



The Pacific  
Alliance

PACIFIC ALLIANCE  
INFRASTRUCTURE  
**INVESTMENT  
OPPORTUNITIES  
PORTFOLIO**

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# WHAT IS THE PACIFIC ALLIANCE?

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The Pacific Alliance is a mechanism for political and economic cooperation and integration between Chile, Colombia, Mexico, and Peru.

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## What is its objective?

- Build an area of deep integration to move progressively towards the free mobility of goods, services, resources and people.
- Drive further growth, development and competitiveness of the economies of its members, focused on achieving greater well-being, overcoming socioeconomic inequality and promote the social inclusion of its inhabitants.
- Become a platform of political articulation, economic and commercial integration and projection to the world, with emphasis on the Asia-Pacific region.

## The Pacific Alliance is a strategic platform because

- It is an open and inclusive integration process, made up of countries with similar visions for development that promote free trade as a driver of growth.
- It is a dynamic initiative, with strong business potential and projection.
- Together, the economies of the four countries, are the eighth greatest economy in the world.
- It focuses on modernity, pragmatism, and the political will to face international economic challenges.
- It offers competitive advantages for international business, with a special emphasis on the Asia-Pacific region.

## The Pacific Alliance is open to free trade

### The Pacific Alliance:

- Represented 42.9% of the Gross Domestic Product of Latin America and the Caribbean in 2021.<sup>1</sup>
  - Was the 6th largest exporter in the world in 2021.<sup>2</sup>
  - Generated 57.4% of total trade in Latin America and the Caribbean in 2021.<sup>3</sup>
  - Attracted 45% of Foreign Direct Investment flows received in Latin America and the Caribbean in 2021.<sup>4</sup>
  - Has a population of 233.6 million people.<sup>5</sup>
  - Has a per capita gross domestic product of US\$9,207.9<sup>6</sup>
- The Pacific Alliance has made possible to deepen the financial integration of the four countries, moving towards a regional capital market, which increases the number of actors participating in the markets and the assets available to investors.
- The Trade Protocol of the Pacific Alliance entered into force on May 1, 2016 and since its entry into force has allowed the liberalization of 98% of the tariff universe between member countries.

<sup>1</sup> Calculated using IMF data, accessed on July 14th, 2022.

<sup>2</sup> Calculated using TradeMap data, accessed on July 20th, 2022.

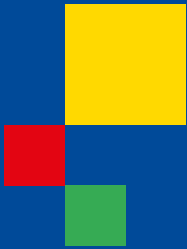
<sup>3</sup> Calculated using TradeMap data. Accessed on July 19th, 2022.

<sup>4</sup> Calculated based on IMF data, consulted on September 6th, 2022. In the case of Chile, the figure reported for 2020 is considered.

<sup>5</sup> 2021 data obtained from the IMF, accessed on July 14th, 2022.

<sup>6</sup> Average: corresponds to the sum of the gross domestic product of the Pacific Alliance member countries divided by the sum of the population of the member countries. Data obtained from the IMF, consulted on July 14th, 2022.

## Main figures



- The Pacific Alliance represented the 8th world economy in 2021.<sup>7</sup>
- Chile, Colombia, Mexico and Peru received a total Foreign Direct Investment of US\$59,653 billion<sup>8</sup>.
- GDP of the Pacific Alliance countries<sup>9</sup>:
  - Chile: US\$256 billion
  - Colombia: US\$314.27 billion
  - Mexico: US\$1,294.83 billion
  - Peru: US\$224.73 billion
  - Pacific Alliance: US\$2,150.69 billion<sup>10</sup>
  - Latin America and the Caribbean: US\$ 5,012.12 billion<sup>11</sup>
  - World: US\$96,292.57 billion<sup>12</sup>
- Exports of the Pacific Alliance<sup>13</sup>:
  - Exports: US\$684,232.21 million dollars.
  - Imports: US\$714,013.06 million dollars.
  - Total trade: US\$1,398.2 billion dollars.

<sup>7</sup> Data obtained from the International Monetary Fund (IMF), accessed on July 19th, 2022. Ordered in the year 2021 from highest to lowest. It is considered the eighth because the gross domestic product (GDP) of the member countries of the Pacific Alliance is added and compared in the list of countries of said source.

<sup>8</sup> [https://unctad.org/system/files/official-document/wir2022-annex\\_tables\\_1.pdf](https://unctad.org/system/files/official-document/wir2022-annex_tables_1.pdf)

<sup>9</sup> Data obtained from the IMF, accessed on July 14th, 2022

<sup>10</sup> Simple sum.

<sup>11</sup> Simple sum. IMF considers 33 countries. With estimated data from various countries.

