



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

- In Latin America and the Caribbean, the bloc accounts for 41% of GDP and attracts about 40% of foreign direct investment.\*
- Together, the four countries have a total population of 230 million\* people (2019) and an average GDP per capita of US \$19,050\* (ppp) 2019.
- The majority of the population is young and includes a qualified workforce as well as an attractive consumer market with constantly growing purchasing power.

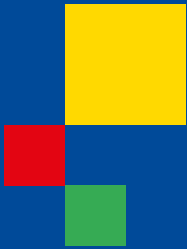
\*Source: The Economist Intelligence Unit.

- The Pacific Alliance has made it possible to deepen the four countries' financial integration, moving towards a regional capital market, which increases both the number of stakeholders participating in the markets and the assets available to investors.
- The Pacific Alliance Trade Protocol entered into force on May 1, 2016 and immediately allowed for the liberalization of 92% of the tariff schedule among member countries.

## Achievements



## Main figures



- The Pacific Alliance offers multiple competitive advantages to promote investment and business.

- 8th largest economy in the world.

Source: The Economist Intelligence Unit.

- In 2019, 41.2% of foreign direct investment (FDI) flows were from Latin America and the Caribbean.

Source: United Nations Conference on Trade and Development (UNCTAD) stats. September 2020.

- About 40% of FDI flows from Latin America and the Caribbean (2014-2019 average).

- Pacific Alliance's GDP share in the Latin America and the Caribbean region.

- 42.5% Pacific Alliance US \$4.319 billions, 2019 to current prices, purchasing power parity (PPP); international dollars.

- Latin America and the Caribbean US \$10.16 billions, 2019 current prices, PPP; international dollars.

- The Pacific Alliance stands out in Latin America and the Caribbean as the main investment destination in sectors such as:

- Professional services: 39.6%, 262 projects.
- Transport and logistics: 57.0%, 225 projects.
- Chemicals: 52.6%, 216 projects.

Source: Number of investment projects between 2014-2019 and percentage share in the total number of projects received by Latin America and the Caribbean. Source: FDI markets 2021







# 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.

■ Global Foreign Direct Investment in the Pacific Alliance:

- FDI US \$402 billion

Source: UNCTAD data as of September 2020.

■ Main investor countries:

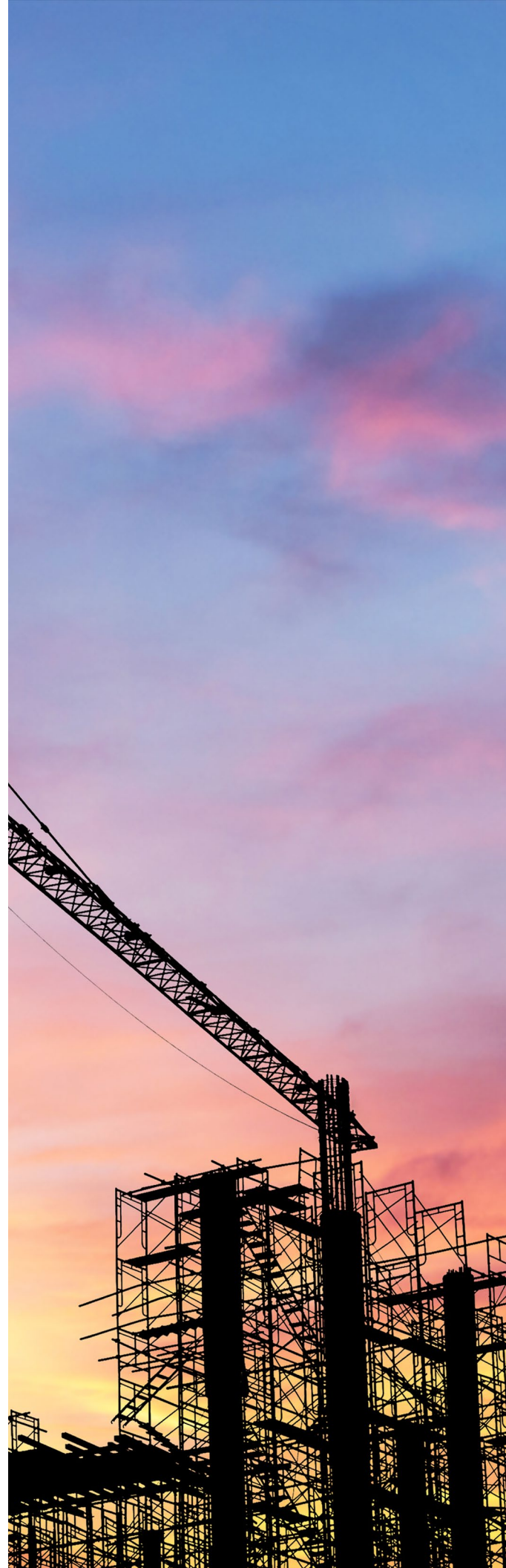
- United States 24.2%
- Spain 14.4%
- China 6.4%
- Germany 5.4%
- Canada 5.3%
- Japan 5.2%
- Italy 3.9%
- Other 35.2%

