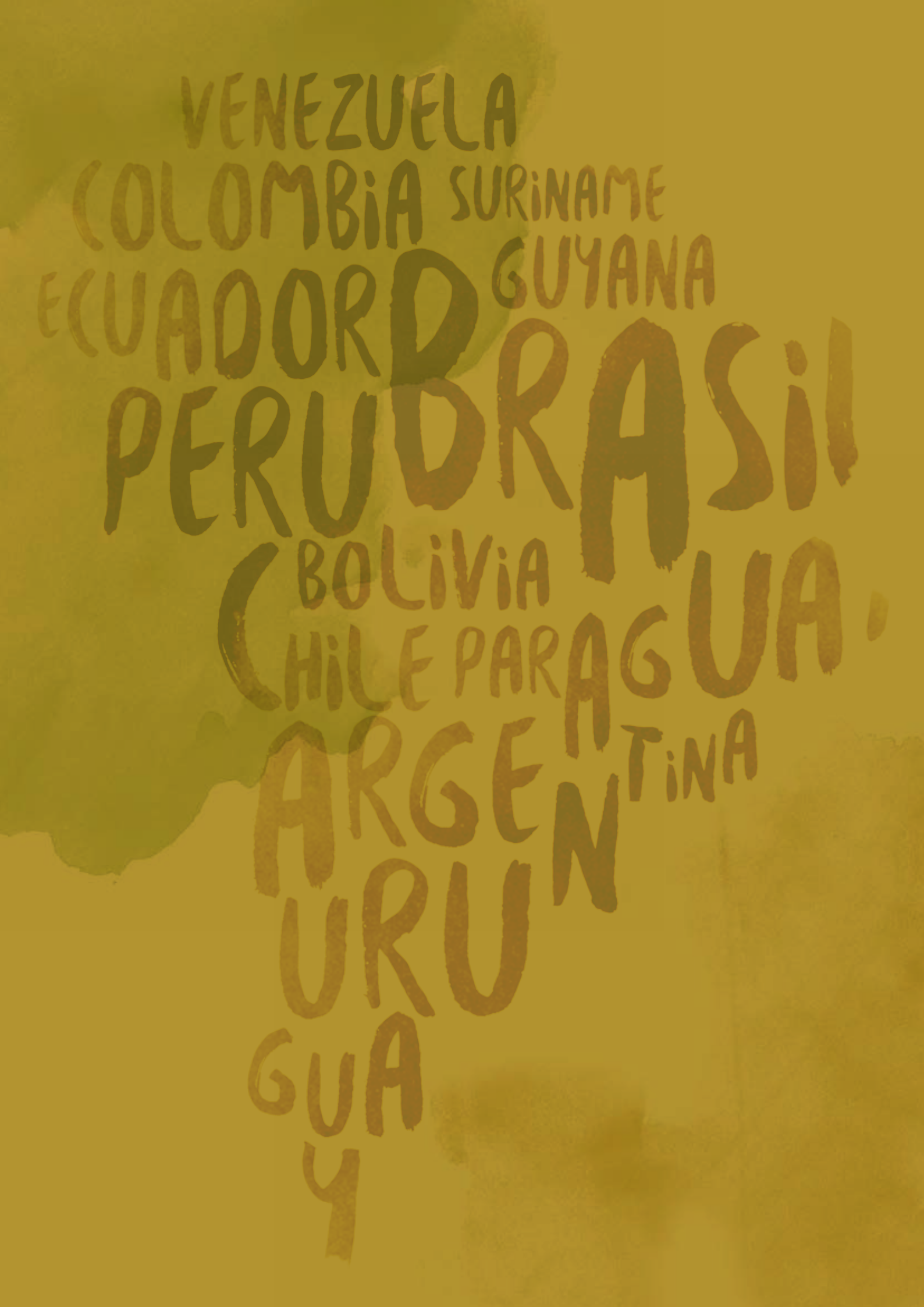
UNASUR
COSIPLAN

Activity Report 2015

SOUTH AMERICAN
INFRASTRUCTURE AND
PLANNIN COUNCIL


VENEZUELA
COLOMBIA
SURINAME
GUYANA
ECUADOR
PERU
BRASIL
BOLIVIA
CHILE
PARAGUA
ARGENTINA
URUGUA
Y

UNASUR
COSIPLAN

Activity Report 2015

PRESIDENCY PRO TEMPORE URUGUAY 2014-2016

With the cooperation of IIRSA Technical Coordination Committee

IDB

CAF DEVELOPMENT BANK OF LATIN AMERICA

FONPLATA

VI Ordinary Meeting of COSIPLAN Ministers

Montevideo, Uruguay, December 3, 2015

Table of Contents

Presidency Pro Tempore
Uruguay 2014-2016

Preface to the Activity Report 2015

Dear South American fellow citizens,

I take the opportunity of this Activity Report 2015 to present and give account of what we have done this year, during which Uruguay has held the Presidency Pro Tempore of the South American Infrastructure and Planning Council (COSIPLAN).

COSIPLAN is one of the twelve sector-based ministerial Councils through which the Union of South American Nations (UNASUR) seeks to *create, in a participatory and consensual manner, a forum for integration and union among its members in the cultural, social, economic and political fields, through political dialogue, social policies, education, energy, infrastructure, financing and the environment, among other priorities, with a view to eliminating socioeconomic inequality, achieving social inclusion and the participation of civil society, strengthening democracy, and reducing asymmetries within the framework of the strengthening of the sovereignty and independence of the States*. Behind all this stands the overall objective to help the people of our region to attain their full development in all dimensions.

As it is well known, infrastructure in general and, in our particular case, the one associated with transportation and logistics, energy, and communications is an indispensable platform to provide the population with basic services and to make production, trade, and industrial activities possible in the national, intra-regional and extra-regional markets.

Infrastructure in South America is both deficient and below standard, and except for some rare cases, the physical integration of the countries' infrastructure is limited or not sufficiently tapped. Furthermore, the countries' infrastructure and related services are usually seen as competitive rather than complementary to one another, thus hindering the possibility of reaping more benefits from the resources available and from a greater balance in the development of comparative advantages for the good of the entire region. This imposes a severe limitation or handicap to the attainment of the sustainable socioeconomic development of our peoples.