<sup>12</sup> Data obtained from IMF, accessed on July 14th, 2022.

<sup>13</sup> Data for 2021 obtained from TradeMap. Accessed on July 19th, 2022.









# WHY INVEST IN THE PACIFIC ALLIANCE?

- Predictability and clarity in the rules of the game.
  - The clear rules and legal stability of the PA Trade Protocol facilitate the increase of intra-Alliance FDI + facilitate access to a wider and more dynamic market in the region = **Magnet for attracting FDI** from countries not included in this trade bloc.
- The same language for doing business: geographical proximity, cultural similarities, same language = allows to cover the four (4) markets in a faster, more flexible, synchronized manner.
- IFIAP (Pacific Alliance Investment Facilitation Initiative):
  - Space that facilitates investments in the Pacific Alliance.

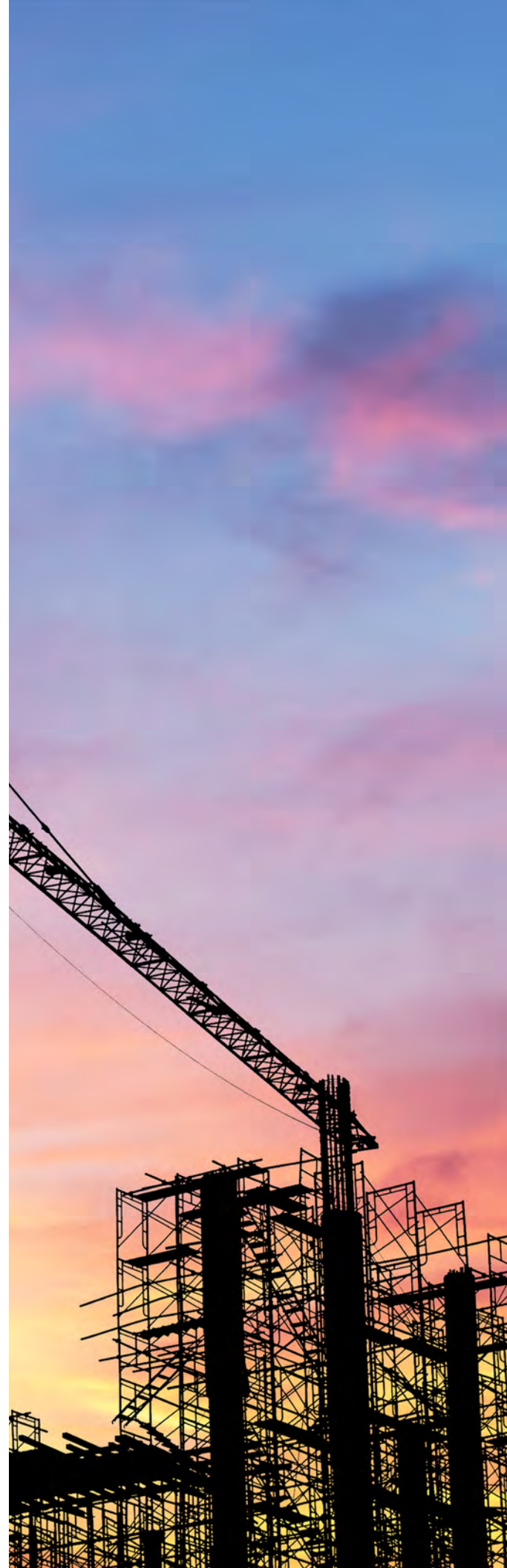


- Identifies and overcomes barriers to intra-regional investment and trade in services between the four member countries.
- Improves the business climate for investment and trade in services.
- Space to learn about suggestions, opportunities for improvement, and difficulties experienced by business representatives and investors when doing business with the Pacific Alliance.

■ In 2021, the Pacific Alliance was positioned as the seventh largest recipient of FDI worldwide

- United States
- China
- Hong Kong
- Canada
- Netherlands
- Pacific Alliance
- Singapore

Source: World investment report 2022, own calculations.



# THE INFRASTRUCTURE SECTOR IN THE PACIFIC ALLIANCE

Investments in infrastructure contribute to increasing the capacity and quality of Public Services, thus providing a favorable environment to increase general welfare. According to the **World Economic Forum (WEF) Global Competitiveness Report**, the first pillar for measuring a country's competitiveness is its institutions and the second is its infrastructure<sup>1</sup>.


The Pacific Alliance is currently working to increase foreign investment in infrastructure through the promotion of infrastructure concessions, developed mainly through Public-Private Partnerships (PPP), as a key factor to increase the productivity and competitiveness of the Pacific Alliance countries.

