



**PERÚ**

Ministry of Transport and Communications

Vice Ministry of Transports

General Directorate of Transport Concessions

"Decade of Equal Opportunities for Men and Women"  
"Year of the Fight Against Corruption and Impunity"

**REPORT N° 003-2019-MTC/25.01**

**TO** : **JOSÉ SALARDI RODRÍGUEZ**  
 General Director of Transport Concessions  
 Chairman of the Committee of Private Investment Promotion in the Transport Sector

**Subject** : Needs for Intervention and Maximum Budgetary Capacity to fund the Co-Financed Private Initiatives referred to in Supreme Decree N° 021-2018-MTC

**Reference** : Supreme Decree N° 021-2018-MTC

**Date** : Lima, January 10, 2019

I write to you with regard to the above-mentioned subject in order to indicate the following:

- Paragraph 103.4 of the Regulations of Legislative Decree No. 1362, approved by Supreme Decree No. 240-2018-EF, states that -by Supreme Decree- the deadline for submission of Co-Financed Private Initiatives is set in accordance with the scope and complexity of the needs for intervention, which cannot be less than three (03) months from its publication. The submission of Co-Financed Private Initiatives takes place thirty (30) business days after the deadline set out in Supreme Decree has elapsed.
- On December 30, 2018, the Diario Oficial El Peruano (official newspaper of Peru) published the Supreme Decree No. 021-2018-MTC, which sets the deadline for the submission of Co-Financed Private Initiatives (CPI) regarding the following transport infrastructure projects:

No.	Project	Region	Province	City / District
1	Lima – Ica Railway	Lima, Ica	Lima, Cañete, Chincha, Pisco, Ica	Lima, Lurín, Chilca, Mala, Asia, Cañete, Chincha, Pisco and Ica
2	Third Group of Airports	Junín	Jauja	Jauja
		Huánuco	Huánuco	Huánuco
		Cajamarca	Jaén	Jaén
		Moquegua	Ilo	Ilo
		Ancash	Santa	Nuevo Chimbote
		San Martín	Rioja	Rioja
		Huánuco	Leoncio	Tingo María
Loreto	Alto Amazonas	Yurimaguas		

- Article 2° of the above-mentioned Supreme Decree states that within ten (10) business days counted as from the date of its publication, the Ministry of Transport and Communications (MTC) shall submit to the Private Investment Promotion Agency of Peru (PROINVERSIÓN) the

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information regarding the needs for intervention and maximum budgetary capacity to finance the CPI's to publish it in its institutional website.

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4. In this regard, and in order to comply with the provisions of the above-mentioned legal provision, as regulated in Article 103 of the Regulations of Legislative Decree No. 1362, the Report of Annexes 1 and 2 detailing the information referred to in the above paragraph is attached to this document.
5. On the other hand, with the purpose of establishing objective criteria to assess each CPI -in case several proposals are submitted with regard to the same need for intervention- the objective criteria for their assessment are indicated below. Such criteria shall be also published in PROINVERSIÓN's institutional website:
  - **Investment co-financing level.** Priority shall be given to the proposals that require the disbursement of a lesser investment amount by the State.
  - **Co-financing of service operation and maintenance.** Priority shall be given to the proposals that require the disbursement of a lower amount by the State on account of infrastructure operation and maintenance.
  - **The scope of intervention, which shall be limited to the scope indicated in the Supreme Decree.** The interventions benefiting only the compliance with the provisions of Supreme Decree and Annex No. 1 will be considered. Likewise, an independent proposal proving the generation of benefits attributable to the intervention, as well as their economic and financial sustainability, considering only the project's intervention scope shall be submitted for each project.
  - **Improvement of transport service provision within the framework of the closure of the sector gap.** Priority shall be given to the interventions implementing a technology that optimizes the services in terms of resources and that involve increased access for the population, interoperability with other infrastructures and service versatility.
  - **Optimal risk distribution in the Public-Private Partnership scheme.** Priority shall be given to the proposals covering mechanisms that contribute to the mitigation of risks of the project for the State.
6. On the basis of the above, it is necessary to inform PROINVERSIÓN about the information described in this report to be published it in its institutional website. To this end, the project is attached as a matter of course.

Sincerely,

General Director of Transport  
Concessions – MTC  
Carlos Zecenarro

General Director of Transport  
Concessions – MTC  
Juan Sánchez

General Director of Transport  
Concessions – MTC  
Nicolas López

**Carlos Zecenarro Monge**  
Legal Specialist

**Juan Carlos Sánchez Medina**  
Civil Engineering Specialist

**Nicolas López Lagoa**  
Specialist in Economy

Attached:

Annex 1: Needs for Intervention

Annex 2: Maximum Budgetary Capacity

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