



# HUANCAYO- HUANCAVELICA RAILWAY



**ProInversión**

Private Investment Promotion Agency - Peru

# HUANCAYO- HUANCAMELICA RAILWAY

## 1. PURPOSE OF PROJECT

Provide safe, efficient and comfortable rail transport service for users.

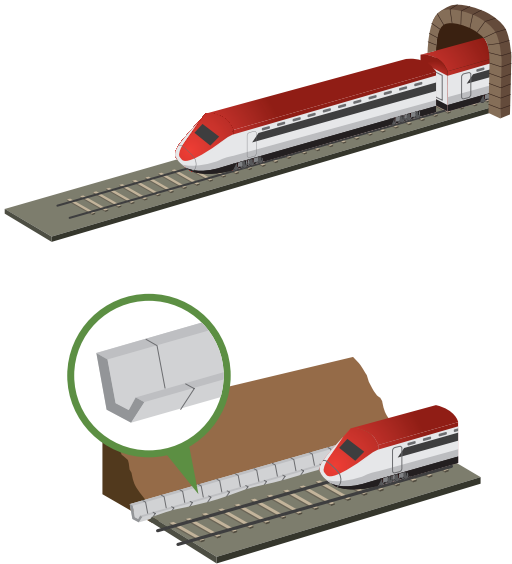
## 2. PROJECT DESCRIPTION

Design, financing, rehabilitation, purchase of rolling stock, and operation and maintenance of the Huancayo - Huancavelica Railway, including:

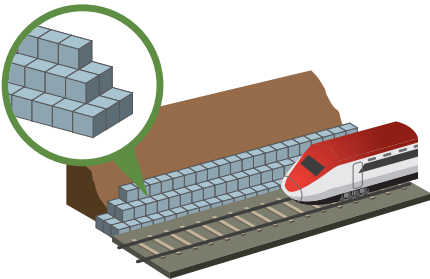
### A) REHABILITATION OF EXISTING LINE

Rehabilitation of the existing superstructure (Target: 20 ton/axle and max. 96 km/h for passenger transport and 64 km/h to transport goods).

- Laying of new rails in main tracks.
- Use of existing concrete sleepers. Substitute concrete sleepers for existing wooden ones.
- Replacement of switches and crossing
- Use of pre-existing ballast bed and laying of new one.
- Works on the drainage system (longitudinal and transversal drainage) along the entire railroad track.
- Slope-related work (rock removal, drainage, walls and rock fill).
- Renovation of 15 railroad bridges.
- Enlargement of tunnel clearance gauges.



- Setting up telecommunications, signaling and security systems and installing level crossing protection (light and sound signaling and barriers).
- Rehabilitation and building of new repair shops suitable for the new rolling stock.



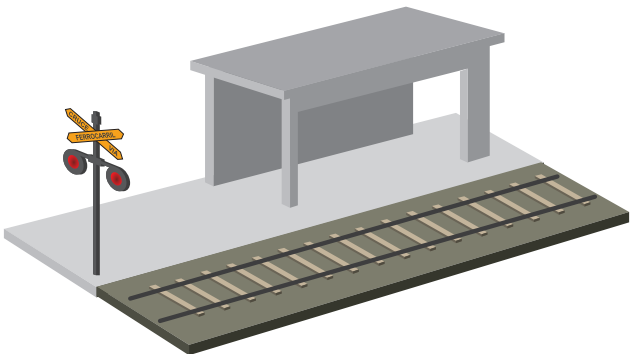
### B) STATIONS

Rehabilitation of 7 stations and 19 stops. Rebuilding of the Coccha way station.

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) REHABILITATION AND PURCHASE OF ROLLING STOCK

Type	Units
Engines	2
DMU vehicles	5
Cargo hold	5
Passenger cars	3



### D) OPERATION

Planned transit zones:

- 6 transit zones daily each way; passenger only DMU trains.
- 1 transit zone daily with combined passenger and freight (in cargo hold) transport.