The infrastructure sector, focused on Public-Private Partnerships (PPPs), is one of the bloc's priority sectors since it is a sector of great importance in each of the four markets and represents a significant amount of foreign direct investment. In addition, PPPs open the door to alternative financing mechanisms, encourage innovation and promote the transfer of experience and information.

Public- Private Partnerships (PPPs) are an investment modality to develop public infrastructure projects, applied research, and technological innovation through long-term contracts involving the State, a public entity and one or more private investors. PPPs are characterized by

<sup>1</sup> Source: <https://www.infraestructurapublica.cl/wp-content/uploads/2021/07/PROPUESTA-DE-INSTITUCIONALIDAD-Y-GESTION-DE-PROYECTOS-DE-INFRAESTRUCTURA-PUBLICA-ALIANZA-DEL-PACIFICO-VERSION-FINAL-29.11.2020-1.pdf>





the search for an adequate distribution of project risks between both parties, ensuring that the resources are preferably from the private sector and guaranteeing optimum service levels for users<sup>2</sup>.

In addition, they are investment mechanisms complementary to traditional public resources, with which additional financing is obtained for the public sector activity and efficiencies are captured from the private sector, for the adequate development of the projects<sup>3</sup>.

PPPs are more present in **Latin America** and the **Caribbean**, compared to ten to fifteen years ago, as countries plan and implement PPPs in sectors ranging from the traditional (transportation, energy, and water) to the innovative (government offices, health care, sports, and justice) with a focus on combating climate change and increasing infrastructure resilience.

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**The results of the seventh edition of the 2021/2022 Infrascopes**, prepared by the Economist impact analysis unit of The Economist group, and commissioned by the Inter-American Development Bank, show that Chile, Colombia, Mexico and Peru have made significant strides in the development of suitable environments for APP development<sup>4</sup>.

The report assesses the countries capacity to mobilize private investment in infrastructure through PPPs. The following elements are taken into consideration, where the countries of the Alliance occupy the positions indicated below of the 26 countries of Latin America and the Caribbean that the report mentions:

■ **Regulations and institutions:**

- Chile: 1
- Colombia: 4
- Mexico: 16
- Peru: 8

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<sup>2</sup> <https://cdn.www.gob.pe/uploads/document/file/1894729/Memoria-2019.pdf.pdf>

<sup>3</sup> <http://www.sdp.gov.co/gestion-a-la-inversion/programacion-y-seguimiento-a-la-inversion/app>

<sup>4</sup> <https://impact.economist.com/projects/infrascopes>



- **Project preparation and sustainability:**

- Chile: 4
- Colombia: 5
- Mexico: 3
- Peru: 2

- **Financing:**

- Chile: 2
- Colombia: 6
- Mexico: 7
- Peru: 11


- **Risk management and contract monitoring:**

- Chile: 1
- Colombia: 6
- Mexico: 9
- Peru: 11

- **Evaluation:**

- Chile: 2
- Colombia: 5
- Mexico: 17
- Peru: 12





Out of the 26 countries of the Latin America and the Caribbean region mentioned in the report, the average of all the elements mentioned for the member countries are:

- Chile ranks second with 75.3/100,
- Colombia the fourth with 66.4/100,
- Mexico the eleventh with 56.9/100 and
- Peru the fifth with 63.4/100<sup>5</sup>

Therefore, the Alliance bloc has **a proper environment for public-private partnerships**. In addition, the 2022 World Competitiveness Ranking indicated that on average, the Pacific Alliance occupies position number 37 out of 63, positioning the alliance as an attractive destination of investment due to its competitiveness<sup>6</sup>.

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<sup>5</sup> <https://impact.economist.com/projects/infrascopes/evaluating-the-environment-for-public-private-partnerships-in-latin-america-and-the-caribbean/>

<sup>6</sup> <https://www.imd.org/centers/world-competitiveness-center/rankings/world-competitiveness/>



# PPP'S<sup>1</sup> LEADING PROJECTS OF THE PACIFIC ALLIANCE

<sup>1</sup> PPP's: Private-Public Partnerships





# CHILE





## Route 5 Iquique - Antofagasta

Roads | Interregional Highway

The project consists of the concession of 470km of topped road, with sectors with extension to dual carriageway and bidirectional sections, from the end of the concession Vallenar-Caldera to the south entrance link to the city of Antofagasta. The project contemplates the materialization of new road connections and a solution for the section in the city of Chañaral, which was affected by a flood. Incorporation of a system collection.



For further information  
visit [this link](#), or scan  
the QR code.



