Eastern Metropolitan Highway Project (AMO)	
Thematic Axis	ROAD CORRIDORS
Sector	Transportation
Entities/Areas	1. Department of Road Infrastructure 2. Departmental Planning 3. Treasury Department 4. Mobility Department 5. Mayor's Office of Jamundí 6. Mayor's Office of Cali 7. Mayor's Office of Candelaria 8. Mayor's Office of Yumbo 9. Mayor's Office of Palmira
Contributing Partner	Public-Private Partnership
Project Name	Study, Design, Environmental Management, Social Management, Financing, Construction, Maintenance, and Operation of a suburban road located in the Jurisdiction of the Municipalities of Yumbo, Palmira, Cali, Candelaria, and Jamundí in the Department of Valle del Cauca; the project has been named "Eastern Metropolitan Highway."
National Development Plan Strategy it targets	The Eastern Metropolitan Highway project is aligned with the National Development Plan, specifically with article 239 which establishes the possibility of developing projects under Public-Private Partnership (PPP) schemes for the social, economic, productive, and sustainable development of the country. According to this article, projects can be developed under Law 1508 of 2012, which aim to develop economic, productive, social, and environmental protection infrastructure. Given that the Eastern Metropolitan Highway is a road infrastructure project aimed at improving mobility in the region, reducing travel times, and promoting economic and social development in the involved municipalities, it is aligned with the objectives outlined in the National Development Plan, especially regarding the development of economic and social infrastructure. Additionally, the project can also contribute to technological and educational development by improving the conditions for transportation services, facilitating access to educational centers, commercial areas, and other important services for the community.
SDG it targets	Sustainable Cities and Communities

Eastern Metropolitan Highway Project (AMO)		
Project Description	Project Purpose	The project proposes the development of a connectivity axis in the North-South/South-North direction that integrates the southern part of the Valle del Cauca department from the municipality of Jamundí to the municipality of Yumbo, bypassing the city of Cali on its eastern edge, at an average distance of 2.5 km from the current limit marked by existing constructions. The project will be naturally integrated into National Route 25 "Troncal de Occidente," constituting a Variant or Branch of it. The Regional Integration Corridor will consist of a dual carriageway of 37.2 km in length, with two unidirectional lanes on each, with high-speed highway specifications: Design Speed of 110 km/h, controlled access through grade-separated interchanges, minimum curvature radius of 500m, and maximum gradient of 5% (According to the Road Geometric Design Manual, INVIAS 2008). The corridor will be integrated into the city of Cali and the municipalities of Yumbo, Candelaria, Palmira, and Jamundí through transverse access roads, some new and in other cases, existing infrastructure will be utilized.
	Objectives	The main objective of this suburban highway is to create an efficient transportation corridor that connects the municipalities of Jamundí, Cali, Candelaria, Palmira, and Yumbo, providing a direct and fast connection between them.
	Geographic Area of Influence	Significant works in this sector include: - 3 bridges over irrigation channels - 2 bridges over the Cauca River - 1 Vehicle Bridge over the road to Candelaria - 2 New Road Interchanges - 1 Existing Road Interchange expansion. From the Agua Blanca sector, the corridor turns in a South-Western direction to the intersection with the Lili River; subsequently, it advances in a southern direction, intercepting the road to Puerto Tejada. Then it turns west at the intersection with Avenida Ciudad de Cali to pass through the Pan-American Highway (National Route 25) to reach Avenida Cañas Gordas. The objectives of the Eastern Metropolitan Highway project in the Valle del Cauca department are as follows: 1. Improve Mobility: The main objective is to improve the mobility of the population both within the city of Cali and in the surrounding municipalities, facilitating

