

**PROJECT:** 0115 Guadalajara-Colima Highway

**SECTOR:**  
Transport

**SUBSECTOR:**  
Highways / bridges

**STAGE ANALYZED:**  
Operation

**YEAR OF UPDATE:**  
2022

[Guide to read this datasheet](#) 

**Project's sustainability summary:** The project seeks to modernize the Guadalajara-Colima highway, considered a work of social benefit necessary to connect the western region of the country, particularly between the City of Guadalajara and the tourist and industrial developments in Colima, such as the Port of Manzanillo, in response to the demand for road infrastructure with higher safety rates and shorter travel times.



**ECONOMIC AND FINANCIAL SUSTAINABILITY**

EXAMPLE OF GOOD PRACTICES

| Sustainability criteria   | NA | T1 | T2 | T3 |
|---|----|----|----|----|
| Economic and social returns                                       |    |    |    |    |
| Creation of employment opportunities and boost local productivity |    |    |    |    |
| Financial sustainability of assets                                |    |    |    |    |
| Detailed risk analysis  |    |    |    |    |
| Cash flow transparency and creditworthiness                       |    |    |    |    |
| Infrastructure asset maintenance and optimal use                  |    |    |    |    |
| Sustainability incentives   |    |    |    |    |



**ENVIRONMENTAL SUSTAINABILITY AND CLIMATE RESILIENCE**

EXAMPLE OF GOOD PRACTICES

| Sustainability criteria  | NA | T1 | T2 | T3 |
|--|----|----|----|----|
| Greenhouse gas emissions   |    |    |    |    |
| Climate risks, resilience and disaster risk management           |    |    |    |    |
| Impacts on biodiversity and native flora and fauna in the region |    |    |    |    |
| Environmental impact of the Project                              |    |    |    |    |
| Control and monitoring of pollutants                             |    |    |    |    |
| Efficient use of resources and recycling strategies              |    |    |    |    |
| Efficient use of energy and renewable sources                    |    |    |    |    |
| Preservation or enhancement of public spaces                     |    |    |    |    |



**SOCIAL SUSTAINABILITY**

EXAMPLE OF GOOD PRACTICES

| Sustainability criteria  | NA | T1 | T2 | T3 |
|--|----|----|----|----|
| Reduction of poverty and access to basic services  |    |    |    |    |
| Integration of communities and other interested parties  |    |    |    |    |
| Integration of people with disabilities or special needs   |    |    |    |    |
| Effects of the project in the security of the region and in the health of workers and nearby communities |    |    |    |    |
| Compliance with human and labor rights   |    |    |    |    |
| Cultural heritage and indigenous people  |    |    |    |    |
| Gender inclusion and women's economic empowerment through the project                                    |    |    |    |    |
| Equal distribution of benefits and compensations to communities  |    |    |    |    |



