

# South of Guayaquil Viaduct Project



## PROJECT INFORMATION



### OBJECTIVE

- To develop a Project under the PPP model to build a new crossing over the Guayas River and its access roads, allowing the fast access to the city of Guayaquil, facilitating the traffic that comes from the south of the country and connecting it with the city of Duran.
- Total length : 44.20 km, divided in 4 sections



### 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. (2 USD fee).
- Charge will be made only in 2 of the 4 tolls. Thus, the user will never have to pay more than twice even if he/she goes through all four of them.

#### 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: USD 780,68 MM  
OPEX: USD 260,56 MM  
TOTAL: USD 1.041,24 MM



### FINANCIAL INDICATORS

- IRR: 15.24%
- Investment Recovery Time: 22 years



### MARKET

- Average Traffic:
  - Daily Traffic Flow: 21.046
  - Annual Traffic Flow: 7 M
- The construction of four tolls is planned.



## PROJECT DETAILS

Optimize travel times generating a considerable reduction in vehicle operating costs, and reducing traffic congestion on the streets of the city of Guayaquil, the current passage through the city of Duran and the National Unity Bridge, over the Daule and Babahoyo rivers.

Delegation time: 44 years



## TECHNICAL DESCRIPTION OF THE PROJECT

### Preliminary Project Studies:

- The study, characteristics, and design were made by the Firms Association NYLIC-CONSULSÍSMICA
- The traffic flow study was conducted by the Consulting Firm COA

### Stage of construction and exploitation:

- Building of 4 sections
  - First Phase: Construction of roads, bridges, and sheds in the first four years.
  - Second Phase: Includes the expansion to 4 lanes in different years (2031-2041-2046-2047-2048-2049-2051)
- Execution time: 40 years



## 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)



## UBICACIÓN

Province: Guayas, in the area bordered by the Puerto Inca – Naranjal road, the “Durán – Boliche” Highway, and the Guayaquil Sea Port.

*Ecuador*  
Destination of INVESTMENTS