Type of contract	APP
Project stage/Status	Tender
Sponsor/Government entity, department	Ministry of Public Works
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	2023
Geolocation (country, region/state of the country)	Antofagasta and Tarapacá Regions
Type of investment needed	Direct Investment
Estimated investment (US\$)	\$376 M
Estimated investment (local currency)	CLP \$363.000 M
Term (years)	25 years
Payment source	Toll Fees

## Route 5 – Temuco Rio Bueno

Roads | Interregional Highway

The project contemplates the improvement of 258 km of Route 5 South, with occasional extensions to third lanes, rehabilitation of existing roads, route rectifications, replacement of old bridges and sections of service streets. Free-flow collection system is considered.



For further information  
 visit [this link](#), or scan  
 the QR code.



Type of contract	APP
Project stage/Status	Tender
Sponsor/Government entity, department	Ministry of Public Works
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	2023
Geolocation (country, region/state of the country)	Araucanía / Los Ríos Regions
Type of investment needed	Direct Investment
Estimated investment (US\$)	\$490 M
Estimated investment (local currency)	CLP \$473.000 M
Term (years)	25 years
Payment source	Toll Fees

## Route 5 Caldera - Antofagasta

Roads | Interregional Highway

The 370 km project corresponds to the extension to dual carriageway of Route 5 in the section included between the cities of Antofagasta and Iquique, from the Carmen Alto sector, up to the south entrance of Almonte well. The project considers the development of new returns and uneven links, as well as the implementation of electronic toll gates (free flow).

Among the benefits of this initiative, the improvement compliance with safety standards, the resistance to seismic movements and other natural hazards and a design speed of 120 km/hr.



For further information visit [this link](#), or scan the QR code.



Type of contract	APP
Project stage/Status	Tender
Sponsor/Government entity, department	Ministry of Public Works
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	2023
Geolocation (country, region/state of the country)	Antofagasta - Atacama regions
Type of investment needed	Direct Investment
Estimated investment (US\$)	\$587 M
Estimated investment (local currency)	CLP \$566.000 MM
Term (years)	25 years
Payment source	Toll Fees



## Route 5 Rio Bueno – Puerto Montt

Roads | Interregional Highway

The project consists of the improvement of 135 km of the highway, specific extensions to third lanes in populated sectors that generate friction in the express lanes, rehabilitation of the existing lanes, alignment rectifications, new links, sections of service streets and new walkways, replacement of road safety elements. Free-flow collection system is considered.

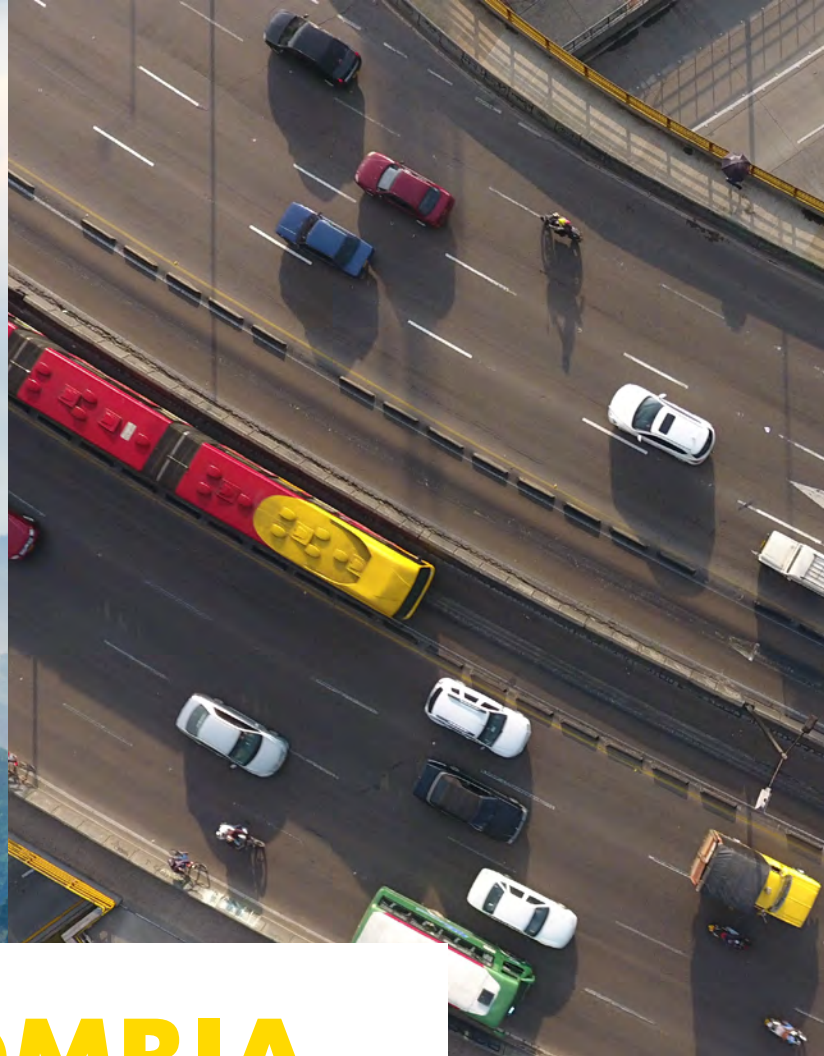


For further information  
visit [this link](#), or scan  
the QR code.



