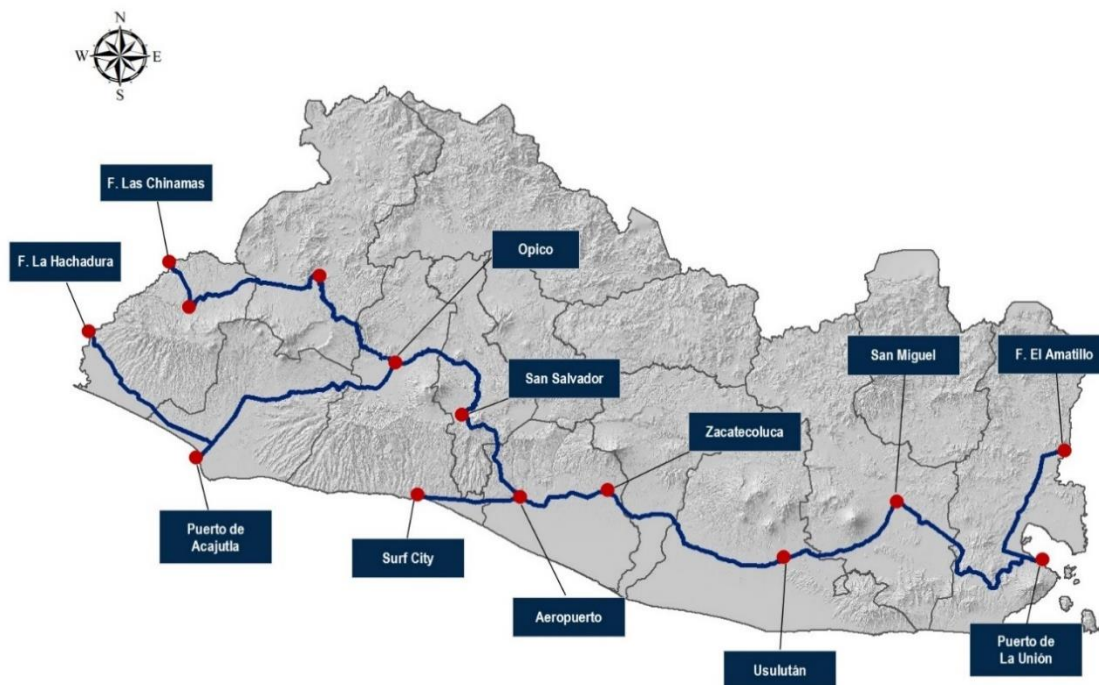


[Unofficial Translation]

DESCRIPTION OF THE PROJECT

The Project consists in the implementation of an interdepartmental railway transport network on a national level, rehabilitating the right of the unused way in the old railway wherever it's feasible and projected in the opening of new lines wherever it's required.

The Project consists in the implementation of a railway corridors network on an interdepartmental level for passenger and merchandise transportation. It's projected to be implemented along 342 km of railroads using, in the feasible sectors, the trace of the right of way of the unused railway network of FENADESAL, for the districts 1,2 and 3. As well, the opening of 193 km in new railroads, to connect new zones of strategic interest.



SCOPES OF THE CONSULTANCY.

The consultancy consists in the FEASIBILITY STUDY, BASIC ENGINEERING PROJECT AND TECHNICAL STRUCTURING FOR THE INTERDEPARTMENTAL RAILWAY TRANSPORT NETWORK OF EL SALVADOR. The study has been structured in four components:

Component I. Elaboration of a National Master Plan of Transportation Infrastructure. The objective is to formalize the planning of public and private interventions in the infrastructure and organization of the national transportation in El Salvador. Through the master plan, it will be possible to visualize the development of the Transportation and Logistics sector in terms of future demands, associated to the evolution of the national economy and its insertion in the globalized world.

Component II. Economic Development Plan. This component has as an objective to identify the production volumes, current and potential, of goods and services in the different regions of the country, in order to elaborate a baseline of production of goods and services, performing a projection of the production in a 20 year horizon and determine the necessary requirements to reach the established objectives, focused in the study of the productive capacity of El Salvador, the necessary resources to take the production level to a new level and the design of a methodology of tracing the proposed goals and objectives.

Component III. Feasibility study for the railway network. The feasibility stage has as a goal to recommend the election of choices for the design of the railway network that will be rehabilitated and modernized in terms of the projections of the demand of passenger and merchandise transportation, and the results of components I and II. It's comprised by: i) Reestablishing the railroad all along some of the historical ways now inactive, eventually with the adaptation or modification according to the new requirements of the service, and ii) Incorporating new lines to the network.

In order to optimize the times of execution of the consultancy, and by prioritization of the Owner, the presentation of the feasibility studies and their corresponding basic design project must be segmented in groups of corridors, where the corridors that need to be studied are the following:

No.	CORRIDORS	LONGITUD
1	Acajutla Port – San Salvador	108 km
2	Opico -Santa Ana – Ahuachapán- Las Chinamas Border	92 km
3	San Salvador – International Airport OAR	39 Km
4	International Airport OAR – Surf City	31 Km
5	International Airport OAR – La Unión	181 Km
6	La Unión – El Amatillo Border	39 km
7	Acajutla Port –La Hachadura Border	45 Km

Component IV. Basic Engineering Project. Its objective is the advanced definition of all the elements of the Project, the technical criteria and conditions for the design, and the architectural projects to a certain level of details to, reduce the elements of analysis in the stage of Design of Detail, that allows to speed up the implementation time of the system.