

VÍAS *que*
CONECTAN

ESTACIÓN HUANCAMELICA

ANDÉN DE EMBARQUE

Huancayo - Huancavelica Railway



PERÚ

Ministerio
de Economía y Finanzas



ProInversión
Agencia de Promoción de la Inversión Privada - Perú



BICENTENARIO
PERÚ
2024

Huancayo – Huancavelica Railway



Objective of the Project

To provide a safe, efficient and reliable railway transport service for users.



Description of the Project

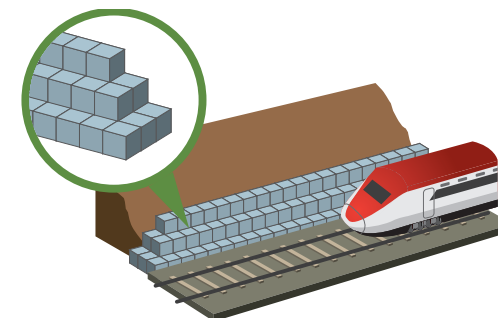
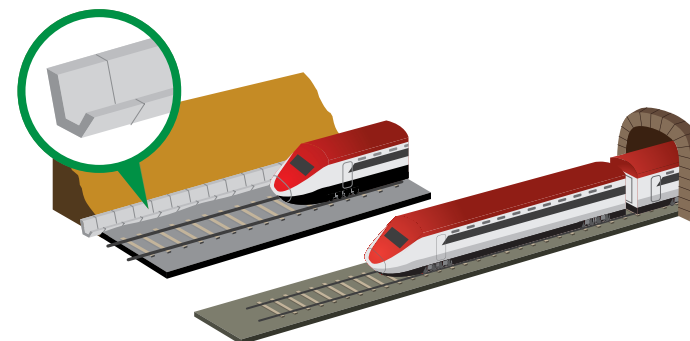
The Project consists of the design, financing, execution of works, acquisition of rolling stock, operation and maintenance of the Huancayo - Huancavelica Railway, for a term of 30 years, which includes:

A) IMPROVEMENT OF THE EXISTING TRACK

Improvement of the existing railway superstructure, raising the carrying capacity to 20 tons/axle for a maximum speed of 96 km/h for passenger transport and 64 km/h for mixed transport (passenger and goods).



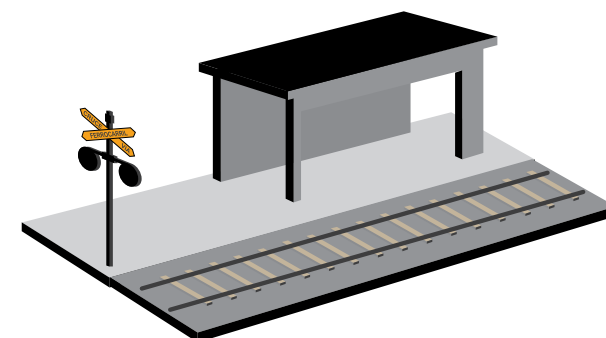
- Installation of new rails on the main track.
- Use of existing concrete sleepers. Replacement of existing wooden sleepers with concrete ones.
- Replacement of track switch devices.
- Use of existing ballast and placement of new ballast.
- Actions in the drainage system (longitudinal and transversal) along the entire line.
- Actions on slopes and riverside defenses (clearing, drainage, walls and rockfill).
- Renovation of the 15 railway bridges.
- Extension of tunnel gauges.
- Design, acquisition and implementation of telecommunications, signaling and safety systems, level crossing protection (automated barriers and luminous and acoustic signaling).
- Installation of telecommunications, signaling and security systems, level crossing protection (barriers and luminous and acoustic signaling).
- Remodeling of yards and construction of the new repair and maintenance workshop.



B) STATIONS AND TRAIN STOPS

Refurbishment of 7 stations and 18 train stops. Reconstruction of 2 train stops Coccha and Huayucachi.

Chilca	(pk 1+300)
Manuel Tellería	(pk 44+300)
Izcuchaca	(pk 67+600)
Mariscal Cáceres	(pk 76+760)
Acoria	(pk 94+700)
Yauli	(pk 112+470)
Huancavelica	(pk 128+200)





C) ACQUISITION OF NEW ROLLING STOCK

Type	Units
Locomotives	2
DMU	4
Rail freight transport	5
Passenger railroad cars	3

D) OPERATION

Planned circulations:

- 6 Daily circulations per direction exclusively for passengers with DMU
- 1 Daily circulation per direction, mixed transport of passengers and goods.