**INSTITUTIONAL SUSTAINABILITY**

EXAMPLE OF GOOD PRACTICES

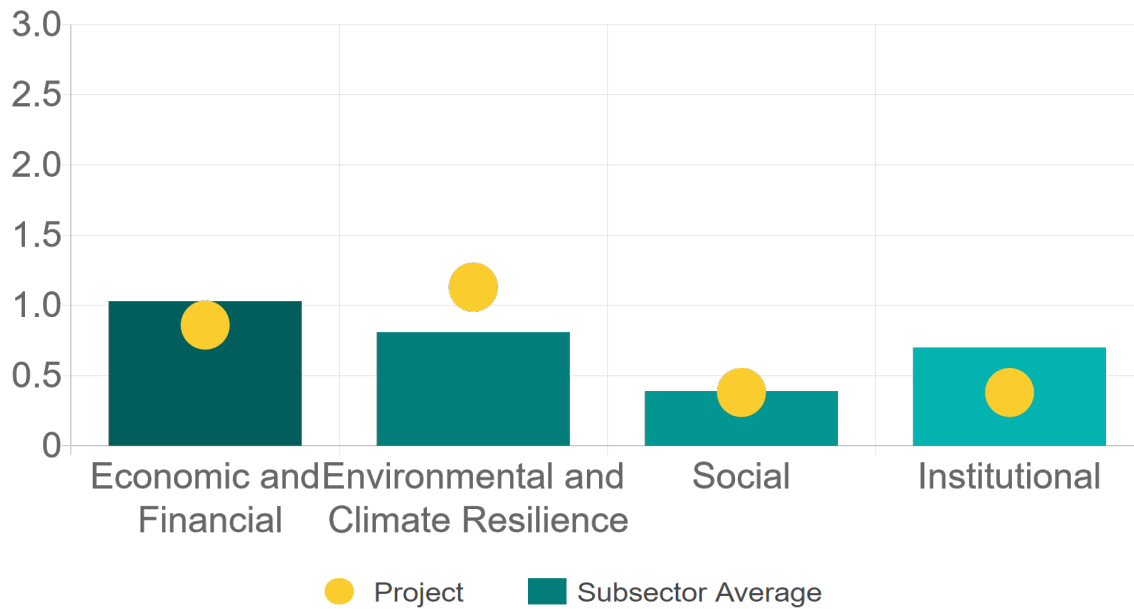
| Sustainability criteria  | NA | T1 | T2 | T3 |
|--|----|----|----|----|
| Alignment with national and international strategies                     |    |    |    |    |
| Sectoral and institutional integration                                   |    |    |    |    |
| Corporate sustainability, management and governance                      |    |    |    |    |
| Transparency and anti-corruption protocols                               |    |    |    |    |
| Legal requirements and compliance with social and environmental policies |    |    |    |    |
| Development of more sustainable technologies and capacities              |    |    |    |    |
| Knowledge transfer in matters related to sustainability                  |    |    |    |    |
| Pre-existing conditions and their monitoring                             |    |    |    |    |

**Source of this project:** Second Modification to the Concession Title / Concession Title / Third Modification to the Concession Title / Fourth Modification to the Concession Title / Fifth Modification to the Concession Title / Description of the Project by FONADIN / Support Authorized by FONADIN / Environmental and Social Policy and Sustainable Bank Strategy / Responsible Investment Principles / FONADIN Rules of Operation / Investment Policies in [Show more...](#)



### Comparison of this project vs other projects of the same subsector

(Number of projects included: 63)



Methodological framework defined by the Inter-American Development Bank (IDB)

