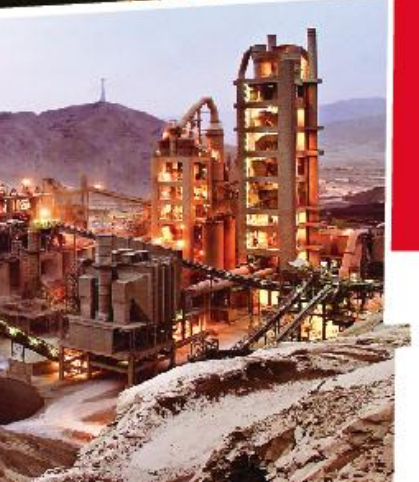




Line 2 and Av. Faucett – Av. Gambetta branch line concession of the Lima and Callao Basic Metro Network

Mrs. Christy García Godos Naveda
Head of Project

December 2013



ProInversión

Agencia de Promoción de la Inversión Privada - Perú

Diagnosis of the current situation

Urban transport



Buses

- ❑ Lack of investment in vehicles and in several cases a degree of informality in operations.
- ❑ Vans (known as combis) are the typical public transport vehicle for short distances, and the service is deficient in terms of standards of safety and comfort.



The Metropolitano

- ❑ This integrated public transport system is equipped with high capacity articulated buses circulating under the BRT system.
- ❑ COSAC covers a segregated route (from south to north), passing through 16 districts, from Chorrillos to Lima Norte.
- ❑ The length of the main route is 26 kilometers.



Currently, one of the big problems in Lima is the Public Transport System.

- ❑ There exists an oversupply of taxis.
- ❑ Although the Lima Metropolitan Council began several years ago a reorganization of the Metropolitan Taxi Services (SETAME), many informal taxis continue to circulate.
- ❑ Vehicles are not fitted with meters, meaning that rates are negotiated between the driver and the passenger.



Taxis

- ❑ Also known as Line 1 of the Lima Metro, it is a metropolitan railroad in the city of Lima and operates almost totally via a system of elevated viaducts.
- ❑ Line 1 of the Lima Metro goes from the district of Villa El Salvador to the district of Cercado de Lima (a distance of 21.48 km).