Source: FDI Markets 2020, based on cumulative capital values from 2014-2019.


■ Main investment sectors (January 2014 - December 2019):

- Manufacturing 29%
- Mining and oil goods and services 18%
- Energy 17%
- Services 14%
- Infrastructure and logistics 10%
- Agribusiness 6%
- Tourism 6%
- Other 2%

Source: FDI Markets, 2020.







■ 8th largest recipient of FDI worldwide, representing 43.57% of investment in Latin America and the Caribbean (2014-2019 average).

■ Top FDI destinations in the world (2014-2019):

- 16% United States
- 9.2% China
- 6% Singapore
- 5.5% Netherlands
- 5.1% Ireland
- 4.7% Brazil
- 4.4% Hong Kong
- **4.3% Pacific Alliance**

Source: UNCTAD Sept. 2020.

■ Pacific Alliance FDI participation in LAC (2014-2019):

- Region: US \$923.315 million.
- 43.52% Pacific Alliance (2014-2019)
- 56.48% Other

Source: UNCTAD Sept. 2020.

■ Economic integration has boosted the flow of investments between Pacific Alliance Countries:

- US \$17,186.6 millions from 2014 to 2019.

Source: FDI Markets, accumulated capital in projects with origin and destination in PA countries.

- Pacific Alliance's Foreign Direct Investment:

- 2019: US \$7,599.9 million
- 2018: US \$4,993.3 million
- 2017: US \$1,627.5 million
- 2016: US \$1,088.6 million
- 2015: US \$838.6 million
- 2014: US \$1,038.7 million

Source: FDI Markets, accumulated capital in projects with origin and destination in PA countries.

# THE INFRASTRUCTURE SECTOR IN THE PACIFIC ALLIANCE

Investment in infrastructure has a positive impact on the economy's growth and individuals' quality of life. According to the World Economic Forum's (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>.

Work should be done to increase infrastructure related to foreign trade and revive the infrastructure concession system, developed mainly through public-private partnerships, as a key factor in increasing the Pacific Alliance countries' productivity and competitiveness.


This portfolio has prioritized the **infrastructure** sector—specifically focusing on **Public-Private Partnerships (PPPs)**—since this sector is of great importance in all four markets and represents a significant amount in foreign direct investment. Additionally, this sector has very well-structured opportunities, which allows the information recorded in the database to be well-documented and clear to potential investors.

**Public-Private Partnerships (PPPs)** are a type of investment that focuses on implementing projects related to public infrastructure, public services, services linked to infrastructure and public services, and applied research and/or technological innovation through long-term contracts, in which the State intervenes through a public entity and one or more private investors. PPPs aim to adequately distribute project risks between both parties, preferably with resources from the private sector and with guaranteed optimal service levels for users<sup>2</sup>.

<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>

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





In addition, these investment mechanisms are complementary to traditional public resources and used to obtain additional financing for the public sector activity as well as capture private sector efficiencies in order to properly implement projects<sup>3</sup>.

PPPs are now more present in discourse throughout Latin America and the Caribbean compared to ten or fifteen years ago. Currently, countries are planning and implementing PPPs in sectors ranging from the traditional (transport, energy, and water) to the innovative (government offices, health care, sports, and justice).

According to the 2019 Infrascope prepared by The Economist Intelligence Unit, the four AP countries' scores categorize them as "developed," which demonstrates their improvements over the last decade in order to form more coordinated PPPs<sup>4</sup>.

- More than 84.5/100 (average of the 4 countries) in the Regulation Index that measures a country's legal and regulatory framework for private participation in infrastructure through eight indicators: conducive regulatory environment, PPP selection criteria, fairness /openness of bids and contract changes, conciliation schemes, regulators' risk-allocation record, coordination among government entities, renegotiations, and sustainability.