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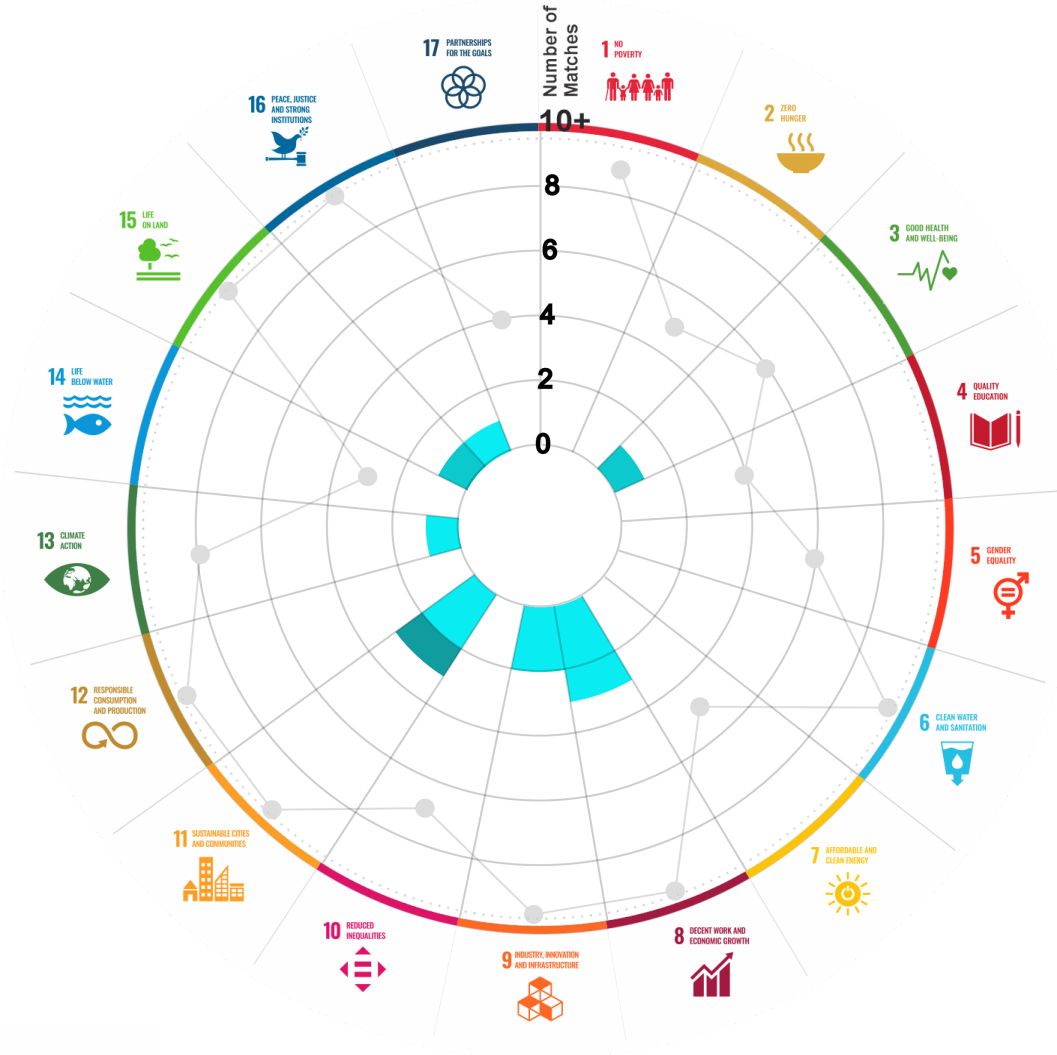
This section aims to present the potential alignment of the infrastructure project with the 17 Sustainable Development Goals (SDGs) of the 2030 Agenda. The relevance of this exercise resides in that it provides information to the actors of the infrastructure ecosystem for decision-making in investment that considers and promotes sustainable development.

Reading guide [View](#)

## 1. ALIGNMENT BY SUBSECTOR



## 2. ALIGNMENT BY SDG



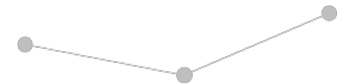
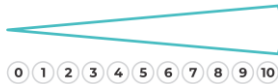
## 3. ALIGNMENT BY CRITERIA AND TARGETS

[View](#)



Explanation of the alignment of the sustainability criteria and the SDGs.

[View](#)



The tonality of the bars represents the level of detail of the information available from the IDB criteria and its potential alignment for each SDG, based on the scale: N.A., TIER 1, TIER 2 or TIER 3.

Number of times the project information coincides with the alignment of the IDB criteria and the SDGs.

Approximate reference to the number of maximum alignments a project can have between the IDB criteria and the targets of the SDGs.

## P R O J E C T

CONSTRUCTION, OPERATION, MAINTENANCE, CONSERVATION AND EXPLOITATION OF THE ACATLÁN- COLIMA AIRPORT JUNCTION OF THE GUADALAJARA-COLIMA HIGHWAY, IN THE STATES OF COLIMA AND JALISCO.