Lima Metro – Line 1

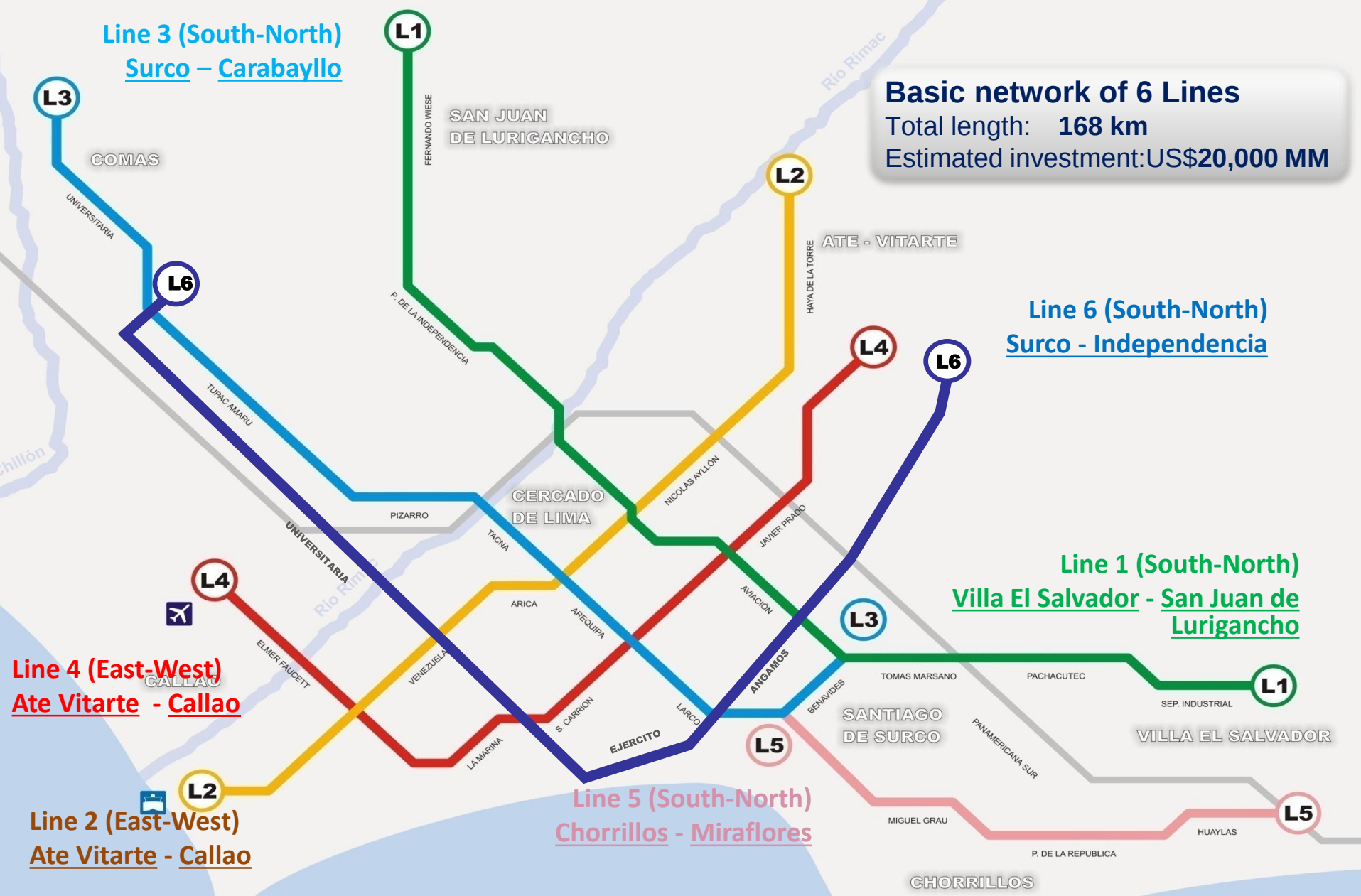


Line 2 and Avenida Faucett – Avenida Gambetta Branch Line Concession of the Lima and Callao Basic Metro Network