- Chile 94/100
- Colombia 95/100
- Mexico 79/100
- Peru 70/100

- More than 85.7/100 (average of the four countries) in the Maturity Index that measures a country's experience in implementing PPP projects and the government's ability to comply with laws and regulations.

- Chile 89/100
- Colombia 88/100
- Mexico 85/100
- Peru 81/100

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

<sup>4</sup> The Economist Intelligence Unit. 2019. Evaluating the Environment for Public-Private Partnerships in Latin America and the Caribbean: The Infrascope (2019). EIU, New York (NY). [https://infrascope.eiu.com/wp-content/uploads/2019/04/EIU\\_2019-IDB-Infrascope-Report\\_FINAL\\_ESP.pdf](https://infrascope.eiu.com/wp-content/uploads/2019/04/EIU_2019-IDB-Infrascope-Report_FINAL_ESP.pdf)

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







**CHILE**





## Route 5 National Highway: Iquique - Antofagasta

Roads | Campo abierto

Route 5 National Highway: Iquique - Antofagasta. 340 Kilometers. The project includes the expansion to two lanes in each direction and third lanes in various sectors of the route. Materialization of new road connections and structures such as bridges and pedestrian bridges.



For further information  
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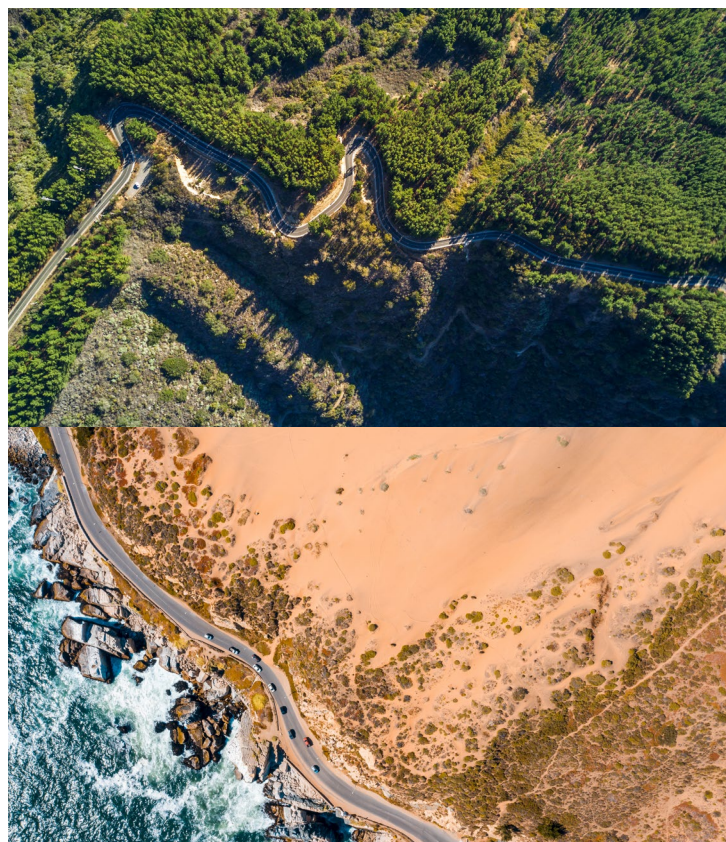
Type of contract	APP
Project stage/Status	Open Tender
Sponsor/Government entity, department	Ministry of Public Works
Approval of national or territorial organizations	Yes
Approvals with local communities	N/A
Schedule and relevant dates	Q2 2022
Geolocation (country, region/state of the country)	Antofagasta - Tarapacá regions
Type of investment needed	Private capital/financing
Estimated investment (US\$)	\$402 M
Estimated investment (local currency)	CLP \$313.000 MM
Term (years)	25 years
Payment source	Tollfees



## Highway 68 Santiago - Valparaíso - Viña del Mar (2nd Concession)

Roads | Campo abierto

Highway 68: Santiago-Valparaíso-Viña del Mar (2nd tender). 99 kilometers. Third lanes between the exit from Santiago to the Lo Prado toll, replacement of Pudahuel Mat and Mopochito River old bridges (4 bridges), two new road lanes between the Lo Prado toll and La Polvora Road junction. Two new tunnels: Lo Prado 3 and Zapata 3. Also includes crossing for connection with local roads, segments of repair of existing surfacing, corrections to the route, local asphalt roads and road junction improvements. Includes free-flow toll collection.