Bearing this reality in mind, the twelve countries that are members of COSIPLAN decided to approve and carry out the Strategic Action Plan (PAE) 2012-2022, recognizing the progress made in the last decade within the framework of IIRSA and adopting this initiative as its Technical Forum. Thus, the COSIPLAN Project Portfolio, with its nearly 600 projects, became validated, defining in turn the Integration Priority Project Agenda (API) —a subset of 31 structured proj-

ects (made up of 103 individual projects) that help strengthen the connectivity networks in the nine Integration and Development Hubs in which the South American territory is organized.

The Strategic Action Plan has defined objectives for a ten-year horizon, which are sought to be achieved through a series of actions included in the Annual Work Plans.

During 2015, continuing the efforts of the last four years with a renewed spirit, we have managed to move on towards the objectives pursued, through the actions previously defined and the activities provided for in the annual work plan, the progress of which is described in this report. The Portfolio update, the API projects review, and their respective follow-up; the methodologies developed and their application to specific cases; improved planning, monitoring and management tools; an approach from different sectoral processes, as deemed necessary for an adequate infrastructure operation or use; the training in and discussion of specific topics through Working Groups and Executive Technical Groups —all this forms part of the tasks fulfilled throughout this year.

COSIPLAN is the forum where the countries hold discussions and reach agreements to plan infrastructure works that will provide them with greater connectivity and will lay the basis required for the region to enjoy wider and better socioeconomic benefits. All of us who form part of COSIPLAN are convinced of how important it is to have this tool available to us and that we are firmly committed to working staunchly in the pursuit of our objectives; in fact, that new opportunities will open up for the development, inclusion and well-being of our peoples clearly depends on succeeding in the attainment of our objectives. Therefore, I wish to quote Artigas in my firm conviction that our best destiny as South American citizens is to build our One Homeland, just as he dreamt and we continue dreaming, redoubling our efforts and commitment since *"the peoples of South America are closely linked by bonds of nature and shared interests."*

Pablo Genta, Engineer
National Director of Planning and Logistics
Ministry of Transport and Public Works of Uruguay
Presidency Pro Tempore 2014-2016 COSIPLAN-UNASUR

Executive Summary

The **South American Infrastructure and Planning Council** (COSIPLAN) is one of the twelve Ministerial and Sectoral Councils of the **Union of South American Nations** (UNASUR). It was created within the framework of the Third Meeting of the Council of UNASUR Heads of State and Government on January 28, 2009, in the city of Quito, Ecuador.