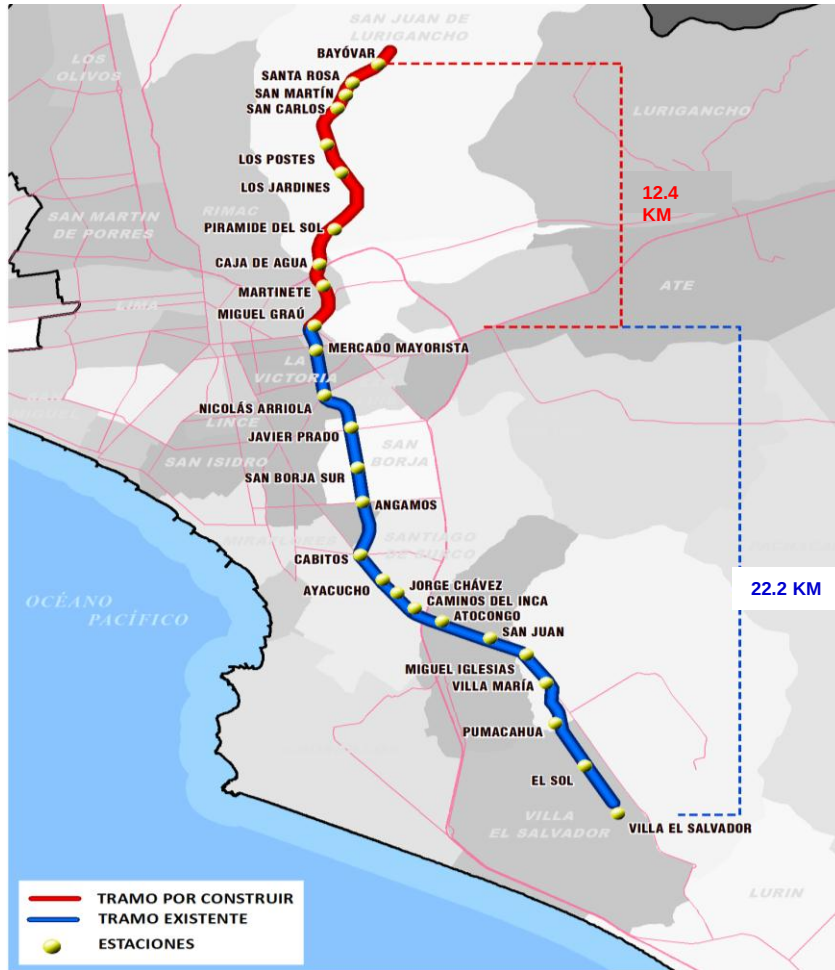
Lima and Callao Basic Metro Network



Basic network of 6 Lines
Total length: **168 km**
Estimated investment: **US\$20,000 MM**



Line 1 granted in concession



SECTION 1: BUILT

- LENGTH : 22.20 Km
- TIME OF TRAVEL : 30 Min.
- DISTRICTS : 09
- STATIONS : 16
- INVESTMENT : US\$ 532 Million

SETION 2 : UNDERWAY

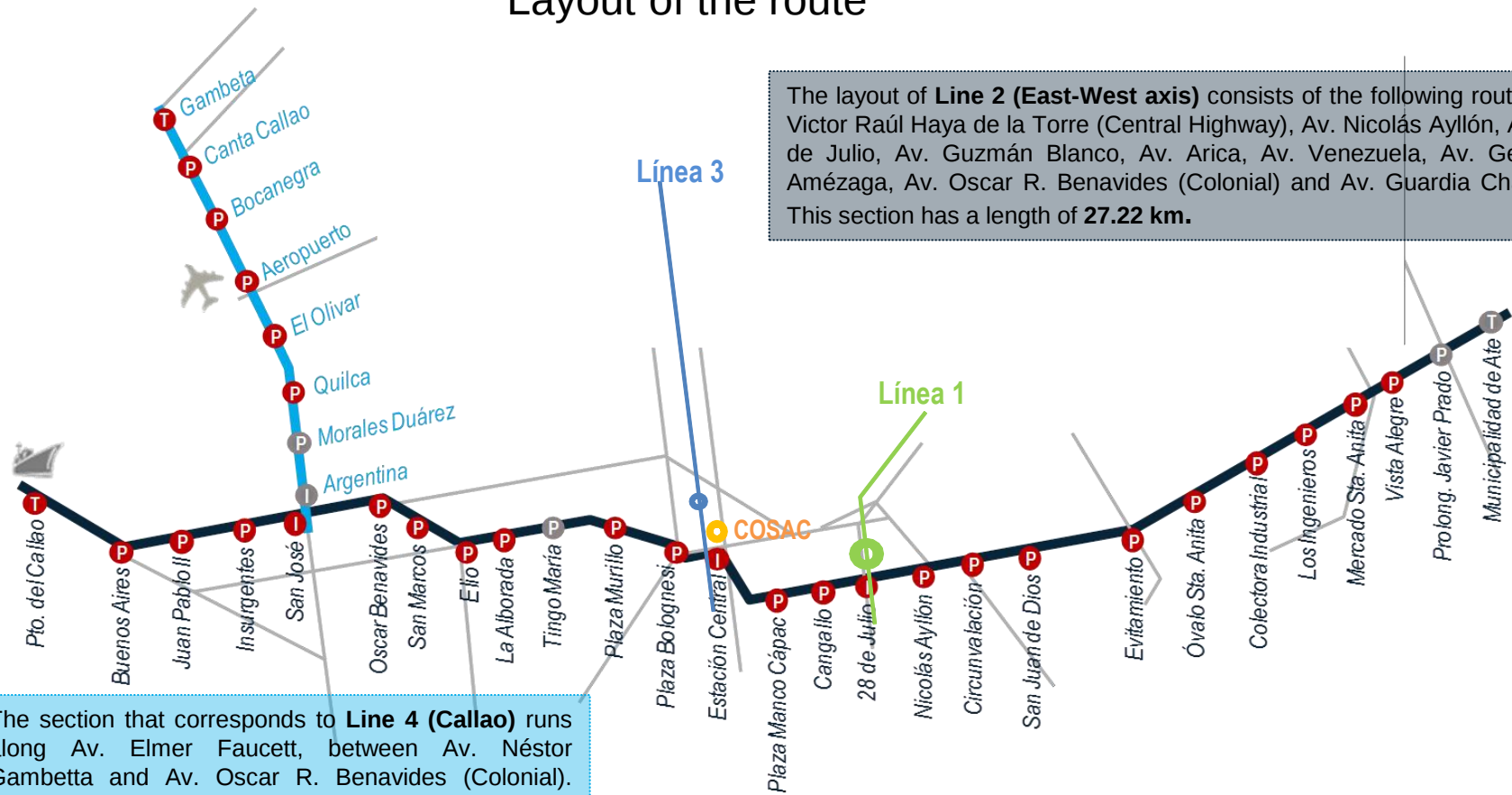
- LENGTH : 12.40 Km
- TIME OF TRAVEL : 18 Min
- DISTRICTS : 02
- STATIONS : 10 News
- INVESTMENT : US\$ 610 Million
- WORK PROGRESS : 80% aprox.