Type of contract	APP
Project stage/Status	Tender
Sponsor/Government entity, department	Ministry of Public Works
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	2023
Geolocation (country, region/state of the country)	Los Ríos / Los Lagos Regions
Type of investment needed	Direct Investment
Estimated investment (US\$)	\$193 M
Estimated investment (local currency)	CLP \$186.000 MM
Term (years)	25 years
Payment source	Toll Fees





# COLOMBIA





# Wastewater Treatment Plant (PTAR) Canoas

Water and Sanitation | WWTP Canoas

The construction, commissioning, stabilisation, maintenance, operation and reversion of the Canoas WWTP.

The infrastructure of the Project will have the following characteristics:

1. A wastewater treatment plant with i) a water line and ii) two treatment trains with a total design capacity of 16 m<sup>3</sup>/s in total average daily flow, including the components, processes of Pretreatment, Primary Treatment, Secondary Treatment and Disinfection, and the necessary works for the discharge of treated water to the Bogotá River.
2. A sludge line including a treatment train consisting of screening, primary thickening, secondary thickening, anaerobic digestion, dewatering.
3. A co-generation system.



For further information visit [this link](#), or scan the QR code.



Type of contract	Concession *
Project stage/Status	Pre-feasibility
Sponsor/Government entity, department	Empresa de Acueducto y Alcantarillado de Bogotá - EAAB
Approval of national or territorial organizations	Yes
Approvals with local communities	To be defined
Schedule and relevant dates *	Pre-feasibility - Nov, 2022* Bid Opening - Dec, 2022*
Geolocation (country, region/state of the country)	Bogotá
Type of investment needed	Capex
Estimated investment (US\$)	\$1,300 M**
Estimated investment (local currency)	COP \$5.8 Billions***
Term (years)	5 to 10 years
Payment source	CAPEX subject to completed Execution Units (250 Units), OPEX will be collected for operation and maintenance and variable Opex for treatment per cubic metre treated. It will have payments tied to official exchange rate and US inflation.

\* Subject to possible change at the end of studies.  
 \*\* Subject to possible changes in the exchange rate  
 \*\*\* Exchange rate \$4.500



## Linea del Metro 2

### Railways | Sub-railway

Detailed design, construction, operation and maintenance of the second metro line in Bogotá. This project will be 15.5 km long and will complement the 23.9 km of the first line, extending the metro system by 66%. The system will have 11 stations, 10 underground and 1 elevated. It will carry between 43,000 and 48,000 passengers hourly in each direction on the 25 trains planned.



For further information visit [this link](#), or scan the QR code.

