

Naranjal - Camilo Ponce Enríquez Road Project



PROJECT INFORMATION



OBJECTIVE

Design, rehabilitation, construction, maintenance and operation of the road with adequate service conditions.



MANAGEMENT MODEL

Public Private Partnership:

- By delegation throughout public tender.

Payment mode:

- The investment is recovered by the delegated manager through the direct toll collection.

Automotive Type	Toll
Cars, pick-ups or off-road vehicles	(1 USD)
Buses and trucks with 2 axles	(2 USD)
Buses and trucks with 3 axles	(3 USD)
Trucks with 4 axles	(4 USD)
Trucks with 5 axles	(5 USD)
Trucks with 6 axles or more	(6 USD)

Investor Benefits

- Exemption on Income Tax for 10 years
- Exemption on the foreign exchange outflows tax for goods imports, services acquisition, financing, dividends or profits, and payments for shares, rights, or participations acquisition.
- **Foreign Trade taxes:**
Exemption on customs duties and VAT for imported goods and services
- **Legal Stability:**
On the concession contracts regulations



INVESTMENT

- CAPEX: \$ 145.86 M USD
- OPEX: \$ 109.38 M USD
- TOTAL: \$ 255.24 M USD



FINANCIAL INDICATORS

- IRR: 14,34 %
- Investment recovery time: 20 years



MARKET

- Average Daily Traffic Flow: 8,424 units
- Average Annual Traffic Flow: 3 million
- Users from: Guayas, Azuay and El Oro provinces.



PROJECT DETAILS

The Naranjal- Camilo Ponce Enríquez Road Project, has an approximate length of 47 km corresponding to the road corridor E-25.

It consists of a rehabilitation in the first year, and construction in the first 3 years, divided into: 4 lanes expansion, lateral passages and toll stations, and road maintenance and operation during the entire 30-year delegation period.



TECHNICAL DESCRIPTION OF THE PROJECT

CURRENT STATE OF THE CENTRALS:

Preliminary studies were carried out by CONCEGUA S.A.

REHABILITATION STAGE:

During the first 2 years, an integral rehabilitation and road sign will be carried out.

OPERATION STAGE:

- ROUTINE MAINTENANCE: After the rehabilitation, the necessary actions and tasks to preserve the road will take place.
- PERIODIC MAINTENANCE: It is planned to repave the road in an integral and periodic way every 5 years, to ensure that the pavement structure is reinforced for future loads.

EXTENSION OF THE ROAD FROM 2 TO 4 LANES:

From the second year of operation:

The total extension of the road from 2 to 4 lanes will take place.



REGULATORY FRAMEWORK

- Organic Code on Production, Trade and Investment (COPCI)
- Regulation for the Application of the Exceptional Regime for the Delegation of Public Transport Services (Executive Decree No. 810)
- Regulations on the Public-Private Collaboration Regime (Executive Decree No.582)
- Organic Law on Incentives for Public-Private Partnerships and Foreign Investment
- Ministerial Agreement 061 of the Ministry of Environment, reform to the 6th book of the TULAS (Unified Text of Secondary Environmental Legislation)



LOCATION

- Guayas, Azuay, and El Oro Provinces
- Benefited Population: Naranjal, Balao and Camilo Ponce Enríquez (113,957 inhabitants)

Ecuador
Destination of INVESTMENTS

MINISTRY OF PRODUCTION
FOREIGN TRADE AND INVESTMENTS

MINISTRY OF TRANSPORT
AND PUBLIC WORKS



GOBIERNO DE
LA REPÚBLICA
DEL ECUADOR

