

RAILROAD SECTOR

La Dorada - Chiriguana Project

| La Dorada - Chiriguana Project | | | |
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| Thematic focus | Railroad | Entity/Area | Agencia Nacional de Infraestructura ANI – VICEPRESIDENCIA DE ESTRUCTURACIÓN |
| Sector | Transportation, rail mode | Location | Rail corridor between in the municipality of La Dorada (Caldas) and Chiriguana (Cesar) |
| Budget | \$2.8 billions COP constant from December 2022 | Investment | Capex (\$2.3 billions COP) Opex (\$0.481 billions COP) constant from December 2022 |
| Contributory partner | Contract-winning concessionaire | | |
| Project Name | Rail Corridor La Dorada - Chiriguana – Transport Sector. | | |
| Project Description | <p>The project seeks to grant the railway and logistics infrastructure of the La Dorada-Chiriguana Corridor. The Concessionaire will be responsible for financing, land management, social and environmental aspects, networks, detailed studies, construction, rehabilitation, improvement, operation, maintenance and reversion of the infrastructure. In addition, it will carry out the adaptation of the national rolling stock, its maintenance, and will offer the public rail freight transport service.</p> <p>The corridor crosses 25 municipalities in 5 departments: Caldas, Antioquia, Santander, Norte de Santander and Cesar. This route was prioritized in the National Government's Railway Master Plan (2020) due to its demand potential, cost-benefit and its relevance to improve the connection of the center of the country with the Caribbean ports. The project aims to boost national railway reactivation, increase competitiveness and improve the country's logistics.</p> | | |
| Investment Opportunity | The estimated investment, operation and maintenance costs amount to TWO BILLION EIGHT HUNDRED AND SIXTY ONE THOUSAND FIVE HUNDRED AND TWENTY MILLION PESOS (\$2,861,520,000,000 COP) constant December 2022. This breaks down into a Capex of TWO BILLION THREE HUNDRED EIGHTY THOUSAND EIGHTY THOUSAND FIVE HUNDRED ELEVEN MILLION PESOS (\$2,380,511,000,000 COP) and an Opex of FOUR HUNDRED EIGHTY ONE BILLION NINE MILLION PESOS (\$481,009,000,000 COP) from the same month. | | |
| Market Analysis | Over the last decade, the La Dorada-Chiriguana corridor has been managed through public works contracts. In the most recent tender, bids were received from eight consortia, a milestone in the project's history. The 10-year PPP concession for the corridor will allow for investments in infrastructure and freight service. This project, the first railway PPP in the country, is being promoted | | |



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| | among entities, companies and governments interested in infrastructure investments in Latin America. |
| Financial Projections | The project's income projections reach FOUR BILLION ONE HUNDRED AND FIFTY-EIGHT THOUSAND NINE HUNDRED AND FIFTY-SIX MILLION PESOS (\$4,158,956,000,000 COP) in future years, according to contributions from the Nation by December 2022. |
| Sustainability and ESG considerations | <p>The project is aligned with the National Development Plan in its Productive Transformation axis, with the objective of reducing CO2 emissions compared to road transport.</p> <p>It includes the construction of two key social works: a vehicular and pedestrian bridge over the Sogamoso River to improve local accessibility and mobility, and the relocation of two educational institutions currently operating in the project area.</p> <p>In addition, 5% of the project budget is earmarked to address the social needs of the community in the area of influence.</p> |
| Risk Assessment and Mitigation | The state's contractual risk policy for infrastructure projects with private participation for this project is CONPES 4117 of 15 June 2023. |
| Project Team and Experience | <p>The structuring of this project is supported by the FDN through inter-administrative agreement 024 of 2017. The purpose of this agreement is to join the efforts of the Finance and the Agency to carry out demand and feasibility analyses of the priority rail projects identified in the Intermodal Transport Master Plan (PMTI). In addition, it is responsible for developing the technical, legal and financial structuring at the feasibility level of the corridors identified and prioritised in the first stage.</p> <p>The process also involves the integral technical and financial team of the Vice-Presidency of Structuring, as well as the legal team of the Legal Vice-Presidency.</p> |
| Additional Information | The project has obtained the necessary environmental instrument for the development of the rail corridor. |