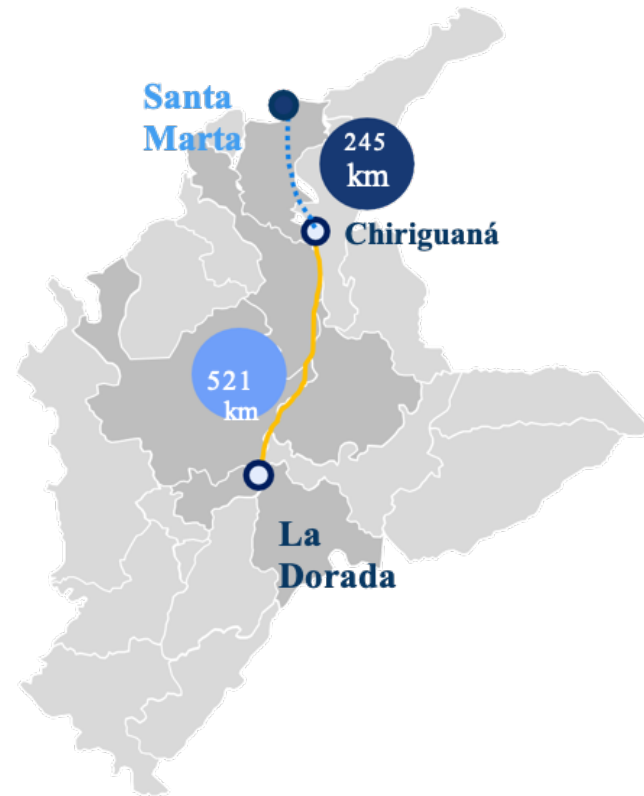


Type of contract	Concession *
Project stage/Status	Feasibility
Sponsor/Government entity, department	Empresa Metro Bogota
Approval of national or territorial organizations	Yes
Approvals with local communities	No Needed
Schedule and relevant dates*	*Bid Opening- June 6th 2023 *Awarding Audience - Aug 23th, 2023 *Start of construction phase Aug 2025
Geolocation (country, region/state of the country)	Colombia, Bogotá
Type of investment needed	Equity for the construction's start-up
Estimated investment (US\$)	To be defined
Estimated investment (local currency)	To be defined
Term (years)	30 years (Time subject to change) Pre-operational stage: 8 years Operational Stage: 22 years Reversion Stage: 180 days
Payment source	CPayment in COP pesos for work in progress (availability of infrastructure) Payment in Dollars (component D) for work in progress

## Corredor Férreo Dorada – Chiriguaná

### Railways | Railway

Replacement rails at 90 lb / and 100% welded long bars Concrete sleeper.  
Alignment and levelling.  
Bridge reinforcement.  
Signalling and control.  
Estimated to have a demand of 5 million tonnes by 2023.



For further information visit this link, or scan the QR code.



Type of contract	Concession*
Project stage/Status	Pre-feasibility
Sponsor/Government entity, department	ANI Agencia Nacional de Infraestructura FDN Financiera Nacional de Desarrollo
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates*	To be defined
Geolocation (country, region/state of the country)	La Dorada ( departamento de Caldas) Chiriguaná ( departamento del Cesar)
Type of investment needed	Equity
Estimated investment (US\$)	**CAPEX USD \$353 MM **OPEX USD \$249 MM
Estimated investment (local currency)	CAPEX \$461 M
Term (years)	To be defined
Payment source	Future Fonds

\* Subject to possible change at the end of studies.  
\*\* Subject to possible changes in the exchange rate.  
\*\*\* Exchange rate \$4.500





# MEXICO





# García - Monterrey International Airport Railway Corridor

Railways | Railways

The project consists of building an integral urban development project through the reorganization of the existing railway corridor in the Monterrey Metropolitan Area.

The route covers an approximate distance of 62 kilometers crossing the municipalities of Apodaca, Monterrey, San Nicolás, San Pedro Garza García, Santa Catarina and García; in a confined corridor with mixed traffic (cargo/passengers). The project will take advantage of the existing infrastructure with the objective of offering a complete transportation service that will benefit approximately 164,000 passengers per day and can serve as a backbone for development and territorial planning.



For further information visit [Mexico Projects Hub](#), or scan this QR code.



Type of contract	Federal PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Ministry of Communications and Transportation
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	Starting Date(December 2024)
Geolocation (country, region/state of the country)	Nuevo León, México
Type of investment needed	Mixed (90% private)
Estimated investment (US\$)	\$1,208,000,809
Estimated investment (local currency)	MXN \$24,522,416,435
Term (years)	35 years
Payment source	Information not available
Contract scope	Open

# Expansion of the “El Ahogado” WWTP

Fluvial | Water Sanitation

The project includes the design, construction, electro-mechanical equipment, performance tests, capacity tests, operation, conservation and maintenance of the infrastructure necessary to expand the biological treatment with nutrient removal to a design flow of 1,000 liters per second (l/s).

It also includes the filtration and disinfection with ozone of a flow of 3,250 liters per second (l/s), corresponding to the 2,250 liters per second (l/s) currently treated at the “El Ahogado” WWTP and the 1,000 liters per second (l/s) of the expansion; as well as the removal and final disposal of the biosolids and solids generated at the monofill.



For further information visit  
[Mexico Projects Hub](#),  
 or scan this QR code.



Type of contract	State Concession
Project stage/Status	Open Tender
Sponsor/Government entity, department	Jalisco Water State Commission
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	Announcement/Call for Proposals: 04/08/2022 Receipt of Proposals: 09/14/2022 Award: 05/10/2022 Contract Signing: 10/25/2022 Start of Execution/Construction: 10/28/2022 Start of Operation: 04/27/2024
Geolocation (country, region/state of the country)	Jalisco
Type of investment needed	Private (100%)
Estimated investment (US\$)	\$56,998,816
Estimated investment (local currency)	MXN \$1,157,075,985
Term (years)	20 years
Payment source	The payment of the total consideration to the investor-supplier will be made with resources from the Jalisco Water State Commission.
Contract scope	Open



## “Atlacomulco-Polotitlán” Highway

Roads | Highways/Bridges

The project consists of the design, construction, operation, conservation, maintenance and exploitation of the “Atlacomulco-Polotitlán” highway type A-4, with a crown width of 22 meters, it will have 4 traffic lanes of 3.5 meters wide, two in each direction, 3.0 meters wide exterior boundaries, 1.0 meters internal boundaries and separating barrier of senses.

