



**PROJECT:** 0885 Maintenance, Rehabilitation and Operation of the Highways and International Bridges of the Northeast Package

**SECTOR:**  
Transport

**SUBSECTOR:**  
Highways / bridges

**STAGE ANALYZED:**  
Bidding

**YEAR OF UPDATE:**  
2020

[Guide to read this datasheet](#) 

**Project's sustainability summary:** The project seeks to improve the quality and availability of road infrastructure by contracting maintenance, rehabilitation and operation services under a performance standards compliance scheme. Environmental sustainability strategies are included with the efficient use of resources and energy, as well as a scheme for performance monitoring.



## ECONOMIC AND FINANCIAL SUSTAINABILITY

### EXAMPLE OF GOOD PRACTICES

The project considers the maintenance of assets under performance standards and their follow-up throughout the project life cycle. A follow-up of risk factors is proposed.

### Sustainability criteria

Sustainability criteria	NA	T1	T2	T3
Economic and social returns				
Creation of employment opportunities and boost local productivity				
Financial sustainability of assets				
Value for money principle				
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

The project considers the use of rainwater, water treatment, solar panels, LED lamps, biodigesters. It has information backups for contingencies.

### Sustainability criteria

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

Action protocols for the attention of users in security aspects are considered, as well as contingency plans, performance monitoring and response to eventualities plans.

### Sustainability criteria

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

A figure responsible for supervision is considered in the structure. In order to identify the requirements for maintenance in a timely manner, a study of the previous conditions was made.

### Sustainability criteria

Sustainability criteria	NA	T1	T2	T3
Alignment with national and international strategies				
Sectoral and institutional integration				
Transparency of the process				
Corruption and mitigation process				
Compliance with social and environmental policies				
Training development in aspects related to sustainability				
Pre-existing conditions and their monitoring				

**Source of this project:** Tender documents / Technical viability / Properties and assets / Legal viability / 19/5000 Social profitability / Investment estimates and contributions / Economic and Financial Viability / Risk analysis / Public Private Comparator / SEMARNAT document / Opinion for Feasibility



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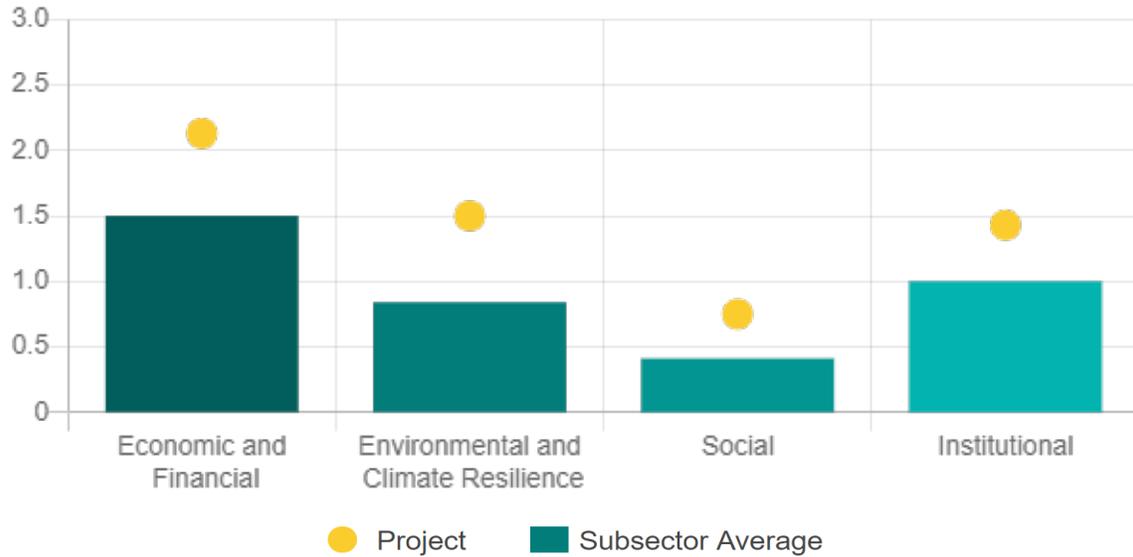
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Comparison of this project vs other projects of the same subsector

(Number of projects included: 4)



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



[View](#)