SECTOR: TRANSPORT  
SUBSECTOR: HIGHWAYS / BRIDGES

|  |                                 |                                 |
|--|---------------------------------|---------------------------------|
| <b>Type of Investment:</b>   | Brownfield                      | Banobras/Fonadin involvement    |
| <b>Short Name of the Project:</b>  | 0115 Guadalajara-Colima Highway |                                 |
| <b>Contract Currency:</b>  | <b>Estimated Investment MXN</b> | <b>Estimated Investment USD</b> |
| Mexican Pesos MXN  | \$ 11,825,000,000               | \$ 574,029,126                  |
| Exchange rate (USD/MXN) used by the Ministry of Finance for the economic plan 2023 \$ 20.6 |                                 |                                 |

### DESCRIPTION

ORIGINAL CONCESSION (Oct. 20, 1987). Concession to construct the road section connecting the regions of Acatlan, Usmajac, Guzman City, Atenquique, San Marcos, Tonila and Colima Airport located at the 100+000 km, 120+000 km, 140+000 km, 157+000 km, 163+000 km and the 175+000 km respectively, as the concession includes the operation and exploitation of the Acatlan-Colima Airport section of the Guadalajara-Colima toll highway. The term of the concession is 20 years.

FIRST MODIFICATION (Oct. 26, 1988). Colima-Manzanillo from the 44+100 km to the 60+000 km, which includes the Armeria Bridge from the 79+691 km to the 87-326 km, including the Tepalcates Bridge. (May 9, 1991). The extension of the concession is canceled as of Aug. 1, 1991 (FIRST MODIFICATION).

SECOND MODIFICATION (Nov. 14, 1994). THIRD MODIFICATION (May 11, 1999). FOURTH MODIFICATION (Dec. 9, 2010). FIFTH MODIFICATION (June 12, 2014).

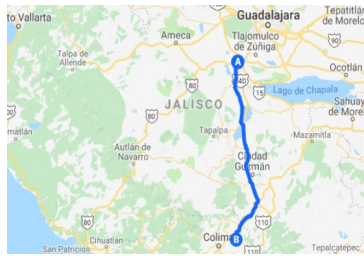
(\*) Project with Banobras and/or National Infrastructure Fund (Fonadin) involvement or suppo

**Contract Scope:** Construction, Operation, Maintenance, Conservation, Exploitation

|                          |            |                           |                         |
|--------------------------|------------|---------------------------|-------------------------|
| <b>Type of Project:</b>  | Public     | <b>Selection Process:</b> | <b>Term:</b> 60 years   |
| <b>Type of Contract:</b> | Concession | <b>Payment Source:</b>    | Project revenues / Rate |

**Asset (s):** Highway 148 KM

### GEOLOCATION



### SPONSOR

#### Entity

Secretaría de Infraestructura, Comunicaciones y Transportes

#### Department

Dirección General de Desarrollo Carretero

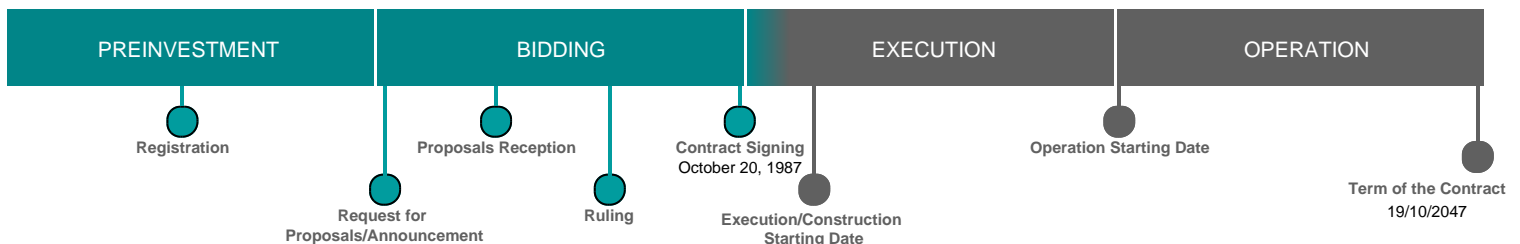
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