



Integration Hub

Amazon

Group 2

Access to Napo Waterway

Country

Ecuador



- **Type of project**

Transportation/Port

- **Total estimated investment**

US\$ 314.2 millions

- **Financing sources**

Public and Private through Licensees, Public and Multilateral Entities

Public resources and from International Financing Entities (CAF / IDB). Gathering of funds from the private sector if the studies indicate a possible concession of the port.

- **Modality**

Public/Private

- **Expected completion**

December of 2012

- **Executing entity**

**Government of Ecuador
Ministry of Transportation
and Public Works of
Ecuador**

National Coordinator

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- **Objective**

To make trade easier among the countries of the Pacific Basins and the Amazon Basin, fostering sustainable growth in the Ecuadorian provinces of: Esmeraldas, Manabí, Guayas, El Oro, Carchi, Imbabura, Pichincha, Cotopaxi, Tungurahua, Chimborazo, Sucumbios, Orellana, Napo; in Perú: Loreto; in Colombia: Nariño and Putumayo and in Brazil, the Amazon state.

- **Proposed solution**

Construction of the river port for high-efficiency and performance cargo transfer over the left side of Napo river, Belén sector, in the Ecuadorian provinces of Orellana/Sucumbios. For this purpose, complementary works are necessary, such as the improvement of the Shushufindi-El Triunfo-Belén road, which will connect the state road network with the mentioned place in the port, as well as the supply of electric power and telecommunications necessary for the operation of the port.

The port facilities will be built in El Belén, in a 160,000 m² area, which will have: docks, multipurpose terminal, solid bulk terminal, dangerous cargo terminal, container consolidation and de-consolidation area, administrative area, port equipment, customs area, port authority, migration, security, phy-zoosanitary controls and a logistics center that will make trade flow more dynamic.

- **Current status – 04/16/09**

The Multimodal Manta-Manaos Hub has been selected as a priority project. Here, the Francisco de Orellana port is identified. So, the priorities and objectives of the project will be rethought.

This project is important because of the physical integration between Manta port, in Ecuador, and the city of Manaus, in Brazil. This will allow the integration of the Amazon and Andean regions and will also make bioceanic interconnection easier.

The Multimodal Manta-Manaos Hub means the implantation of a trade and sustainable development corridor based on a multimodal transportation system (road, river and air transportation).

The notice by means of which the IDB is authorized to prepare contractual documents and hiring processes for the studies of navigability of Napo river was sent to the IDB.

On October 31st, the minister of Transportation and Public Works sent the IDB the Notice of No Objection, which will allow said entity to invite consulting firms from the countries that are member of the Bank to participate in the Navigability Studies. In this way, the project Francisco de Orellana would be started and it will allow us to plan the studies of the project.

The IDB has informed the goodwill list of the companies that participated in the bidding process. The license will be granted by the end of March, so the studies will be started.

Finally, the IDB informs that the consulting firm "SERMAN-CSI", an Uruguayan-Argentinean consortium, will sign the agreement within 8 days so that the studies on the navigability of Napo River can be started.