



Project Name: Desing, Financing, Building and Operation of the multipurpose commercial seaport of Esmeraldas

# PUERTO DE ESMERALDAS

## Overview

The Commercial Seaport of Esmeraldas, despite its capacity to drive economic growth in the north of the country, is facing a severe crisis. Insufficient investment in the expansion and maintenance of its infrastructure has precipitated a deterioration that has diminished its operability and competitiveness. Technology and facilities are outdated, negatively affecting the efficiency of seaport operations and failing to meet current safety and environmental protection standards.

To address these problems, specific goals have been outlined to revitalize this important asset. Objectives include optimizing loading and unloading processes to reduce waiting times and improve overall productivity; performing regular maintenance and upgrades to seaport facilities and equipment; and maintaining the depth of draft in the basin at 12.5 meters to ensure the safe entry and exit of large vessels. . The immediate action required is the dredging of the basin to restore its functionality and allow access to vessels currently unable to use the seaport.

## Project Type

Brownfield

## Fundamental Criteria

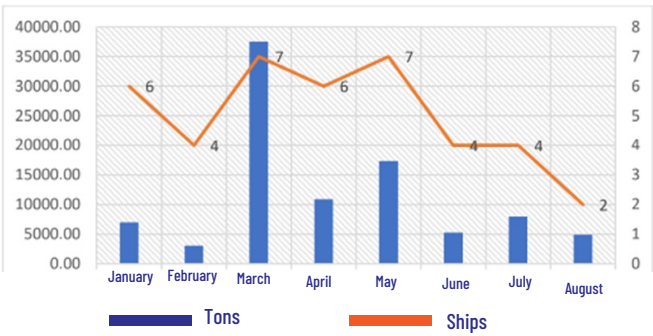
Priority project of the Delegating Entity and duly aligned with the objective, policy and goal of the National Development Plan and strategic planning at the sector level.

## Compensation Model

Payment by Users

## Potential Demand - January to August 2023

January-August 2023 cargo Movements (Tons and Number of Vessels)



Cargo movements have decreased over time. In March, an increase was observed due to the reception of 27.499 tons of solid bulks. However, the number of ships has decreased because shipping lines have had to divert their routes to other ports due to the lack of draft in the dock, which makes it difficult for vessels to access the docks of the Port of Esmeraldas. Until September 2023, this port handled different types of cargo, such as:

Type of load.	Metric tons.	Number of Ships
Liquid Bulk	42,006.00	13
Solid Bulk	27,499.00	1
Containers	0	0
General Cargo	2,783.00	1
Vehicles	25,455.00	26
Project Cargo	0	0
Total	97,743.00	41

## 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 05 June 2024.

## Location

Province:  
Esmeraldas

Canton:  
Esmeraldas



## Socioeconomic Information

### Positive Impacts of the Project

- \* Increased commercial activity in the port area, which would activate the dynamics of business associated with the seaport.
- \* Reactivation of a strategic sector of the city, the pride of the city, which is the Commercial Seaport.
- \* Benefits in the generation of direct and indirect employment sources.

### Beneficiaries

Located in the area of affluence:

- \* Referential Beneficiaries: 553,900 population of the province of Esmeraldas.

### Environmental Benefits of the project

- \* Emissions reduction.
- \* Protection of the marine ecosystem.
- \* Sustainability in building and expansion.
- \* Adaptation to change.

### Comparative Analysis of Alternatives

Detail	Alternative 1	Alternative 2	Alternative 3
Advantages	Lower investment, use of existing infrastructure, movement of vehicular loads and good drainage yard service.	High demand for bulk, execution of copper mining projects, bulk cargo movements, etc.	Experience in containerized cargo and containerized cargo customers within the hinterland.
Disadvantages	There are no plans to increase other types of cargo, nor are there plans to prepare or expand other spaces for other types of cargo.	The mining projects have not yet been executed; their execution will take place in subsequent years.	Increased investment, strong competition (infrastructure and technology needed) and flexible competition.
Preliminary Decision Justification	N/A	It is estimated that alternative two could be the most convenient	N/A

Suggestion: It is concluded that it is alternative No. 2 to comply with the project's objective; however, the prefeasibility study will define the best alternative.

## Información Financiera

	Alternative 1		Alternative 2
CAPEX (Referential)	\$ 52'410.000 millions	CAPEX (Referential)	\$ 87'260.000 millions
OPEX (Referential)	\$ 139'119.950 millions	OPEX (Referential)	\$ 140'722.950 millions
Total Project Value	\$ 181'529.950 millions	Total Project Value	\$ 87'400.722,95 millions
	Alternative 3		
CAPEX (Referential)	\$ 180'960.000 millions		
OPEX (Referential)	\$ 142'822.950 millions		
Total Project Value	\$ 323'782.950 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.

## Componentes

Alternatives 1.  
- Investment to improve the current conditions of the port, to be able to recover its operation, having the largest investment items.

Alternatives 2.  
- Investment to increase infrastructure for the attention of solid and liquid bulk (fuels).

Alternatives 3.  
- Investment to increase infrastructure for bulk solids, liquids (fuels) and containers, including refrigerated cargo.

### Implementation Time in Reference Years

Alternative 1	Alternative 2	Alternative 3
3 years	5 years	10 years

### Potential Jobs Generated

4.955 aprox.

### Type of Infrastructure

Port



EL NUEVO  
ECUADOR

Secretaría de Inversiones  
Público - Privadas