit the productive and export sector, reducing travel times, decongesting the traffic of heavy vehicles in Guayaquil and boosting international trade.

This project is aligned with the Strategic Mobility Plan PEM 2013-2037.

Project Type

Greenfield

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

User-pays PPP:

Since it is a Greendfield project, it involves the creation of new infrastructure from scratch, so no operating costs related to user service have been generated.

Potential Demand - Based on 2009 Study

Based on information available from a Ministry of Transportation & Public Works study

Year	A	B	C1	C2	C3	TPDA TOTAL
2009	6.760	0	1.980	310	520	9.470
2012	7.203	0	2.094	321	556	10.174
2015	7.655	0	2.211	332	592	10.790
2018	8.108	0	2.328	343	628	11.407
2020	8.409	0	2.405	350	653	11.817
2021	8.560	0	2.444	354	665	12.023
2022	8.711	0	2.483	357	677	12.228
2023	8.861	0	2.522	361	689	12.433
2024	9.012	0	2.561	365	701	12.639
2025	9.163	0	2.600	368	713	12.844
2026	9.314	0	2.639	372	725	13.050
2027	9.464	0	2.678	376	738	13.256
2028	9.615	0	2.717	379	750	13.461
2029	9.766	0	2.755	383	762	13.666
2030	9.917	0	2.794	387	774	13.872

Components

Location	Sector	Abscissa	East (Length)	North (Length)
Start	South of Guayaquil	0+000	623321	9748203
End	Coastal Trunk road E25	32+260	651377	9745670
Start	Taura Parish Sector	0+000	640074	9744575
End	Intersection with transversal austral E40	11+690	645449	9754576

Location

Provinces:

Guayas

Cantons:

Guayaquil, Durán y Naranjal



Socioeconomic Information

Positive Impacts of the Project

- * Improves transportation efficiency.
- * Promotes economic development.
- * Access to essential services.
- * Local infrastructure development.
- * Increases property values.
- * Improved access to emergency services.
- * Reduced congestion.
- * Savings in vehicle maintenance.
- * Social Inclusion and Accessibility.
- * Sustainable Urban Development.

Beneficiaries

Located in the zone of affluence:

- *Direct Beneficiaries: 3' 429,149. inhabitants.
- * Indirect Beneficiaries: 4' 391,923 inhabitants.

Environmental Benefits of the project

- * Reduction of pollutant emissions.
- * Improved air quality.
- * Reduced use of non-renewable resources.
- * Minimization of impacts on sensitive ecosystems.
- * Adaptation to climate change.
- * Promotion of sustainable practices

Aspects that the project would solve or manage

- * Environmental Pollution Reduction.
- * Water Management and Flood Prevention.
- * Resilience to Natural Disasters.
- * Adaptation to Climate Change
- * Preservation of Local Ecosystems.

Comparative Analysis of Alternatives

.It is important to note that, given that the "Strategic Mobility Plan PEM 2013-2037" has already defined a technical solution to the identified problem, the formulation of various conceptual alternatives is not contemplated.

Sections

The project to be executed is divided into five subsections, as indicated below:

Section I: From Avenue 15 de septiembre and avenue Cacique Tomalá to the beginning of the viaduct over the Guayas River, 7.60 km long.

Section II: Viaduct over the Guayas River, 3.33 km long.

Section III: From the end of the viaduct over the Guayas River to the sector of Taura, bifurcation intersection.

Taura sector, intersection bifurcation to Durán-Boliche-Naranjal road, 9.22 km long.

Section IV: Connection to the E25 Naranjal road, 12.10 km long.

Section V: Junction to the Durán-Boliche road, 11.70 km long.

Información Financiera

CAPEX (Referential)	\$ 961 millions
OPEX (Referential)	\$ 475 millions
Total Project Value	\$ 1.436 millions

NOTE: It is important to point out that the investment amounts reflected 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

CAPEX: 5 years
OPEX: 25 years

Delegation Model

Public-Private Partnership (PPP)

Current Status of the Project

Phase: Structuring

Registered in the National Registry of Public Private Associations - Source Registry, on 13 august 2024.

Type of Infrastructure

Road infrastructure



EL NUEVO
ECUADOR

Secretaría de Inversiones
Público - Privadas