Line 2 and Av. Faucett – Av. Gambetta branch

Under concession process



Layout of the route



Line 2 and Av. Faucett – Av. Gambetta branch

Project components

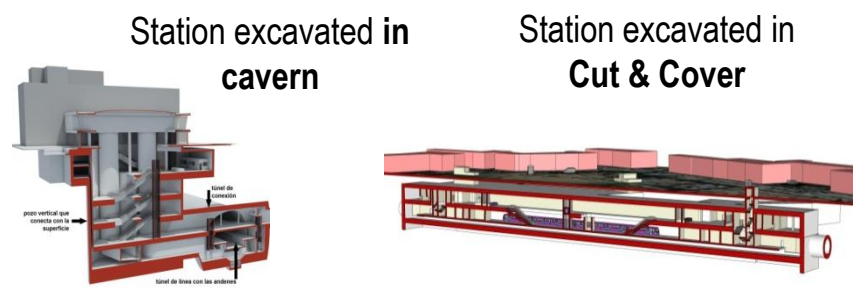


Layout

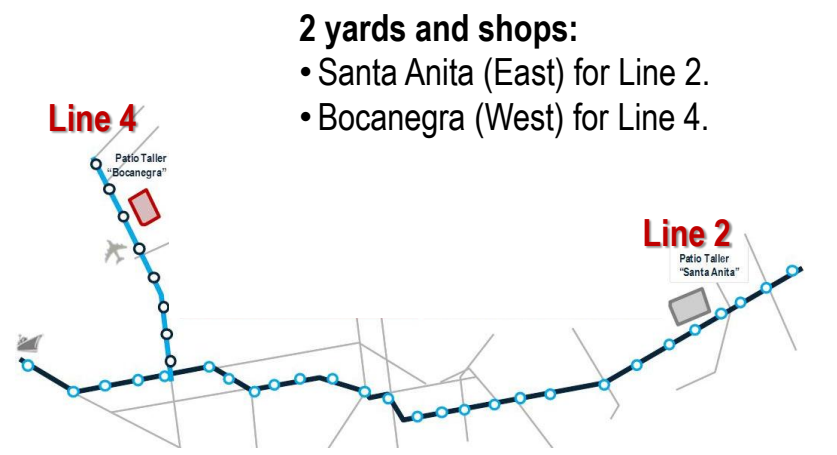


Stations

35 STATIONS: 13 in Callao and 22 in Lima. 2 excavation methods are proposed, as follows:



Yards and Shops



Rolling Stock

- Maximum speed: 80 km/h.
- Commercial speed: 37.5 km/h.
- Train composition:
 - ✓ 6 railcars per train at the beginning of the operation.
 - ✓ 7 railcars per train in the future in function of the demand.
 - ✓ Railcar capacity: 200 pax (density: 6 passengers/m2).
- Frequencies in Rush Hour:
 - ✓ Minimum frequency of service: 90 sec
 - ✓ Theoretical frequency of bid: 80 sec

Line 2 and Av. Faucett – Av. Gambetta branch

Project components



RAILROAD SUPERSTRUCTURE

- Rail resting on plate in sections inside the tunnel.
- Rail supported on ballast outside the tunnel.
- Rail type: 60 UIC
- Antivibration and noise systems

POWER SUPPLY

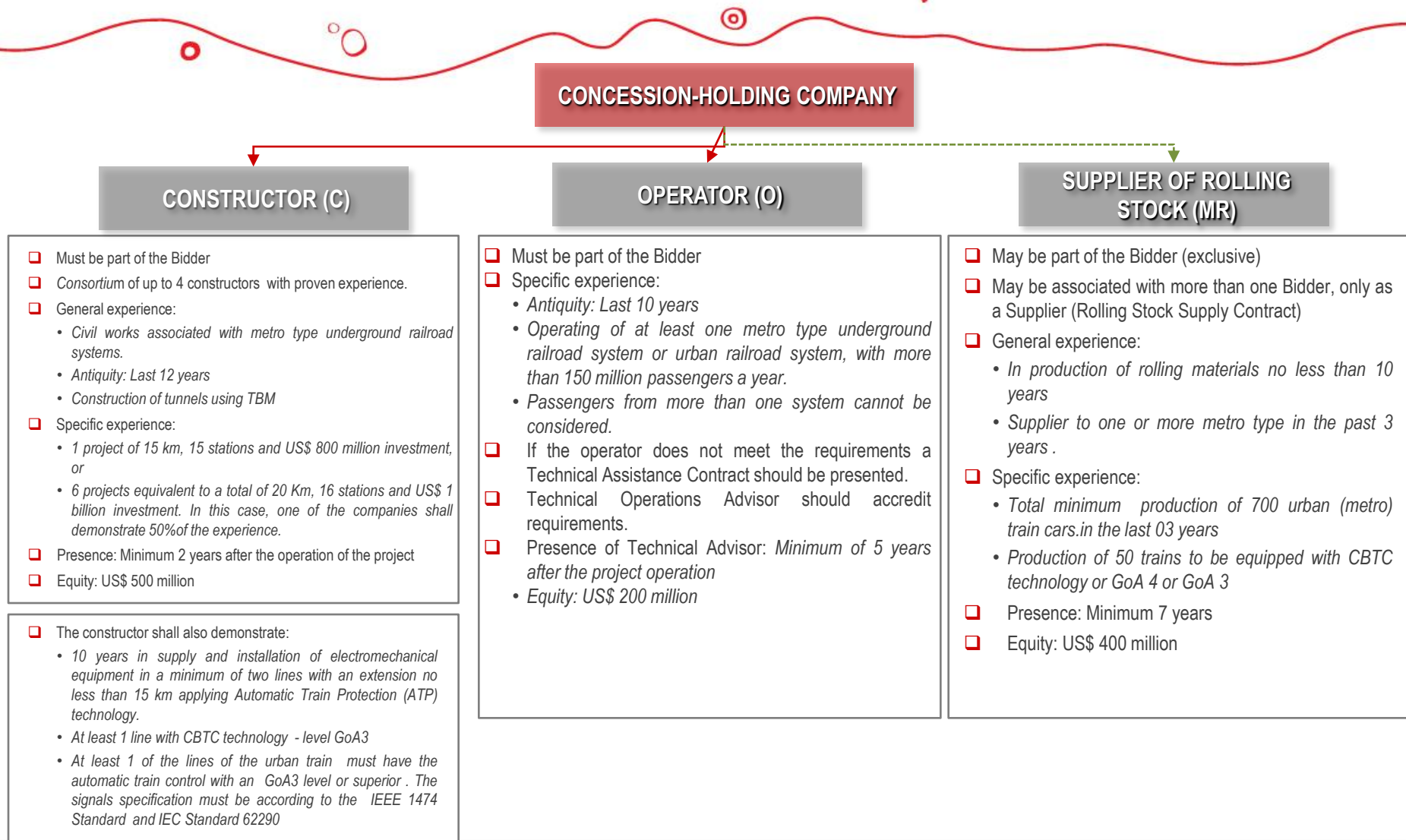
- Rigid catenary inside tunnel sections.
- Conventional catenary outside tunnel sections.
- 8 electric sub-stations.
- Estimated power: 120 MW for Line 2 and 38 MW for the branch (Profile Study).
- The power will be supplied by Luz del Sur (1st Stage) and EDELNOR (2nd. Stage).