TRAVEL TIMES

Expedition	Stops	Total time
Direct DMU passenger railcar	No intermediate stop	2h 42min
DMU passenger railcar with stops	All stops (stations)	2h 50min
DMU passenger railcar with stops	All stops (stations + train stops)	3h 02min
Mixed train	All stops (stations + train stops)	3h 50min



Remuneration on investment

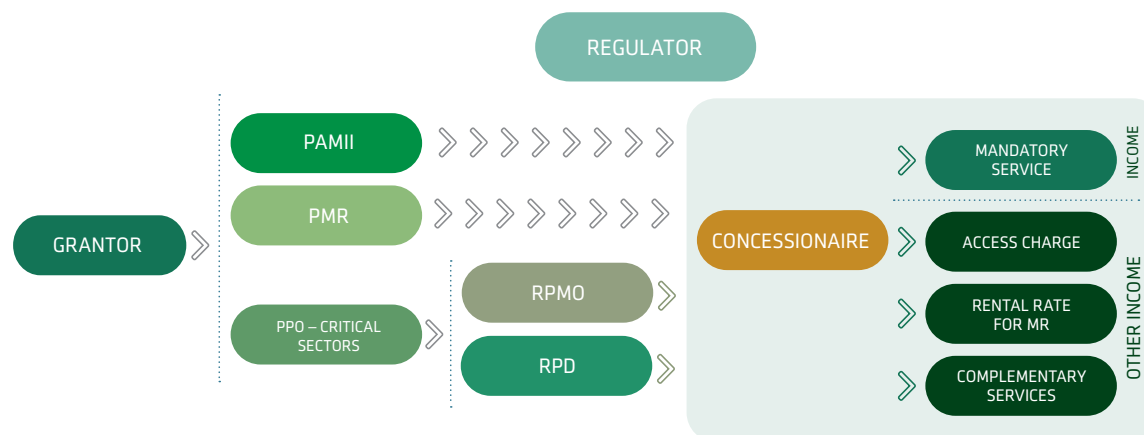
The State will grant co-financing to the concessionaire to pay for the restitution of the track and investment in works, through the PAMII; the acquisition of rolling stock, through PMR; operation and maintenance, through RPMO (fixed and variable); investment in works in the PK 53+835 and 85+050 sectors, through PPO Critical Sectors; and the Remuneration for Availability (RPD).



Investment amount

As part of the transaction process, the investment amount is being updated.

GENERAL SCHEME OF THE ECONOMIC REGIME*



* LEGEND:

Restitution of the track and investment in works = PAMII; payment for the acquisition of Rolling Stock = PMR; payment for operation and maintenance = RPMO (fixed and variable); payment for investment in works in the PK 53+835 and 85+050 sectors = PPO Critical Sectors; and the Remuneration for Availability = RPD.



Supervising Entity

The Supervisory Board for Investment in Public Transport Infrastructure, OSITRAN, will be in charge of the supervision of the mandatory works (restitution of the track and investment of works) and the maintenance of the infrastructure.

Likewise, the Ministry of Transport and Communications (the grantor) will be in charge of the supervision and oversight of the railway transport services and their service levels.



Schedule of the Tender

FORMULATION

STRUCTURING

TRANSACTION

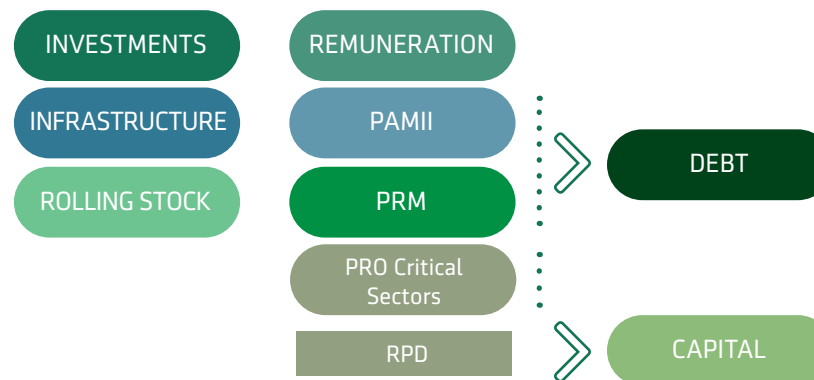


The deadline for submitting Envelope No. 1 (pre-qualification credentials) will be communicated by official letter and is expected to be open until mid-October 2023.
The submission of envelopes 2 and 3 and the award of the Successful Bis is scheduled for December 2023.

* Subject to the final deadlines required by the competent entities (MTC, Ositrán, MEF) and by the CGR, for the issuance of the opinion and report prior to the VFC.