It includes the construction of 4 uneven junctions and incorporates 1 railroad crossing, 11 bridges and 3 viaducts, beginning the line on the Toluca – Polotitlán federal highway starting in the town of San Francisco and ending in Polotitlán with a junction on the Mexico - Querétaro Highway, with a total length of 82.80 kilometers, with an impact on the municipalities of Atlacomulco, Acambay, Aculco, Ixtlahuaca, in the State of Mexico.



For further information visit  
[Mexico Projects Hub](#),  
or scan this QR code.



Type of contract	Federal PPP
Project stage/Status	Partial Assignment of Rights
Sponsor/Government entity, department	Ministry of Mobility
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	Request for proposals/Announcement: 09/08/2022 Proposals reception: 14/09/2022 Ruling: 23/09/2022 Contract signing: 05/10/2022
Geolocation (country, region/state of the country)	State of Mexico
Type of investment needed	Private 100%
Estimated investment (US\$)	Information not available
Estimated investment (local currency)	Information not available
Term (years)	30 years
Payment source	The main source of payment are the tolls collected by the concessionaire
Contract scope	Open

## Construction of Tunal II Dam in Durango, Dgo.

Railways | Water and environment

The integrated project consists of the design, construction, expansion, equipment, installation, operation, maintenance, and exploitation of the Tunal II Dam, a water treatment plant, an aqueduct and complementary works to bring water to the city of Durango, Durango.

The dam will supply surface water through an intake work to the pumping plant that will lead this resource through a pressure line to the water treatment plant for treatment, and from there it will be transported by the gravity line to the twin macro-tanks located in “Cerro de los Remedios”, to begin its distribution to the city’s water network. The water network considers the construction of 14 regulation and storage tanks, of which 11 have been built. To the date, 3 macro-tanks are needed to built: Nororiente, Mercado and Contreras.



For further information visit [Mexico Projects Hub](#), or scan this QR code.



Type of contract	PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Commission on Water of the state of Durango
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	Announcement:2023
Geolocation (country, region/state of the country)	Durango, México
Type of investment needed	Mixed (8.64% private)
Estimated investment (US\$)	\$176,213,768
Estimated investment (local currency)	MXN \$3,577,139,506
Term (years)	24 years
Payment source	A fee will be paid against the water operator of the Municipality of Durango, established by the amounts and filing of the foreseen resources, for the agreed payment per treated m3 of drinking water delivered to the city.
Contract scope	Open





# PERU





# San Juan de Marcona New Port Terminal

Ports | Ports



For further information visit [this link](#), or scan the QR code.



This project is a public-private partnership, in the Self-financed Unsolicited Bid modality, by which the Peruvian State will grant a concession to a private company that meets the established requirements, in order to design, finance, construct, operate and maintain a new port terminal for public use. This future port terminal, according to the identified demand, will be specialized in providing port services for mining cargo, especially iron concentrates. It is also expected to handle liquid bulk cargo, general cargo and containerized cargo from mining production needs in the

area. The project includes investments in stages, which are currently being structured by PROINVERSION. The concessionaire will be in charge of developing the definitive studies (technical file and environmental impact assessment), ensuring resources for construction and operation. The project is greenfield.

The main works are related to the construction, operation and maintenance of the new port terminal according to the standards and service levels: waiting time per ship, shipping start time, and productivity indicators, established in the concession contract.

Type of contract	PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Ministry of Transport and Communications
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	Posting of the Declaration of Interest: I quarter 2023 Direct Award: II quarter 2023 Competition and award with interested third parties: IV quarter 2023
Geolocation (country, region/state of the country)	Peru, Ica, Nazca, San Juan de Marcona.
Type of investment needed	Share capital and debt (structure to be defined)
Estimated investment (US\$)	\$520 M (excluding VAT)
Estimated investment (local currency)	S/ 2,017 M (approx.)
Term (years)	30 years
Payment source	Fee collection (self-financed project)
Contract scope	To be determined



## Peripheral Ring Road

### Roads | Roads/Bridges

The Co-Financed Private Initiative Peripheral Ring Road consists of the design, construction, financing, operation, and maintenance of a 34.8 km long highway, from the 200-mile Oval in the Constitutional Province of Callao to Circunvalación Av, in the district of San Luis - Lima; including one district in the Constitutional Province of Callao and eleven in Metropolitan Lima in its influence area. The works include the construction of a 6 lanes at asphalt level, 21,6 miles long highway, 2 tunnels with vaults (1,8 miles and 1,2 miles respectively, of 3 lanes each), bridges, viaducts, overpasses and interchanges, among others. The project will connect Lima’s main regional transportation axes. (Panamericana Norte highway, Central highway, Panamericana Sur highway) with the Jorge Chávez International Airport and the Port of Callao.