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Type of contract	APP
Project stage/Status	Open Tender
Sponsor/Government entity, department	Ministry of Public Works
Approval of national or territorial organizations	Yes
Approvals with local communities	N/A
Schedule and relevant dates	Q4 2021
Geolocation (country, region/state of the country)	Metropolitan - Valparaíso regions
Type of investment needed	Private investment/financing
Estimated investment (US\$)	\$790 M
Estimated investment (local currency)	CLP \$615.000 MM
Term (years)	25 years
Payment source	Tollfees
Contract scope	Open

## Route 5 National Highway: Caldera - Antofagasta

Roads | Campo abierto

Route 5 National Highway: Caldera-Antofagasta. 470 Kilometers. Sectors with expansion to two lanes in each direction and some sectors with bidirectional lanes, from the end of the Vallenar-Caldera concession to the junction with the southern access to the city of Antofagasta. Includes the construction of the new roads connections. The solution for the segment in the city of Chañaral (affected by a landslide) and the toll collection system has yet to be defined.



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Type of contract	APP
Project stage/Status	Open Tender
Sponsor/Government entity, department	Ministry of Public Works
Approval of national or territorial organizations	Yes
Approvals with local communities	N/A
Schedule and relevant dates	Q2 2022
Geolocation (country, region/state of the country)	Antofagasta - Atacama regions
Type of investment needed	Private investment/financing
Estimated investment (US\$)	\$628 M
Estimated investment (local currency)	CLP \$489.000 MM
Term (years)	# years
Payment source	Open
Contract scope	Open



## Road connection Copiulemu - Hualqui - Coronel Harbour

Roads | Campo abierto

The project consists of a new 39 km long road axis that will link Route O-50 (Concepción-Cabrero) with Route 160 (Coronel-Tres Pinos). The route begins in the town of Copiulemu and extends south-west, following Route O-670, to the commune of Hualqui. Then it advances to the north of this commune, crosses the Bío Bío river with a new bridge of approximately 1,800 meters in length, to later cross the western area of the Cordillera de la Costa, until it connects with Route 160, in the Cruce Calabozo sector in the Commune of Coronel. This new route represents a direct alternative of access to the Port of Coronel, as well as to the industrial sectors of the communes of San Pedro and Coronel, for the flows coming from Route 5, which use the Camino Cabre-ro-Concepción.



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Type of contract	APP
Project stage/Status	Open Tender
Sponsor/Government entity, department	Ministry of Public Works
Approval of national or territorial organizations	Yes
Approvals with local communities	N/A
Schedule and relevant dates	Q4 2022
Geolocation (country, region/state of the country)	Bío Bío region
Type of investment needed	Private investment/financing
Estimated investment (US\$)	\$101 M
Estimated investment (local currency)	CLP \$79.000 MM
Term (years)	25 years
Payment source	Open





# COLOMBIA





## Roadway expansion Accesos Norte II

Roads | Road

PPP Autopista Norte: Roadway expansion from 3 to 5 lanes per way from 193 Street and 245 street, and BRT exclusive lane from 192 Street and 235 Street.

Carrera 7: Construction, operation and maintenance of 4,9km second carriageway from 200 Street, and existing roadway improvement from 240 Street to 245 Street. Includes construction of 7,2 km of Sopó (Cundinamarca) relief roadway.



For further information  
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Type of contract	PPP
Project stage/Status	Open Tender
Sponsor/Government entity, department	Agencia Nacional de Infraestructura (ANI)
Approval of national or territorial organizations	Yes
Approvals with local communities	Not needed
Schedule and relevant dates*	Bid opening: March, 2021 Bid closing: Dec 9th, 2021 Awarding Audience: Feb 10th, 2022 Contract signing: 15 working days after awarding audience
Geolocation (country, region/state of the country)	Bogotá
Type of investment needed	Equity
Estimated investment (US\$)	CAPEX \$358 M OPEX \$119 M
Term (years)	25 years
Payment source	Tolls

\*Dates are subject to changes

## Highway: Troncal del Magdalena I

Roads | Road

PPP Public Initiative contract for 25 years to develop studies, designs, construction, maintenance, operation, rehabilitation and improvement of the road corridor Puerto Salgar - Barrancabermeja, located between Cundinamarca and Santander. The corridor has a length of 259 km which is divided in two important phases: I) 148 km for the construction of the secondary lane, and II) 153 km of existing road improvement.