COSIPLAN is the **forum where political and strategic discussions are held with a view to planning and implementing the integration of South American infrastructure,** in the context of a commitment to social, economic and environmental development. It is made up of the twelve countries of the South American continent: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, Peru, Suriname, Uruguay and Venezuela.

The Ministers of Infrastructure and Planning of each South American country are the members of the Council, which is presided over by the country holding the Presidency Pro Tempore of UNASUR. In the period from December 2014 to April 2016, Uruguay is in charge of the Presidency Pro Tempore through its Ministry of Transport and Public Works. The Council meets once a year with the purpose of analyzing the results of the activities carried out and approving the Work Plan for the following year.

According to its Statutes, the Council is supported by the following bodies:

COORDINATING COMMITTEE

It is made up of ministerial delegates and presided over by a delegate from the country holding the Presidency Pro Tempore. This is the executive body of the Council and meets at least twice a year.

COSIPLAN WORKING GROUPS (WGs)

At present, these Groups, created as appropriate in specific areas of competence, are four: (i) the Working Group on Rail Integration; (ii) the Working Group on Telecommunications; (iii) the Working Group on Financing Mechanisms and Guarantees; and (iv) the Working Group on the COSIPLAN Geographic Information System and Website.

IIRSA TECHNICAL FORUM

In 2011, IIRSA was incorporated into the Council as its Technical Forum to provide support on the planning of regional connectivity infrastructure.

With a focus on the territory, the objectives of COSIPLAN are to enhance the competitiveness of the economies of the region, to contribute to reducing regional disparities and social inequality, and to improve life expectancy and quality of life in every country and in the region as a whole.

Its **Strategic Action Plan (PAE) for the 2012-2022 period** is based on the UNASUR Constitutive Treaty and the COSIPLAN Statutes and Regulations, and recognizes the results in regional infrastructure integration attained by IIRSA. For every specific objective of COSIPLAN, the PAE institutes a series of actions, considering that it will be subject to review five years after its launch. Such actions are carried out through the annual Work Plans as approved by the COSIPLAN Ministers.

The technical work undertaken by COSIPLAN builds on the concepts of Integration and Development Hubs, Territorial Planning Methodologies, and Sectoral Integration Processes.

The UNASUR Constitutive Treaty and South American integration and union draw on principles such as citizen participation and pluralism, the reduction of asymmetries, and harmony with nature for a sustainable development. **COSIPLAN promotes citizen participation by means of the establishment of effective channels for communication, consultation and discussion between its different bodies.**

These actions signal the commitment of COSIPLAN to incorporate environmental and social issues into the South American connectivity planning process.

Activities in 2015

COORDINATING COMMITTEE

In addition to performing its roles and responsibilities, monitoring compliance with the Work Plan, the COSIPLAN Coordinating Committee focused particularly on the following activities:

1 - Integration Priority Project Agenda (API): The countries conducted a review of the status of the API projects in two stages. The results of the first stage were presented at the meetings of IIRSA National Coordinators and the COSIPLAN Coordinating Committee held on August 19 and 20 in Montevideo, while the results of the second stage will be presented during the XIII Meeting of the Coordinating Committee (Montevideo, December 2). The decisions made at this meeting will be submitted to the VI Ordinary Meeting of the COSIPLAN Ministers (December 3, Montevideo) for consideration and approval.

