

Santo Domingo – Quevedo Road Project



PROJECT INFORMATION



OBJECTIVE

Improve and/or keep an adequate service level in the Santo Domingo – Quevedo road, through a 4-lane expansion, the implementation of complementary services, promoting the investment for the improvement of road infrastructure.



MANAGEMENT MODEL

Public Private Partnership:

By delegation throughout public tender

Mode of Payment

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

Automotive Type	Toll Fee
Cars, pick-ups or off-road vehicles	\$ 1.0
Buses and trucks with 2 axles	\$ 2.0
Buses and trucks with 3 axles	\$ 3.0
Trucks with 4 axles	\$ 4.0
Trucks with 5 axles	\$ 5.0
Trucks with 6 axles or more	\$ 6.0



INVESTOR BENEFITS

- Exemption on Income Tax for 10 years
- Exemption on the foreign exchange outflow 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: USD 258,61 MM

OPEX: USD 266,96 MM

TOTAL: USD 525,57MM



FINANCIAL INDICATORS

- IRR: 16.29%
- Investment recovery time: 12 years



MARKET

- Average Traffic:
 - Daily Traffic Flow:
- Sto Domingo - Luz de América: 17.303
Buena Fé - Quevedo: 20.530



PROJECT DETAILS

Construction, restoration of the existing road, expansion to 4 lanes (includes burying pipelines), road maintenance and operation throughout the 30-year delegation period. 93.11 km length.



TECHNICAL DESCRIPTION OF THE PROJECT

Preliminary Project Studies:

- Preliminary Project Studies were carried out by the Spanish Public Enterprise INECO
- The Traffic Flow Study was conducted by the Leon & Godoy Consulting Firm

Restoration and Operation Stage:

- Integrally restore the existing road, improving the current pavement structure
- Expansion to 4 lanes
- Improve safety levels with the implementation of complementary services: road monitoring, ambulances, cranes, communication, construction of pedestrian crossings in consolidated sectors, etc.
- The typical section is made up of two roads; 2 lanes per direction of traffic



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

- Provinces: Santo Domingo and Los Ríos
- Starts at El Márquez interchange and ends at the city of Quevedo (Northern beginning of the Quevedo road ring)

Ecuador
Destination of INVESTMENTS