### TRAVEL TIMES

Travel	Stops	Time
DMU vehicle for direct passengers	Non-stop (express)	2h42m
DMU vehicle for regular passengers	Regular (stations)	2h50m
DMU vehicle for regular passengers	Regular (stations + stops)	3h02m
Combined service	Regular (stations)	3h50m



DEMAND

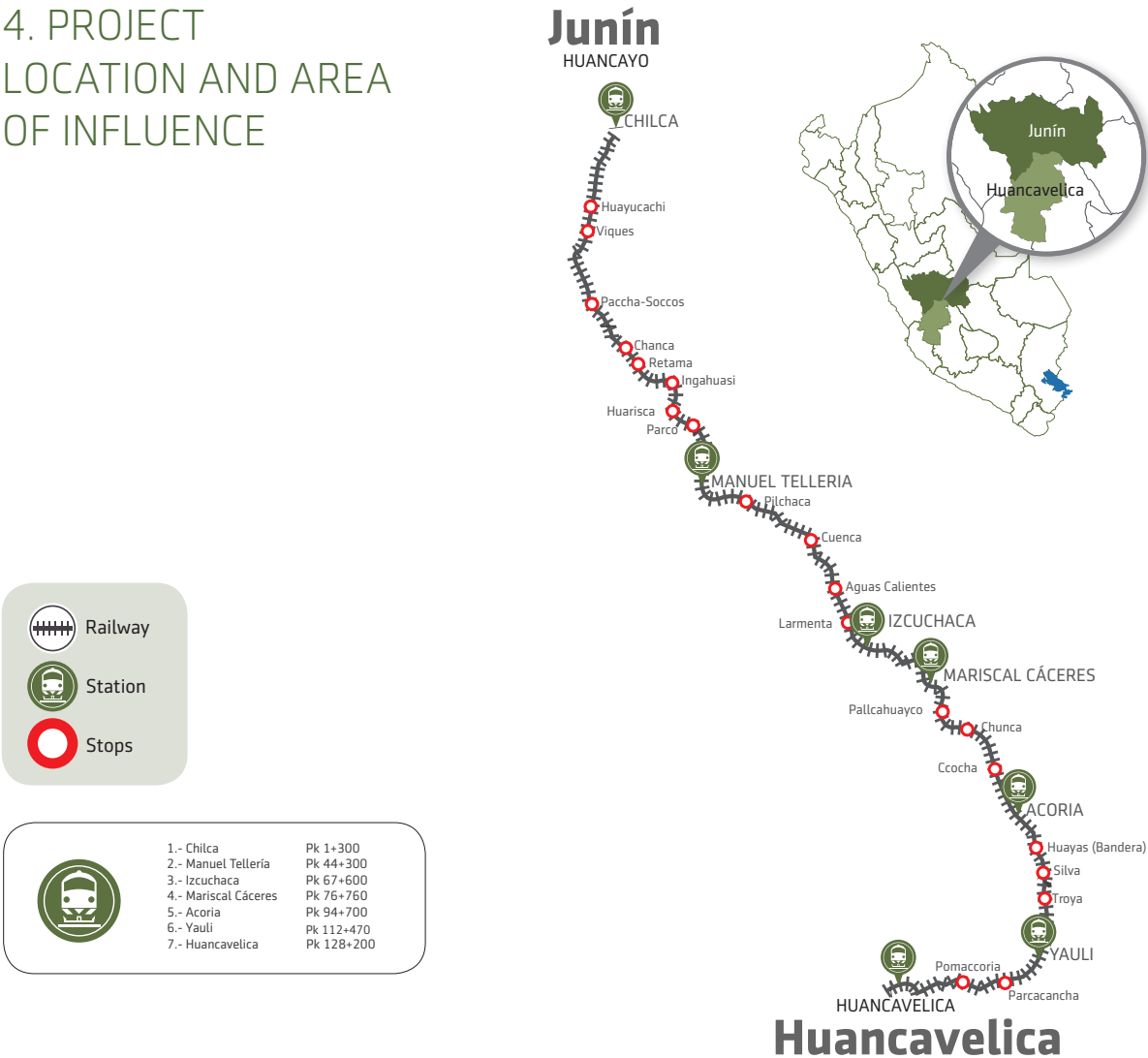
In a conservative scenario, thirty years into the concession, it is estimated that demand will be neighboring 1.2 millions of passengers per year.

3. TYPE OF PROJECT

A project to be undertaken in the framework of Public Private Partnerships through a Concession Contract to be signed between the Peruvian government and the Concessionaire.

- Scheme: Comprehensive Project Tender
- Type: Co-financed.
- Competition factor: The concession will be awarded to the bidder requesting the lowest Remuneration for Investments in Works (RPI - Works); Remuneration for Investments in Rolling Stock (RPI - MR); Remuneration for Maintenance and Operation (RPMO).
- Concession period: Thirty (30) years.