2 - Seminar on Infrastructure Projects and Social Value Chains: This Seminar was held on October 29 and 30 at the UNASUR Headquarters at the initiative of the UNASUR General Secretariat. The purpose was to provide a multisectoral forum for reflection on how infrastructure projects can contribute to productive development, particularly those projects with positive social externalities and a potential for regional integration, and at the same time to gather input for conceptualizing social value chains to design public policies at UNASUR and in each of its Member States.

3 - Participation of Civil Society Organizations: The objective of these interventions is to serve as a forum for debate and exchange so that the organizations can put forward their goals and proposals concerning the integration of regional infrastructure. Some of the participating organizations were the Uruguayan Federation of Road Workers (FUTRAVI), the Confederation of South American Road Workers, and the Regional Coalition for Transparency and Participation.

4 - Coordination of the 2015 Activities: The Coordinating Committee monitored and provided guidance concerning all the activities scheduled for 2015, which included 29 technical and coordination meetings and workshops.

WORKING GROUPS

WORKING GROUP ON RAIL INTEGRATION

Work continued on the drafting of the Terms of Reference for hiring consultancy services with the purpose of securing technical elements for the development of a strategy to facilitate rail integration in South America. The possibility of conducting the relevant study has been submitted for consideration by the evaluation group of the UNASUR General Secretariat to obtain the necessary resources from the Common Initiatives Fund (FIC).

Furthermore, a meeting of the Subgroup on the Paranaguá-Antofagasta Bioceanic Rail Corridor and a meeting of the Subgroup on the Central Bioceanic Rail Corridor were held with the objective of exchanging information about the work in progress and agreeing upon the next steps.

WORKING GROUP ON FINANCING MECHANISMS AND GUARANTEES

Contacts were started with the Economy and Finance Council (CEF), particularly with its Working Group on Financial Integration, to coordinate the approach to the financing of the prioritized projects. As a result, it was decided to arrange a meeting between the COSIPLAN Working Group on Financing Mechanisms and Guarantees and the CEF Working Group on Financial Integration for the first quarter of 2016.

WORKING GROUP ON TELECOMMUNICATIONS

On August 20, 2015, an international public tender for the feasibility studies was launched. A meeting of the Working Group on the Application of the CAF-UNASUR Agreement (made up of the countries' focal points) is scheduled for November 30, 2015, to define the recommendation for awarding the contract to the company that has provided the most appropriate tender; such recommendation will be submitted to the COSIPLAN Coordinating Committee on December 2 for its consideration. Thus, the feasibility studies on the implementation of the network, which will extend over 13 months, are expected to commence in January 2016.

WORKING GROUP ON THE COSIPLAN GEOGRAPHIC INFORMATION SYSTEM (GIS) AND WEBSITE

The Second Phase of the Work Plan for the development and implementation of the COSIPLAN GIS, which comprises the integration, edition and publication of georeferenced information, was launched. The year also saw the beginning of the application of the assistance from the UNASUR Common Initiatives Fund (FIC) on the basis of a participatory methodology that included individual work by the countries as well as group work through videoconferences, in addition to three face-to-face workshops.

The output from this work was as follows: (i) a set of 21 initial thematic layers, which are the core of the COSIPLAN GIS; their main contribution is the possibility of using them more intensively by integrating them with other datasets and applying spatial analysis processes to them; (ii) a Content Management System, which will provide access to spatial information; during the first stage of development of the GIS, information will be supplied in SHAPEFILE format and each of the 21 thematic layers will be in a compressed format; (iii) metadata, available in PDF format; and (iv) the complete documentation of the COSIPLAN GIS: a Feature Catalogue, a Data Dictionary, Topological Rules, a Metadata Profile, System Documents, and an Operation and User's Guide.