Eastern Metropolitan Highway Project (AMO)		
		more efficient and faster transportation between them. This will be achieved by constructing a suburban highway with controlled access and high technical specifications. 2. Reduce Travel Times: Significant reduction in travel times is sought for both local residents and visitors traveling through the region. The highway will allow faster and smoother travel, thereby improving the quality of life for the population and increasing efficiency in the transportation of goods and commodities. 3. Alleviate Congestion: One of the main objectives is to alleviate congestion at the entrances to the city of Cali and on the main roads connecting the surrounding municipalities. The highway will provide an efficient alternative for long-distance traffic, decongesting urban roads and improving traffic flow throughout the region. 4. Promote Economic Development: It aims to promote new economic dynamics in the region by improving connectivity between urban centers and industrial, commercial, and agricultural production hubs. The highway will facilitate the transportation of raw materials, finished products, and people, thereby fostering economic activities and job creation in the region. 5. Regional Integration: The project aims to effectively integrate the neighboring municipalities with the city of Cali, strengthening the road system of the Valle del Cauca department. The highway will serve as a regional integration axis, facilitating economic, social, and cultural exchange between different localities. 6. Contribute to Sustainability: The project seeks to contribute to environmental and social sustainability by implementing environmental and social management measures throughout all stages of the project, from design to operation and maintenance of the highway. This will include protecting natural resources and mitigating potential negative impacts on local communities.

Eastern Metropolitan Highway Project (AMO)		
	Is it included within the goals of the National Development Plan (PND)?	Yes __ No__
	Structuring Phase	Pre-project
	Goak: (km) , (panels etc.)	The goal in terms of length for the Eastern Metropolitan Highway project in the Valle del Cauca department is 37.2 kilometers.
	Is it located in a protected area or with indigenous/afro-descendant communities:	Yes___ No_X____ Which_____
Duration by phases	1. Study and Design: It is estimated that this phase will take approximately 12 months to complete, considering the complexity of the project and the need to conduct detailed feasibility studies, geometric design, environmental and social management, among other aspects. 2. Environmental and Social Management: This phase could take around 6 to 8 months, depending on the magnitude of environmental and social impacts identified during preliminary studies. 3. Financing: The phase of securing project financing may vary in duration, but it is estimated to take at least 6 months to negotiate and finalize financial agreements with banking entities, investors, and other financial partners. 4. Construction: This phase is the longest and can last approximately 48 months, considering the length of the highway and the various construction works required, such as earthworks, paving, bridge construction, signage, among others. 5. Maintenance and Operation: Once construction is completed, the highway will require continuous maintenance and operation. This phase is long-term and may extend throughout the lifespan of the highway, which is usually several decades. In this case, a duration of 30 years has been mentioned for operation and maintenance activities.	
Contributions	Total Value	$360.000.000 USD
	Nation´s Constribution	$
	Territorial Entities´ Contribution	$

Eastern Metropolitan Highway Project (AMO)		
	Private Contribution	$360.000.000 USD
Investment Opportunity	Firstly, the highway will serve as a major transportation artery in a highly populated region with a growing economy. Improvements in mobility and reduced travel times will contribute to increased efficiency in the transportation of people and goods, which in turn will drive economic development in the region. This economic growth can translate into higher returns for investors through tolls and other financing models. The financial backing of the private sector enhances the project's security and stability. Although funding primarily comes from equity contributions from private partners and project financing, government involvement in terms of permits, logistical support, and potential tax incentives provides additional backing to the investment.	
Market Analysis	The target market encompasses the municipalities of Yumbo, Palmira, Cali, Candelaria, and Jamundí, along with other surrounding areas. This region is home to a significant population and diverse economic activity, representing a solid base of potential users for the highway. Market analysis shows that the Eastern Metropolitan Highway has a solid and growing target market, significant demand for its services, and a unique position in the competitive landscape as a comprehensive and advanced solution for transportation needs in southern Valle del Cauca.	
Financial Projections	The ideal financing structure should combine equity and debt in a balanced manner, with the possibility of attracting institutional investment to ensure the long-term financial viability of the Eastern Metropolitan Highway project. **Income:** Income will mainly be generated through tolls and other services associated with the highway. A gradual increase in income is projected as the highway becomes operational and vehicle traffic increases. Income may also include revenue from advertising on the highway, emergency services, among others. **Operating Costs:** Operating costs will include maintenance, operation, personnel, security, utilities, taxes, insurance, among others. Operating costs are expected to increase over time due to traffic growth and the need to maintain high standards of quality and safety. **Capital Costs:** Capital costs will include initial investment in highway construction, as well as land acquisition costs, environmental studies, design, environmental management,	