4. PROJECT  
LOCATION AND AREA  
OF INFLUENCE



5. QUALIFICATION REQUIREMENTS

BUILDER (C)*	OPERATOR (O) OR TECHNICAL OPERATION ADVISOR	ROLLIN STOCK SUPPLIER (MR)*
<ul style="list-style-type: none"><li>○ 100Km track (optionally, double railroad track sections can be presented, each regarded an independent route)</li><li>○ 400 meters tunnels executed under conventional method, and</li><li>○ 500 Meters bridges, and</li><li>○ 30 Thousand m<sup>3</sup> concrete, cast or gabion walls for slope stabilization</li><li>○ 72 Thousand m<sup>3</sup> concrete walls, rock fill or gabions for riparian defenses. (Also linear river works, embankments and stabilization works may be credited).</li></ul>	<ul style="list-style-type: none"><li>○ Minun transport of 300,000 passengers per year, and</li><li>○ No under 100 km (kilometers of up to 4 railway transport systems may be added), with safety standard for class 2 routes FRA2 or higher, or other equivalent category.</li></ul> <p>these requirements must be accredited in 5 consecutive years, within the last 10 years; and accredit current operation.</p> <p>The operational requirements can be certified by and operation technical advisor (ATO) directly:</p>	<ul style="list-style-type: none"><li>○ Manufacturing of at least ten(10) Multiple diesel units (DMU) for passenger rail transportation.</li><li>○ Manufacturing and/or remodeling of at least ten (10) diesel - electric engines for combined rail transportation.</li></ul>
<p>Up to six railway or road transport infrastructure (roads) projects can be recognized, which together meet the minimum requirements.</p> <p>Bidders filing experience in road projects filing to have more than 50% of the length recognized must include a railway advisor with experience in the design or supervision of up to four 100km long railway projects.</p>	<p>Term of ATO</p> <ul style="list-style-type: none"><li>○ One (1) requirement -Technical Operation Assitance Contract as from closing to two years after the start of the Comprehensive Stage</li><li>○ Two (2) requirements -Technical Operation Assitance Contract from closing to five years after the star of the Comprehensive Stage.</li></ul>	<p>Cumulative experience of different rolling stock suppliers will not be accepted to recognize the number of each type of rolling stock mentioned in a) and b) above.</p>

\* The experience must correspond to the last 10 years previous to the Submission of Envelope N°1.



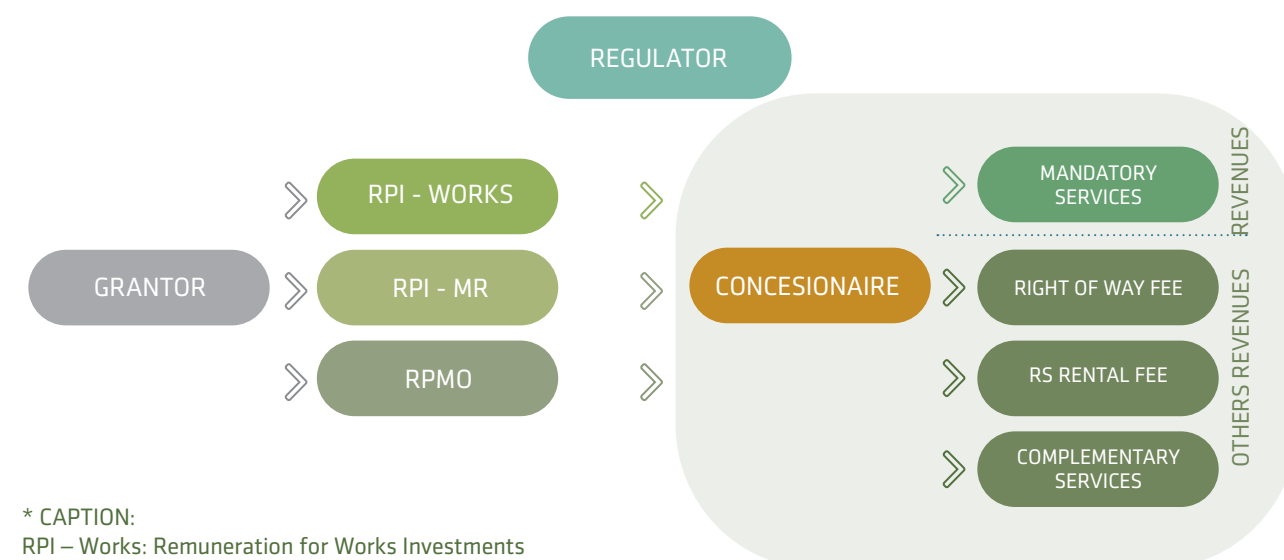
## 6. INVESTMENT REMUNERATION

The government will provide co-finance to remunerate investment in works and rolling stock, operation and maintenance, through the RPI - Works; RPI-MR; and RPMO schemes (deducted from the collected Mandatory Service Fee).