IIRSA TECHNICAL FORUM

1 - COSIPLAN Projects

- **a) COSIPLAN Project Portfolio**
  At present, the COSIPLAN Project Portfolio includes 593 integration projects amounting to an investment estimated at US$182,436 million, distributed over the whole South American territory and organized into 48 Project Groups and nine Integration and Development Hubs.
  For the first time, the countries participated in virtual meetings of the Executive Technical Groups to Update the Projects in the COSIPLAN Portfolio and API. A meeting was held for each Integration and Development Hub via videoconference. As a result of these activities, the countries updated the COSIPLAN Project Information System. As of the date of this report, 71.5% of the projects (424 of 593) are updated as of 2015.
  Regarding changes in the projects between 2014 and 2015, the increase in number is mainly linked to the inclusion of projects in Groups 1 and 2 of the Southern Hub, which broadened its area of influence. Furthermore, the 11% increase in the Portfolio estimated investment is almost fully explained by the inclusion of one project in the Andean Hub: Ecuador's Electric Freight Train, currently at the profiling stage and amounting to an investment estimated at US$17.8 billion.

- **b) Integration Priority Project Agenda**
  At present, API includes 31 structured projects made up of 103 individual projects, amounting to an estimated investment of US$21,135 million.
  As in the case of the COSIPLAN Project Portfolio, virtual meetings of the Executive Technical Groups to Update the Projects in API were held for the first time. As of the date of this report, 85% of the API projects (88 of 103) are updated as of 2015 in the COSIPLAN Project Information System.
  In addition, the countries conducted a review of the status of the API projects, including both the structured and the individual ones, with the purpose of identifying problems or difficulties obstructing their progress or completion.
  As for the changes in API between 2014 and 2015, the number of individual projects rose from 100 to 103 because two projects were added to the Andean Hub and one to the Amazon Hub. API total estimated investment amount decreased from US$21,173 million in 2014 to US$21,136 million in 2015.

2 - Planning Methodology

- **a) Integration Territorial Programs (PTIs)**
  The implementation of the work plan agreed upon by Argentina's and Chile's National Coordinators for the design of a PTI for the Agua Negra Binational Tunnel project continued. In the first quarter of the year, the Second Binational Workshop was held (La Serena, March 18 and 19), at which the results of the Integrated Diagnostic Study were presented, the Strategic Axes were identified, the participation activities were scheduled, and the first actions to be included in the PTI were defined.
  Based on the identification of such Axes, the Strategic Analysis activities began, the purpose of which was to examine in advance the opportunities and limitations posed by the construction of the Tunnel in the territory. As part of this work, regional workshops and focal group meetings were organized, as a result of which it was possible to identify plans, programs and projects to include in the PTI.
  Finally, the PTI Action Plan was developed, containing the PTI plans, programs and projects, organized by Strategic Axes and Crosscutting Factors, to be implemented during the first phase. The closing activity of this work was the Final Binational Workshop (Buenos Aires, November 18 and 19), the purpose of which was to complete the PTI and its Action Plan and to define the next steps towards their implementation and monitoring.

- **b) Methodology to Incorporate Disaster Risk Management into Regional Integration Infrastructure Projects**
  On January 19, 2015, a first technical workshop was held in Santiago de Chile with the purpose of presenting and reaching a common understanding as to the scope, methodology and results of the pilot application of this methodology to Project Group 5 of the Central Interoceanic Hub. A Regional Follow-up Group, made up of Chilean and Peruvian focal groups and IDB representatives, was created at the workshop to provide support to this pilot initiative.
  Work was conducted in two phases: (i) identification of integration infrastructure in the exposed area, and (ii) disaster risk analysis. As a result, two infrastructure projects per country were selected: Chile's Arica Airport and Arica Port, and Peru's Tacna Airport and Matarani Port. Since October 2015, a consortium made up of consulting firms Evaluación de Riesgos Naturales (ERN – Mexico) and Ruben Boroschek (RBA – Chile) is conducting a probabilistic risk assessment to evaluate current vulnerability to seismic and tsunami hazards and to identify possible risk reduction measures associated with such infrastructure. This study is expected to be completed in February 2016.
  At the same time, alternative ways to move forward with a basic systemic analysis to be applied to different project groups are being explored.

3 - Sectoral Integration Processes

- **a) Freight Transport and Logistics**
  The Training Program in the Making and Management of Freight Transport and Logistics Policies was developed and implemented with the support of the Inter-American Development Bank (IDB). COSIPLAN had an active participation in the design of this program, which was led by Peru's National Coordination, held by the Peruvian Ministry of Transport and Communications.

