

 Early Warning System

IDBI-13868-01

Ruta al Sur



## Quick Facts

<b>Countries</b>	Colombia
<b>Specific Location</b>	Cities of Santana and Mocoa, in Putumayo Department, and the cities of Neiva, in Huila Department
<b>Financial Institutions</b>	IDB Invest (IDBI)
<b>Status</b>	Proposed
<b>Bank Risk Rating</b>	A
<b>Voting Date</b>	2022-07-12
<b>Borrower</b>	Ruta al Sur
<b>Sectors</b>	Transport
<b>Investment Type(s)</b>	Loan
<b>Investment Amount (USD)</b>	\$ 150.00 million
<b>Loan Amount (USD)</b>	\$ 150.00 million



## Project Description

The Santana – Mocoa – Neiva corridor (the “Project”) is part of the fourth-generation (“4G”) concessions program headed by the Colombian government through its National Infrastructure Agency (“ANI”). The Project considers the financing, construction, upgrading, refurbishment, and maintenance of a 456-kmlong highway connecting the towns of Santana and Mocoa, located in the southeast part of the Putumayo Department, with the city of Neiva, situated in the Huila Department, Colombia. The original concession contract was awarded in 2015 to Concesionaria Aliadas para el Progreso S.A.S., a legal entity comprising the companies Controladora de Operaciones de Infraestructura S.A. de CV (35%), Cass Constructores y Cia. (20%), Carlos Alberto Solarte Solarte (20%), Estyma (10%), Latinoamericana de Construcciones (10%) and Alca Ingeniería (5%). However, due to various problems that prevented the companies from executing the scope of the contract, the concession was assigned in mid-2021 to the vehicle Concesionaria Ruta al Sur S.A.S. (the “Concessionaire”), 70% owned by Rodovías Colombia S.A.S. (an affiliate of Patria Investments) and 30% by MC Victorias Tempranas S.A.S. (owned by Mercantil Colpatría). The contract assignment provides for a 12-month normalization period prior to the construction start date set for July 2022. It should be noted that the contract considers a 25-year duration with a possible 4-year extension. For construction purposes, the Project has been divided into seven sections or functional units (“UFs”, for is acronym in Spanish), each with a 36-month construction term: UF1 Neiva – Campoalegre, 21.9 km long and which includes the construction of a second lane and the refurbishment of the existing lane; UF2 Campoalegre – Gigante, 65.0 km long and which includes the refurbishment and upgrade of the current road and construction of two variants; UF3 Gigante – Garzón, 35.6 km long and which includes the refurbishment of the current highway and construction of the Gigante variant; UF4 Garzón - Pitalito - San Agustín, 109.2 km long and which includes the refurbishment and upgrade of the current highway and construction of the Timaná variant; UF5 Pitalito - San Juan de Villalobos, comprising the refurbishment of all 60.7 km of the current highway; UF6 San Juan de Villalobos – Mocoa, 76.1 km long and which includes the refurbishment of the current highway and construction of the Mocoa variant; and UF7 Mocoa – Santana, 78.5 km long and which includes the refurbishment and upgrade of the current highway, the construction of two variants, and the refurbishment of the Santana – Puerto Asís section, 9.2 km long (quality factor). Thus, in total, the Project entails refurbishing 357 km of existing roadways, upgrading 37 km of the current highway, and building 47 km of new lanes.



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## Investment Description

- IDB Invest (IDBI)



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Private Actor 1	Private Actor 1 Role	Private Actor 1 Sector	Relation	Private Actor 2	Private Actor 2 Role	Private Actor 2 Sector
Colpatria	Parent Company	Infrastructure	owns	MC Victorias Tempranas S.A.S.	Subsidiary	Transport
MC Victorias Tempranas S.A.S.	Parent Company	Transport	owns	Ruta al Sur S.A.S.	Subsidiary	Transport
Patria Investments	Parent Company	Infrastructure	owns	Rodovías Colombia S.A.S.	Subsidiary	Transport
Rodovías Colombia S.A.S.	Parent Company	Transport	owns	Ruta al Sur S.A.S.	Subsidiary	Transport

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## Contact Information

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### ACCESS TO INFORMATION

You can submit a request for information disclosure at: <https://www.iadb.org/en/access-information/information-request>

### ACCOUNTABILITY MECHANISM OF IDB / IDB INVEST

The Independent Consultation and Investigation Mechanism (MICI) is the independent complaint mechanism and fact-finding body for people who have been or are likely to be adversely affected by an Inter-American Development Bank (IDB) or Inter-American Investment Corporation (IDB Invest)-funded project. If you submit a complaint to MICI, they may assist you in addressing the problems you raised through a dispute-resolution process with those implementing the project and/or through an investigation to assess whether the IDB or IDB Invest is following its own policies for preventing or mitigating harm to people or the environment. You can submit a complaint by sending an email to [MICI@iadb.org](mailto:MICI@iadb.org). You can learn more about the MICI and how to file a complaint at <http://www.iadb.org/en/mici/mici,1752.html> (in English) or <http://www.iadb.org/es/mici/mici,1752.html> (Spanish).



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**Bank Documents**

- [RUTA AL SUR - ESTRATEGIA AMBIENTAL Y SOCIAL \(EAS O ESS\)](#) [Original Source]