Eastern Metropolitan Highway Project (AMO)	
	financing, among others. These costs will be spread over the project's duration, with a peak during the construction phase. **Investment Returns:** Investment returns will be calculated by the difference between income and total costs. Returns are expected to increase over time as traffic increases and highway operations are optimized. **Equity (Equity Capital):** A significant portion of funding is expected to come from equity, from private investors estimated at $7.2 million.
Sustainability and ESG Considerations	**Environmental Impact:** Mitigation measures must be implemented to minimize negative impact. **Energy Efficiency:** Technologies such as LED lighting systems, aerodynamic design of infrastructure, and intelligent energy management systems can be incorporated. **Natural Resource Conservation:** Measures such as reforestation of affected areas, conservation of water bodies, and responsible management of construction waste must be implemented. **Community Participation:** Public consultations must be conducted and communication channels established to gather feedback and concerns from the community. **Social Impact:** Compensation and community development programs must be implemented to mitigate these impacts and improve the well-being of affected communities. **Diversity and Inclusion:** Policies and practices that promote an equitable and respectful work environment must be established. **Transparency and Accountability:** Governance mechanisms and accountability systems must be established to ensure integrity and ethics in all project-related activities. **Regulatory Compliance:** Monitoring and compliance programs must be established to ensure ongoing compliance. **Business Ethics:** A corporate culture based on ethical principles and shared values, including respect for human rights, integrity, and corporate social

Eastern Metropolitan Highway Project (AMO)	
	responsibility, must be promoted
Risk Assessment and Mitigation	**Insufficient Financing Risk:** Mitigation Strategy: Conduct a detailed analysis of costs and budgets, ensuring adequate funds are available for all project stages. Diversify sources of financing and establish reserves for financial contingencies. **Environmental Risks:** Mitigation Strategy: Conduct comprehensive environmental impact studies and comply with all relevant environmental regulations. Implement environmental mitigation measures during highway construction and operation, such as restoration of affected areas and protection of sensitive habitats. **Social and Community Risks:** Mitigation Strategy: Conduct consultations and closely collaborate with local communities to address concerns and minimize negative impacts on the local population. Implement compensation and community development programs to mitigate adverse project effects. **Land Acquisition Risks:** Mitigation Strategy: Establish a transparent and fair process for land acquisition, respecting the property rights of affected landowners. Resolve any disputes quickly and equitably and ensure adequate compensation for acquired lands. **Construction Risks:** Mitigation Strategy: Hire construction companies with proven experience in similar-sized infrastructure projects. Implement strict quality and safety controls at the construction site to prevent accidents and delays. **Maintenance and Operation Risks:** Mitigation Strategy: Establish a preventive and corrective maintenance plan to ensure the highway is in optimal operating condition at all times. Train operations and maintenance staff to effectively respond to any emergencies or operational issues. **Regulatory or Political Changes Risks:** Mitigation Strategy: Monitor closely any changes in legislation or policy that may affect the project and adjust operations accordingly. Maintain good relations with government authorities and collaborate with them to address any regulatory issues.

Eastern Metropolitan Highway Project (AMO)	
Project Team and Experience	**- Project Director with Experience in Public-Private Partnerships (PPP):** **- Expert in Environmental Studies:** **- Specialist in Land Acquisition:** **- Financial Economist:** **- Risk Management Expert:**
Additional Information	**1. Environmental Licenses:** These are required to ensure that the project complies with environmental regulations and minimizes its impact on surrounding ecosystems. This may involve environmental impact studies, risk assessments, and environmental mitigation plans. **2. Construction Permits:** These are necessary to initiate highway construction works. These permits are usually issued by local or regional authorities and require compliance with certain safety and construction quality standards. **3. Prior Consultations with Indigenous Communities:** If the project affects territories of recognized indigenous communities, prior consultations must be carried out in accordance with national and international legislation and agreements ratified by the country. **4. Land Use Licenses:** It is essential to obtain licenses that allow the use of land necessary for the construction and operation of the highway. This may involve changes in land use from agricultural or rural to urban, as well as compliance with urban planning regulations. 5. **Expropriation Permits:** In cases where it is necessary to acquire land through expropriation for the project's development, the corresponding permits from the competent authorities will be required. **6. Operation and Maintenance Permits:** Once the highway is built, it will be necessary to obtain operation and maintenance permits to ensure its legal and safe operation. 7. **Other Specific Permits:** Depending on the location, other specific permits and authorizations may be necessary, such as permits for crossing water bodies, permits for connection to electrical or communication networks, among others.