FINANCIAL SCHEME – INVESTMENTS

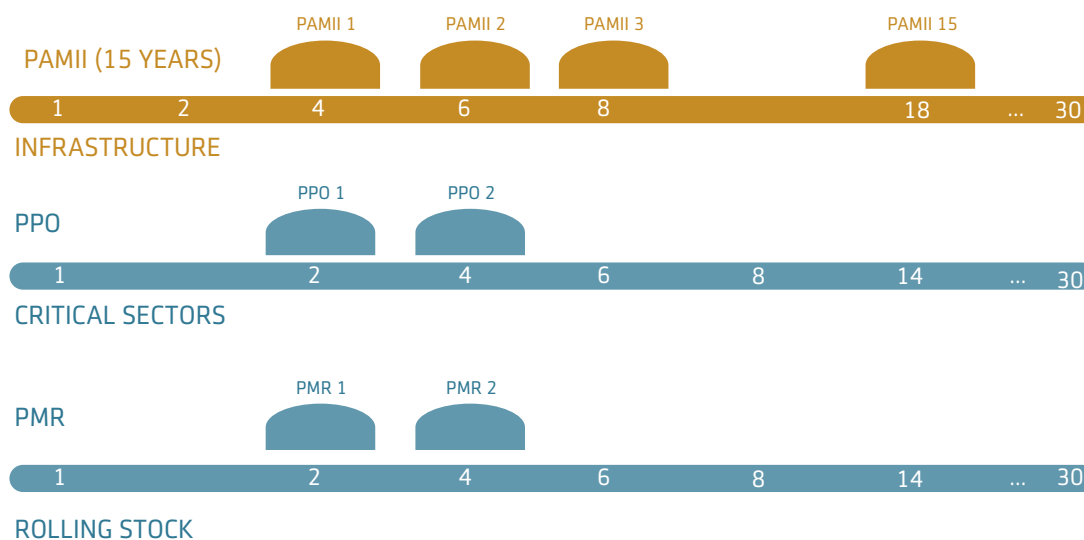


PROJECT INVESTMENTS:

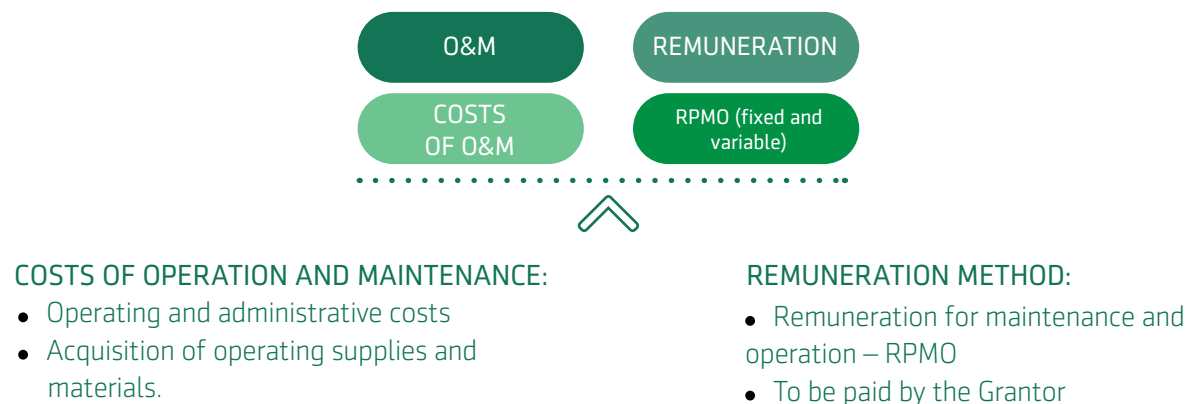
- Infrastructure works and road restitution.
- Acquisition of Rolling Stock.

REMUNERATION METHOD:

- Remuneration of investments and restitution: PAMII, PPO Critical Sectors.
- Remuneration of Rolling Stock: PMR.



FINANCIAL SCHEME - OPERATION AND MAINTENANCE (O&M)



- The RPMO is paid from the Operation Stage of Section 2 on a quarterly basis until the termination of the contract.
- The RPD is paid from the Integral Stage on a quarterly basis until the termination of the contract.
- A % of the RPMO will be deposited in a major maintenance and replacement reserve account of the trust to comply with the concessionaire's obligation to perform major maintenance to the rolling stock and replacement of the infrastructure.
- Deductions for non-compliance with the service levels established in the contract apply to the RPMO, without prejudice to the penalties established for contractual non-compliance.

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