## 7. INVESTMENT AMOUNT

Approximately US\$235.74 million (without Sales Tax).

GENERAL ECONOMIC SCHEME\*



\* CAPTION:  
RPI – Works: Remuneration for Works Investments  
RPI – MR: Remuneration for Rolling Stock Investment  
RPMO: Remuneration for Maintenance and Operation

## 8. SUPERVISORY

The Supervisory Board for Investment in Public Transport Infrastructure, OSITRAN, Will be in charge of supervising the obligatory works and proper infrastructure maintenance.

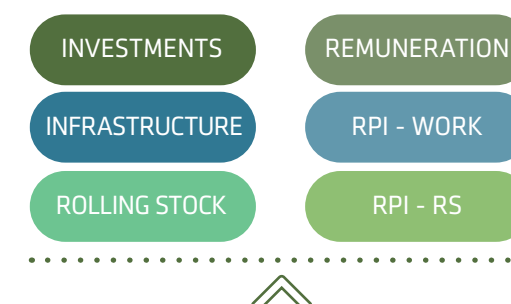
Also, the Ministry of Transportation and Communications (the grantor) will be in charge of supervising the compliance with the different levels of service.

## 9. TENDER SCHEDULE



Filing of Envelope # 1 (Shortlisting Credentials) will be open until January 2019.  
The submission of Envelopes N° 2 and N° 3 and award is foreseen for first quarter 2019.

## FINANCIAL SCHEME – INVESTMENTS

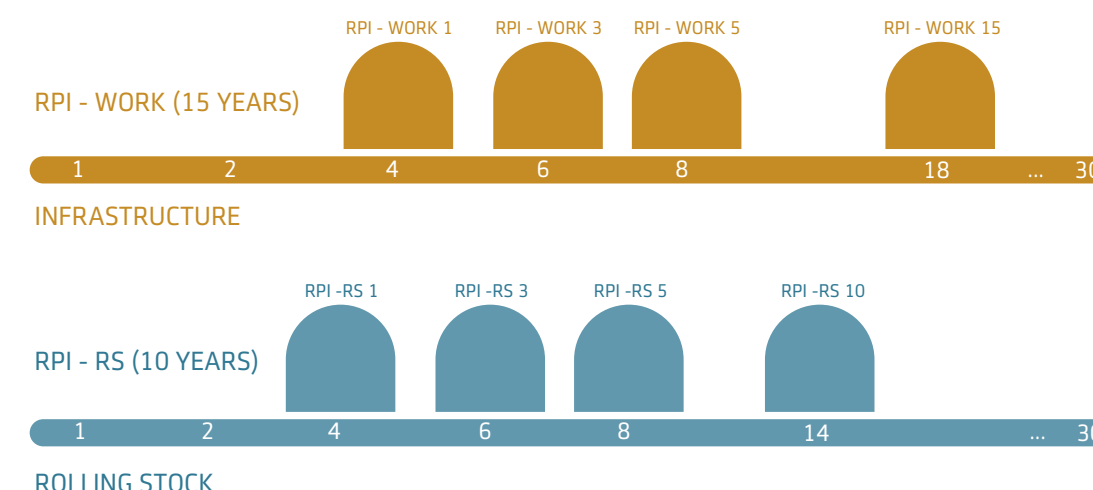


## PROJECT INVESTMENTS

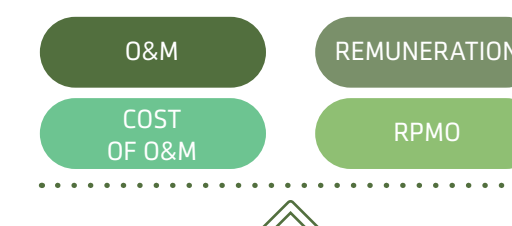
- Infrastructure rehabilitation works
- Rolling stock repair or purchase

## REMUNERATION METHOD

- Remuneration for Investments: RPI
- At the beginning of the Concession Operation Stage



## FINANCE SCHEME – OPERATION AND MAINTENANCE



## OPERATION AND MAINTENANCE COSTS:

- Operational and administrative costs
- Purchase of operation inputs and materials

## REMUNERATION METHOD:

- Maintenance and Operation Remuneration - RPMO
- By Grantor

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