For further information visit [this link](#), or scan the QR code.



Type of contract	APP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Ministry of Transport and Communications
Approval of national or territorial organizations	Pending
Approvals with local communities	No
Schedule and relevant dates	Posting of the statement: Q1 2022
Geolocation (country, region/state of the country)	Perú, Lima and Callao
Type of investment needed	Equity 29%, Debt 71%
Estimated investment (US\$)	\$1.965 M 2019 (excluding VAT) and \$2.354 M 2031 (excluding VAT)
Estimated investment (local currency)	S/ 8.049 M (excluding VAT)
Term (years)	30 years
Payment source	Return on investment, operation and maintenance: Annual investment retribution and tolls
Contract scope	To be determined

## Longitudinal de la Sierra Section 4

Roads | Roads/Bridges

This project is about the execution of improvement and rehabilitation works, initial periodic maintenance and its following maintenance and operation routine, in order to preserve the road, in the corresponding period, and in the service terms established in the Longitudinal de la Sierra Section 4 Concession Contract:

Huancayo - Izcuchaca - Mayocc - Ayacucho - Andahuaylas - Pte. Sahuinto; Div. Pisco - Huaytará - Ayacucho, in a 603,3 miles total extension.



For further information  
 visit [this link](#), or scan  
 the QR code.



Type of contract	APP
Project stage/Status	Open tender
Sponsor/Government entity, department	Ministry of Transport and Communications
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	Relaunch of the contest: Q4 2021
Geolocation (country, region/state of the country)	Perú, Apurímac, Ayacucho, Ica, Junín and Huancavelica
Estimated investment (US\$)	\$704 M (CTI)
Estimated investment (local currency)	S/ 4.161 M (CTI)
Term (years)	25 years
Payment source	Payment by availability
Contract scope	Lower co-financing amount



## AWS-3 and 2.3 GHz radio spectrum bands

Logistics | Telecommunications



For further information visit [this link](#), or scan the QR code.

Special Public Tender, in the figure of Asset Projects, in order to grant a single concession for the provision of public telecommunication services all over the country, for each band:

- Bandwidth 1,750 – 1,780 MHz and 2,150 – 2,180 MHz: a bandwidth range of 30 + 30 MHz, which corresponds to a bandwidth B66, 3GPP (Bandwidth AWS-3).
- Bandwidth 2,300 – 2,330 MHz: a bandwidth range of 30 MHz, which corresponds to a bandwidth B40, 3GPP (Bandwidth 2.3 GHz).



With the aim of expanding the development of mobile broadband systems in the country for technologies such as 4G, 5G, or higher. Bandwidths AWS-3 y 2.3 GHz will provide better coverage and increased data capacity.

The Single Concession Contract includes investments corresponding to the assets value, including mandatory investment commitments to provide coverage in underserved areas and improve telecommunications infrastructure in rural areas of Peru, where there is currently no mobile coverage.

Type of contract	APP
Project stage/Status	Open tender
Sponsor/Government entity, department	Ministry of Transport and Communications
Approval of national or territorial organizations	No
Approvals with local communities	No
Schedule and relevant dates	Posting of the call for proposals: May 2022 Estimated award: Q4 2021
Geolocation (country, region/state of the country)	Perú, all regions
Type of investment needed	To be defined by investor
Estimated investment (US\$)	\$289 M
Estimated investment (local currency)	S/ 1.178 M (approx.)
Term (years)	20 years
Payment source	Not applicable
Contract scope	Mandatory Investment Commitments - of a larger number of additional locations to be implemented in the shortest period of time.







# AP ENTITIES CONTACT INFORMATION

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■ The Pacific Alliance investment promotion agencies are committed to creating jobs, increasing FDI, and facilitating the regional investment climate.

- They promote intra-Alliance business as well as business between the PA and the rest of the world.
- They support the growth of installed companies regarding investments and foreign trade.
- They support the installation, operation, and expansion processes for investments in each PA member country.

■ Our services include:

- Customized information: analysis of your investment and expansion projects in the PA, based on specialized commercial and legal information, prepared according to each company's needs and requirements.
- Dialogue with central and regional government entities: facilitation of contacts and meetings with government entities, associations, and other public and private organizations, which facilitate the success of expansion projects.
- Promotional activities: Investment seminars and conferences. Matchmaking forums. Specialized websites. Brochures, guide for doing business, directory of free trade zones, directory of services, among others.

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