Agencia Nacional de Infraestructura (ANI)

2022
The Public-Private-Partnerships (PPP)

- In first place it has been relevant the involvement of the domestic investors for the execution of infrastructure projects, and particularly, for the 4G Program, since it was the first infrastructure program under the Public-Private-Partnerships (PPP) scheme to be fully executed in Colombia.

- This scheme was initially introduced in our country since the execution of Law 1508 of 2012, and it was effectively enacted through the 4G program by the ANI.

- Before this Law, the construction agreements for transport infrastructure included different incentives for the concessionaries. For example, under Law 80 of 1993 it was possible that the contractors received by the conceding Entities payments in advance to later begin with their construction activities.
The Public-Private-Partnerships (PPP)

In the PPP scheme the concessionaires begin their construction activities at their own account and risk, and the projects are divided into Functional Units. Then, only when the concessionaire effectively proves that have delivered a Functional Unit and its infrastructure is available, they will be entitled to retributions.

regarding to the involvement of international investors, with the PPP scheme it has been showed a higher participation of foreign companies in Colombia. This is possible considering that the PPP regulations grants higher legal certainty to investors. Therefore, this allowed the entrance of new international actors to the Colombian market, and companies such as Sacyr, John Laing, Infrared, Shikun & Binui and others are involved in the execution of the 4G projects.
In third place, considering the higher amounts of investments that are required for the execution of a PPP project construction works, several multilateral organizations have participated in the financing transactions developed for the 4G projects. Then, multilateral agencies such as the International Finance Corporation (IFC), the Inter-American Development Bank (IDB), the U.S. International Development Finance Corporation (DFC), and China Development Bank have participated as lenders of some Concession Agreements.

The Government it is important to point that the ANI, the Ministry of Transportation and the rest of the Governmental entities involved in the execution of transport infrastructure projects must constantly, efficiently, and effectively address the contractual management issues that arise with each of the projects of this agenda.
4G Program
Status of the 4G Program (August 2018)

- 9 of 29 projects ongoing.
- Execution average of 16%.
- Colombia biggest transport Infrastructure program was threatened due to a lack of decision making.
Status of the 4G Program (December, 2021)

✓ 27 of 29 projects ongoing.
✓ Execution average of 63.88%.
✓ Construction works delivered for 6 4G projects.
✓ 20 projects to be delivered in O&M phase for August 2022.
Puerta de Hierro - Cruz del Viso
Autopista Conexión Pacífico 2
Cartagena - Barranquilla y Circunvalar de la Prosperidad
IP - Vías del Nus
Transversal del Sisga
Bicentennial Concessions
Public Policy on Sustainable transportation infrastructure: 5G PPP Projects

- Promotes the development of infrastructure in the different modes of transport, especially railways, waterways and airports.

- Actions regarding corporate governance to strengthen transparency and efficiency, working coordination with all the government entities involved in the proper development of projects.

- Promotes sustainable finance and the use of green, social and sustainability bonds in our projects, and creates the climate change sub-account.

- Strengthens social sustainability in our projects with gender equality measures and considers the socio-economic reality of the communities and their needs with social investment in addition to the transport project itself.

- Improve environmental management to protect the environment, and create guidelines for green infrastructure, considering climate change mitigation and adaptation.
According to Fedesarrollo’s estimates, when demand for infrastructure works grows in COP$1Bn, 28,204 jobs are generated.

Figures as of 2020. Exchange rate of COP. $1US = $3,693COP
**TOLL ROAD PROJECTS**

**Length W/D:** 1,144.66 km

**Capex (estimated figures):**
US$3.37 billions

**Estimated number of direct, indirect and induced Jobs to generate:** 356,219

**Benefited population:**
7,695,307 inhabitants

**Benefited Departments:**
Bogotá D.C., Boyacá, Cundinamarca, Santander, Antioquia, Valle del Cauca y Cesar.
6 Terminals

Capex (estimated figures):
US$1.34 billions

Estimated number of direct, indirect and induced Jobs to generate:
132,336

Benefited population:
5,559,572 inhabitants

Benefited municipalities: Palmira, Buenaventura, Neiva, Cartagena, Bayunca, San Andrés
NAVIGABILITY PROJECTS

Length W/D: **783.50 km**

Capex (estimated figures): **US$698 millions**

Estimated number of direct, indirect and induced jobs to generate: **356,219**

Benefited population: **72,767 inhabitants**

Benefited Departments: Atlántico, Bolívar, Cesar, Magdalena, Sucre, Santander
RAIL PROJECT

Length W/D: 558.3 km

Capex (estimated figures): US$ 430.5 millions

Estimated number of direct, indirect and induced Jobs to generate: 44,844

Benefited population: 327,835 inhabitants

Benefited Departments: Caldas, Antioquia, Santander, Cesar