INSTALLATIONS OF SYSTEMS

- CBT (Communication Based Train Control) signaling system per mobile block which allows reaching a frequency of up to 80 seconds.
- ATC (Automatic Train Control) system that controls ATP (Automatic Train Protection) + ATO (Automatic Train Operation) + ATS (Automatic Train Supervision) with automatic platform gates for the safety of users.
- Grade of Automation 4 (GoA4) was selected with operation without driver in line as recommended by the International Association of Public Transport (UITP).



Line 2 and Av. Faucett – Av. Gambetta branch concessionaire scheme



Line 2 and Av. Faucett – Av. Gambetta branch

Financial requirements



PRE-QUALIFICATION REQUIREMENTS: FINANCIAL

Net equity of one thousand six hundred million dollars (US\$ 1,600,000,000.00) at the close of the last two (02) audited financial years.

Strategic Partner

- Must contribute a Net Equity equal to **five hundred million dollars (US\$ 500,000,000.00)** at the close of the last two (02) audited financial years.

Constructor

- Must contribute a Net Equity equal to **five hundred million dollars (US\$ 500,000,000.00)** at the close of the last two (02) audited financial years.

Supplier of Rolling Stock

- Must contribute a Net Equity equal to **four hundred million dollars (US\$ 400,000,000.00)** at the close of the last two (02) audited financial years.

Operator

- Must contribute a Net Equity equal to **two hundred million dollars (US\$ 200,000,000.00)** at the close of the last two (02) audited financial years.

Line 2 and Faucett Ave. – Gambetta Ave. Section Project Data Sheet



- ☐ **Modality:** Comprehensive project Bid. The project comprises the design, financing, construction, supply of system equipment, electromechanical equipment, procurement of rolling stock, operation and maintenance of the section. The Peruvian Government will contribute to the required investments.
- ☐ **Potential Number of Users:** 665,000 passengers per day during 2017. 25% of the population of Metropolitan Lima lives in the project influence area, which comprises a number of trip generators such as Service, Health, Educational, Government, Commercial and Financial Centers and Transport Terminals.
- ☐ **Location:** The project connects (13) districts in Metropolitan Lima and the Constitutional Province of Callao. From East to West, the districts are: Ate Vitarte, Santa Anita, El Agustino, San Luis, La Victoria, Jesús María, Breña, Cercado de Lima, San Miguel, La Perla, Bellavista, Carmen de la Legua and Cercado del Callao.
- ☐ **Process Status:** The feasibility pre-investment study has been declared viable in the framework of the SNIP (National Public Investment System), on August 8, 2013. The short-listing (submission of Envelope N° 1) will take place until January 21, 2013. The final contract version has been published.
- ☐ **Concession Term, Estimated Investment and Date of Award:** 35 years, US\$ 5.7 billion before VAT, 1st quarter 2014.



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