

**PROJECT: "DESIGN, FINANCING, CONSTRUCTION, OPERATION AND MAINTENANCE OF THE MANTA - QUEVEDO ROAD CORRIDOR"**

# MANTA - QUEVEDO



## Project Overview

The Manta-Quevedo Road Corridor plays a crucial role in national development by integrating the provinces of Manabí, Guayas and Los Ríos. The relevance of this highway is based on the high number of users who travel along it from various provinces of Ecuador for commercial, productive, and tourism reasons, among others. It is also characterized as a roadway with a constant and growing flow of traffic, particularly heavy transport that moves agricultural products. The length of the road is 194.04 km.

In accordance with the aforementioned, the following issues have been identified:

- The surface layer is in regular condition, which negatively impacts travel times and increases operating costs.
- Lack of capacity to meet vehicular demand, especially in the sections between the E15 Intersection and Av. de La Cultura up to Rocafuerte parish, and from Empalme to Quevedo.
- Additionally, there is a lack of routine and periodic maintenance. By not keeping 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, 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).

\*Toll payment.

## 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

\* Reduction of Emissions.

\* Reduction in the use of non-renewable resources.

\* Minimization of Impacts on Sensitive Ecosystems.

## 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): 9882446.00.

## Current project status

Phase: Structuring.

Registration in Source: 03 - 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.
- \* Reduced vehicular wear and tear.

## Project Information

### Potential jobs generated

14.102 aprox.

### Potential Demand - Studies 2018

Detail	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

### Comparative analysis of alternatives

Detail	Alternative 1	Alternative 2
Advantages	Rapid construction, immediate service, minimal government investment, low maintenance cost, reduced travel time, reduced congestion.	Increased capacity, reduced travel times, improved road safety, 2 lanes in each direction, safe overtaking, delegation deadline.
Disadvantages	Higher repair costs, longer travel time, reduced road safety, 1 lane in each direction, unsafe overtaking, need to widen to 4 lanes in the short or medium term.	Increased government contribution, increased CAPEX investment, unnecessary road capacity, longer construction time, service delays, 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 by means of the necessary widening of sections, in accordance with the 2003 Geometric Design Standard for Highways.	This alternative is considered the most technically and economically costly option since it would represent a greater state contribution.

- Suggestion: The Delegated Entity concludes that Alternative No. 1 is the alternative that best meets the project objectives and selection criteria.

### Financial information

	Alternative 1		Alternative 2
CAPEX (Reference)	\$ 16'735.752 millones.	CAPEX (Reference)	\$ 349'723.159 millones.
OPEX (Reference)	\$ 262'791.997 millones.	OPEX (Reference)	\$ 355'418.372 millones.
Project Value	\$ 279'527.749 millones.	Project Value	\$ 705'141.531 millones.

NOTE: It is important to point out that the investment amounts reflected 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: 4 years.	CAPEX: 6 years.
OPEX: 26 years.	OPEX: 24 years.

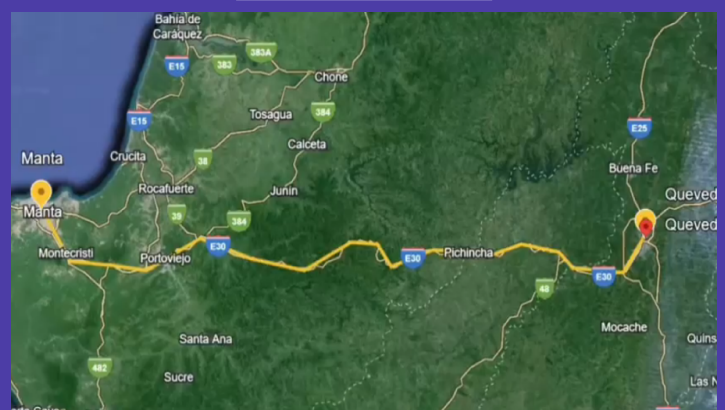
### Location

#### Provinces:

Manabí, Guayas and Los Ríos.

#### Cantons:

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



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Secretaría de Inversiones  
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