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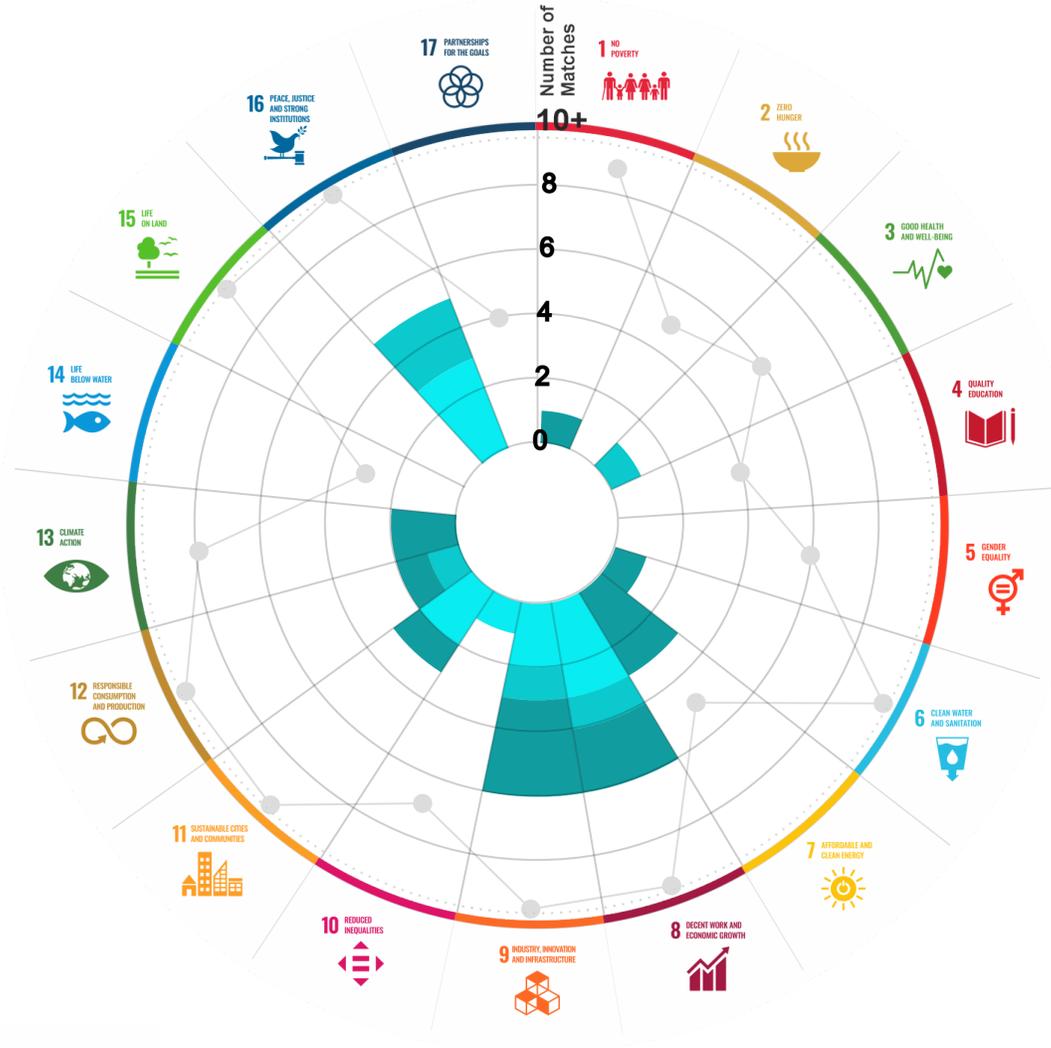
This section aims to present the potential alignment of the infrastructure project with the 17 Sustainable Development Goals (SDGs) of the 2030 Agenda. The relevance of this exercise resides in that it provides information to the actors of the infrastructure ecosystem for decision-making in investment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

Reading guide [View](#)

## 1. ALIGNMENT BY SUBSECTOR



## 2. ALIGNMENT BY SDG



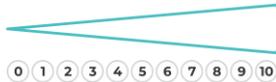
## 3. ALIGNMENT BY CRITERIA AND TARGETS

[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

**MODERNIZATION, OPERATION, MAINTENANCE AND CONSERVATION OF THE HIGHWAYS AND BRIDGES INCLUDED IN THE NORTHEAST PACKAGE, IN THE STATES OF TAMAULIPAS AND NUEVO LEON.**

SECTOR: TRANSPORT  
SUBSECTOR: HIGHWAYS / BRIDGES

Type of Investment: Brownfield

Short Name of the Project: 0885 Maintenance, Rehabilitation and Operation of the Highways and International Bridges of the Northeast Package

Contract Currency:  
Mexican Pesos MXN

Estimated Investment MXN  
\$ 2,467,998,045

Estimated Investment USD  
\$ 121,576,258

Exchange rate (USD/MXN) used by the Ministry of Finance for the economic plan 2022 \$ 20.3

### DESCRIPTION

The project consists of the modernization, operation, maintenance and conservation, under performance standards, 248.634 km, of the Northeast Package highways:

i) Cadereyta-Reynosa (132.015 km), ii) Monterrey-Nuevo Laredo (123.100 km), iii) Matamoros-Reynosa (44.040 km), iv) Reynosa South Bypass II (Pharr Junction-San Fernando Junction) (43.540 km), v) Reynosa-Pharr International Bridge (5.129 km) and the Ignacio Zaragoza International Bridge (0.810 km). The PPP Contract is composed by two main sections:

Initial Investment: With the aim of achieving high service levels in highways and to migrate to a preventive maintenance scheme based on the latter compliance of performance standard. It is estimated that initial investment concludes in 2 years.

Operation and maintenance: It is estimated a term of 10 years for operation and maintenance under performance standards. The payment is subject to penalties if such standards were not achieved.

Contract Scope: Modernization, Operation, Maintenance, Conservation

Type of Project: Public / Private

Selection Process: International Open Tender

Term: 10 years

Type of Contract: Federal PPP

Payment Source: Project revenues

Asset (s): Highway 348.63 KM

### GEOLOCATION



### SPONSOR



#### Entity

BANOBRAS/Fiduciario FONADIN

#### Department

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**SHCP**

SECRETARÍA DE HACIENDA  
Y CRÉDITO PÚBLICO

**BANOBRAS**

BANCO NACIONAL DE OBRAS  
Y SERVICIOS PÚBLICOS S.N.C.