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Type of contract	PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Agencia Nacional de Infraestructura (ANI)
Approval of national or territorial organizations	Yes
Approvals with local communities	Not needed
Schedule and relevant dates *	Bid opening: November 11th, 2021 Bid closing: March 11th, 2022 Awarding Audience: April 22nd, 2022 Contract signing: 15 working days after awarding audience
Geolocation (country, region/state of the country)	From Puerto Salgar (Caldas) to Barrancabermeja (Santander)
Type of investment needed	Equity
Estimated investment (US\$)	CAPEX \$561 M OPEX \$455 M
Term (years)	35 years
Payment source	Tolls and future funds



## Highway: Troncal del Magdalena II

Roads | Road

PPP Public Initiative contract for 25 years to develop studies, designs, construction, maintenance, operation, rehabilitation and improvement of the road corridor Sabana de Torres - Curumaní located between Cesar and Santander. The corridor has a length of 272 km which is divided in two important phases: I) 125,6 km for the construction of the secondary lane, and II) 112,5 km of existing road improvement.



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Type of contract	PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Agencia Nacional de Infraestructura (ANI)
Approval of national or territorial organizations	Yes
Approvals with local communities	Not needed
Schedule and relevant dates*	Bid opening: November 11th, 2021 Bid closing: March 18th, 2022 Awarding Audience: April 29th, 2022 Contract signing: 15 working days after awarding audience
Geolocation (country, region/state of the country)	From Sabana de Torres (Santander) to Curumaní (Cesar)
Type of investment needed	Equity
Estimated investment (US\$)	CAPEX \$461 M OPEX \$515 M
Term (years)	35 years
Payment source	Tolls and future funds

\*Dates are subject to changes

## Cartagena Airport Expansion

### Airports | Expansion

Design and construction of: taxiway, platform expansion, terminal, boarding bridges, Rafael Núñez Airport infrastructure maintenance.



Type of contract	PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Agencia Nacional de Infraestructura (ANI)
Approval of national or territorial organizations	Pending
Approvals with local communities	Not needed
Schedule and relevant dates*	Bid opening: TBD Awarding Audience: TBD
Geolocation (country, region/state of the country)	Cartagena
Type of investment needed	Equity
Estimated investment (US\$)	CAPEX \$119 M OPEX \$195 M
Term (years)	8 years





**MEXICO**





## García - Monterrey International Airport Railway Corridor

Railways | Railways

The project consists of building a comprehensive urban development project through the reorganization of the existing rail corridor in the Monterrey Metropolitan Area. The route covers an approximate route of 62 km 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 that can serve as a backbone for development and land management.



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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	Execution/Construction: December, 2021 Operation: December, 2024
Geolocation (country, region/state of the country)	Nuevo León, México
Type of investment needed	Mixed (90% private)
Estimated investment (US\$)	\$896.425.339
Estimated investment (local currency)	\$19.811.000.000
Term (years)	Information not available
Payment source	Information not available
Contract scope	Open

## Water management of La Paz B.C.S. integral improvement

Fluvial | Water Management

The project consists in the modernization, equipment, operation and administration of the drinking water management system in the municipality of La Paz, Baja California Sur, with the aim of recovering potable water flows from leaks, regulate consumption, reduce operating costs and improve service payment, as well to increase global efficiency. The water operating organism of La Paz gives service nearly to 300.000 people, which means 96% covering of potable water, however only 30% is metering.



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Type of contract	Federal PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	National Water Commission
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	Request for proposals/announcement: Q3 2021
Geolocation (country, region/state of the country)	Baja California Sur, México
Type of investment needed	Mixed (56.9% private)
Estimated investment (US\$)	\$38.566.968
Estimated investment (local currency)	\$852.330.000
Term (years)	20 years
Payment source	A fee will be paid against the operating entity revenues, which has a fixed component for investment, operation and maintenance, plus a variable component based on drinking water volume, and federal grants.
Contract scope	Open

