



PROJECT: “DESIGN, FINANCING, CONSTRUCTION, OPERATION AND MAINTENANCE OF THE VIADUCTO SUR OF GUAYAQUIL”

VIADUCTO SUR DE GUAYAQUIL

Project 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 Seaport of Guayaquil, prioritized the South Viaduct of Guayaquil project, in order 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 foresees that a good percentage of the heavy cargo traffic that travels along Av. Perimetral towards 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 promoting international trade.

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

Project Type

Greenfield.

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; 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.

Beneficiaries

- Located in the zone of affluence:
- Direct Beneficiaries 3' 429,149
 - Indirect Beneficiaries 4' 391,923

Environmental Benefits

- 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.

Components

- The project includes the following sections, as indicated below:
- Section I: From 15 de septiembre Avenue and Cacique Tomalá Avenue to the beginning of 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 Taura sector, junction to the Durán-Bolíche-Naranjal road, 9.22 km long.
 - Section IV: Connection to the E25 Naranjal road, 12.10 km long.
 - Section V: Junction to the Durán-Bolíche road, 11.70 km long.

Current project status

- Phase: Structuring.
- Registration in Source: 13 - 08 - 2024.

Infrastructure Type

Road.

Socioeconomic Information

- Positive Impacts of the Project:**
- * Improves transportation efficiency.
 - *Promotes economic development.
 - *Access to essential services.
 - *Development of local infrastructure.
 - *Increased property values.
 - *Improved access to emergency services.
 - *Reduced congestion.
 - *Savings in vehicle maintenance.
 - *Social Inclusion and Accessibility.
 - *Sustainable Urban Development.

Project Information

Potential jobs generated

28.720 aprox.

Potential Demand - Studies 2009

Based on information available from MTOP from a 2009 study.

Av Cacique Tomalá														
2009	2012	2015	2018	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
9.570	10.174	10.790	11.407	11.817	12.023	12.228	12.433	12.639	12.844	13.050	13.256	13.461	13.666	13.872

Puente sobre el Estero Cobina, Puente Sur														
2009	2012	2015	2018	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
4.300	4.849	5.410	5.971	6.345	6.532	6.720	6.906	7.092	7.281	7.467	7.653	7.841	8.027	8.214

Puente Sur y Taura														
2009	2012	2015	2018	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
3.880	4.233	4.592	4.952	5.184	5.312	5.432	5.553	5.673	5.792	5.913	6.031	6.151	6.272	6.392

Taura - Intersección E25														
2009	2012	2015	2018	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
1.240	1.344	1.450	1.557	1.628	1.663	1.698	1.734	1.769	1.805	1.840	1.876	1.911	1.946	1.982

Taura - Intersección E40														
2009	2012	2015	2018	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
2.220	2.394	2.571	2.748	2.867	2.926	2.985	3.044	3.103	3.162	3.221	3.280	3.339	3.399	3.458

Comparative analysis of alternatives

NOTE: It is important to note that since 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.

Financial information

Alternative A	
CAPEX (Reference)	\$961'000.000 millions.
OPEX (Reference)	\$ 475'000.000 millions.
Project Value	\$1.436'000.000 millions.

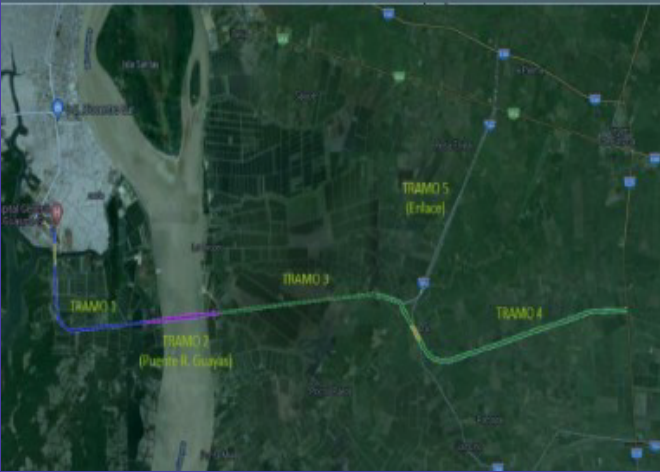
- NOTE: It is important to point out that the investment amounts shown are referential, since they come from the initial screening report. These amounts will be updated as the phases of the PPP cycle progress, i.e., prefeasibility and feasibility, respectively.

Implementation time in years (reference)

Alternative A
CAPEX: 5 years.
OPEX: 25 years.

Location

Province:
Guayas
Cantons:
Guayaquil and Durán.



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