



PROJECT: DESIGN, FINANCING, CONSTRUCTION, OPERATION AND MAINTENANCE OF THE BAHÍA-COJIMÍES ROAD CORRIDOR

BAHÍA - COJIMÍES

Project 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. The importance of this highway is based on the high number of users that use it, coming from all provinces of Ecuador, because it is aligned with the “Strategic Mobility Plan PEM 2013-2037”.

In addition, the E15 is a highway that connects the provinces of Esmeraldas, Manabí and Santa Elena, with a permanent and constantly growing flow of traffic, especially heavy transport. The approximate length of this road is 143.34 km.

Currently the Bahía - Cojimíes road has two lanes, where the road surface is in fair condition; this causes vehicular traffic to circulate unsafely and at low speeds, causing congestion and accidents during rush hour.

Project Type

Brownfield.

Fundamental Criteria

Priority project duly aligned with the objective, policy and goal of the National Development Plan and sectoral-level strategic plan.

Delegating Entity: Ministry of Transportation and Public Works.

Delegation and Compensation Model

*Public-Private Partnership (PPP).

*User-pays.

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

- Reduction of Emissions.
- Reduced vehicle wear and tear.
- Reduced use of non-renewable resources.
- Minimization of Impacts on Sensitive Ecosystems.

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).

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

Current project status

- Phase: Structuring.
- Registration Source: 04 - 06 - 2024.

Infrastructure Type

Road.

Socioeconomic Information

Positive Impacts of the Project:

- * Improved Road Safety.
- * Reduced vehicle maintenance costs.
- * Improved transportation efficiency.
- * Promoting economic development.
- * Access to essential services.
- * Local infrastructure development.
- * Increased property values.
- * Improved access to emergency services.
- * Reduced congestion.

Project Information

Potential jobs generated

10.968 aprox.

Potential Demand

*Annual Average Daily Traffic (AADT)

Year	Projected AADT
2021	3.900
2051	9.466

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 cost, earthmoving, environmental impact and construction time.
Preliminary Decision Justification	This alternative requires a smaller share of resources from 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 (Reference)	\$ 16'640.625,69 millions.	CAPEX (Reference)	\$264'756.489,55 millions.
OPEX (Reference)	\$189'410.844,90 millions.	OPEX (Reference)	\$ 283'684.038,90 millions.
Project Value	\$ 206'051.470,59 millions.	Project Value	\$ 548'440.528,45 millions.

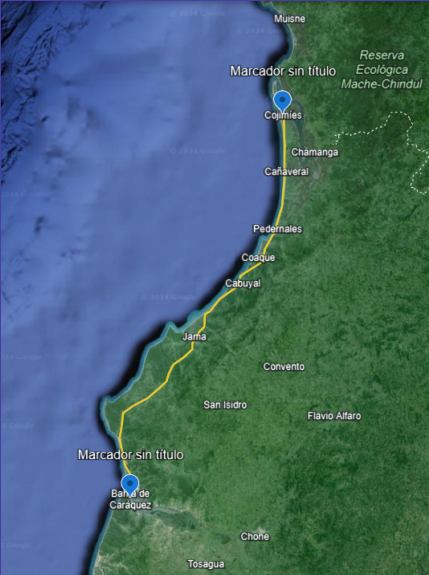
- NOTE: It is important to point out that the investment amounts shown in the different alternatives are referential, since they come from the initial screening report. These amounts will be updated as the phases of the PPP cycle progress, i.e., prefeasibility and feasibility, respectively.

Implementation time in years (reference)

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

Location

Provinces:
Manabí
Cantons:
Sucre, San Vicente, Jama and Pedernales.



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