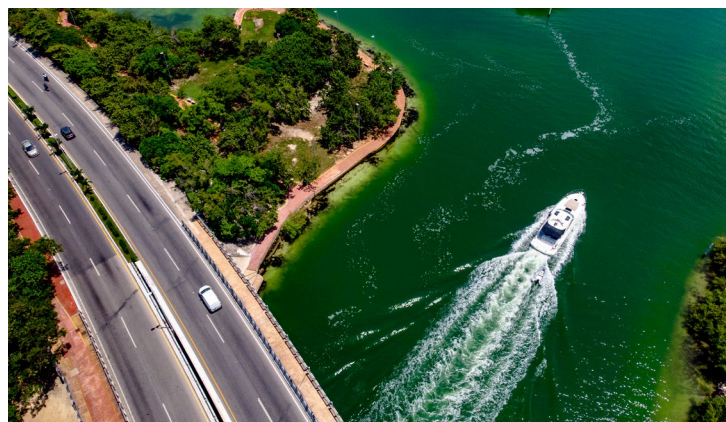


## Nichupté Vehicular Bridge

### Roads | Highways/Bridges

Design, construction, equipment, operation and maintenance of an 8,80 km bridge including the junctions over the Nichupté Lagoon, which will provide a new road connection between the urban center of Cancún specifically at the Monumento Antigua Torre de Control roundabout, called Kabah road distributor. Where the Bonampak, Kabah and Tulum Avenues converge which, continuing its journey to the south, takes the name of Av. Luis Donaldo Colosio at Km 13 of the Hotel Zone at the height of Plaza Kukulcán.

The project is in the studies stage to determine the participation of the public and private sectors.



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Type of contract	State PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Government of the State of Quintana Roo
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	Request for proposals/announcement: Q3 2021 Ruling: Q3 2021
Geolocation (country, region/state of the country)	Quintana Roo, México
Type of investment needed	TBC
Estimated investment (US\$)	\$201.583.710
Estimated investment (local currency)	\$4.455.000.000
Term (years)	30 years
Payment source	The main source of payment are the tolls charged for the use of the bridge.
Contract scope	Open

## Cuencame - (Durango - Zacatecas) States Boundary Highway

Railways | Highways/Bridges

The project consists of the construction, operation, maintenance, conservation and exploitation of a state-owned highway with an approximate length of 78 km, type A4, with 4 lanes of 3.5m each, 2.5m external shoulders, 0.5m internal ones and 1m separating belt, to form a 21m crown, called the Cuencame - (Durango - Zacatecas) States Boundary Highway, in the state of Durango.



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Type of contract	State PPP
Project stage/Status	Feasibility
Sponsor/Government entity, department	Government of the State of Durango
Approval of national or territorial organizations	Yes
Approvals with local communities	No
Schedule and relevant dates	TBC
Geolocation (country, region/state of the country)	Durango, México
Type of investment needed	Private (100% private)
Estimated investment (US\$)	\$81.447.963
Estimated investment (local currency)	\$1.800.000.000
Term (years)	30 years
Payment source	The main source of payment are the tolls charged for the use of the bridge.
Contract scope	Open





# PERU





## San Juan de Marcona New Port Terminal

Ports | Ports

This project is a public-private partnership, in the self-financed Private Initiative 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 PROINVER-SION. 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.



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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 statement: Q1 2022 Direct award: Q3 2022 Competition and award with interested third parties: Q1 2023
Geolocation (country, region/state of the country)	Perú, Ica, Nazca, San Juan de Marcona
Type of investment needed	Share capital and debt (structure TBD)
Estimated investment (US\$)	\$480 M (excluding VAT)
Estimated investment (local currency)	S/ 1.957 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.



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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.



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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

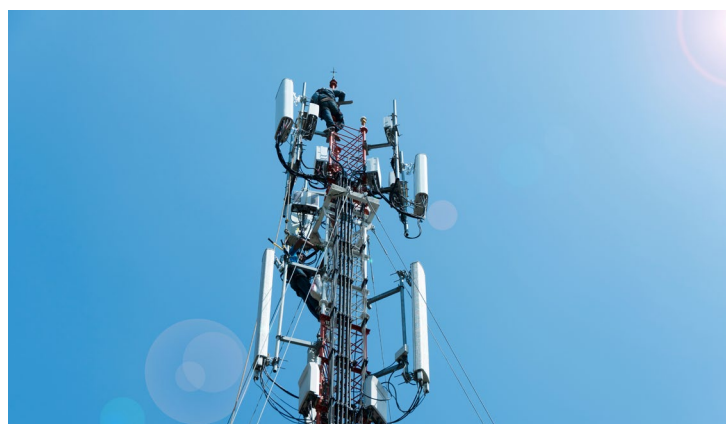
Logistics | Telecommunications



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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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