  The purpose of the program is to train officials from the different public sector agencies of the UNASUR Member States concerned with public policies, plans, programs and projects in the area of freight logistics. In this virtual course, delivered using a telematic platform, a small group of participants (40) start and complete their training at the same time. As of the date of this report, 42 officials from Argentina, Bolivia, Brazil, Colombia, Chile, Ecuador, Paraguay, Peru and Uruguay are participating in the program with a high degree of commitment and excellent results.

- **b) Integration through Ports and Waterways**
  On October 14 and 15, a Workshop on South American Integration through Ports and Waterways was held in the city of Brasilia, Brazil, at which the potential of waterways was stressed, as they were regarded as part of a logistics system considered jointly with other transportation modes, and the importance of working on different aspects to promote social and economic development was highlighted.

  As a result of the event, it was agreed to work on the API projects that fall in the river sector: (i) API 3: Northeastern Access to the Amazon River (Brazil, Colombia, Ecuador and Peru); (ii) API 17: Improvement of the Navigation Conditions on the Rivers of the Plata Basin (Argentina, Bolivia, Brazil, Paraguay and Uruguay); and (iii) API 27: Multimodal Transportation in the Laguna Merín and Lagoa Dos Patos System (Brazil and Uruguay).

- **c) Air Integration**
  The Case Studies on Air Cargo Terminals in Airports of the UNASUR Member States, which analyzed air freight trends internationally and in such countries, were completed. Furthermore, at the initiative of Guyana, the IDB provided support to a study on air connectivity in the Guianese Shield Hub, which involves Brazil, Guyana, Suriname and Venezuela. The purpose is to explore the main causes of the restrictions to air connectivity between the countries of the Hub and the other South American countries. As of the date of this report, a virtual meeting of the Executive Technical Group on Air Integration is scheduled to be held on November 17 with the primary aim of analyzing the progress of such study in order to include the countries' comments in its final version.

- **d) Border Integration and Facilitation**
  This topic was addressed at the XXVI and XXVII Meetings of National Coordinators. The purpose was to begin outlining some lines of action to include cross-border integration in the indicative territorial planning process, by identifying and promoting plans, programs and projects that would contribute to the sustainable development of the border territories shared by the UNASUR countries and facilitate the integration of these territories. As of the date of this report, a meeting of the Executive Technical Group on Border Integration and Facilitation is scheduled to be held on November 12 in Buenos Aires.

- **e) Trade Integration through Postal Services**
  Several activities were carried out to enhance inter-institutional synergies at the national and regional levels, strengthen horizontal cooperation among the countries of the region, measure more precisely the impact of the project, and focus the creation of solutions on the needs of the final beneficiaries.

  Some of these activities include the following: (i) the definition of a group of indicators to measure the impact of the project; (ii) the creation of the "MIPyME Exporta Fácil" (Easy Exports for MSMEs) community within the IDB ConnectAmericas portal; (iii) a pre-diagnostic visit to Paraguay to analyze the conditions for the development of a service for the simplification of imports and exports using the logistics platform of the postal operator; (iv) the preparation of material for disseminating Exporta Fácil at the regional level, which will include a simulation tool and successful cases in the region; (v) the development of a Connectivity Pilot Project between Brazil and Peru with the aim of connecting both countries' systems facilitating imports and exports for a group of MSMEs; and (vi) a GTE meeting held in Lima in September, which provided an opportunity to review the developments and share best practices and included, for the first time, the participation of some final users of the Exporta Fácil system.

COMMUNICATION AND DISSEMINATION ACTIVITIES

1) IIRSA Website – www.iirsa.org
Between January and November 2015, IIRSA website received more than 54,000 visits, a 29% increase vis-à-vis 2014. The section on Integration and Development Hubs was redesigned and its content updated. As for the display of the information in this section, a more user-friendly browsing experience was provided in a modern environment linked to georeferencing tools. Two information blocks were incorporated to the contents: (i) online links to the COSIPLAN Project Information System to display the projects included in the portfolio of each Hub, and (ii) socio-economic and environmental information on the Hubs, based on the characterization and update work conducted for each of them between 2013 and 2015.

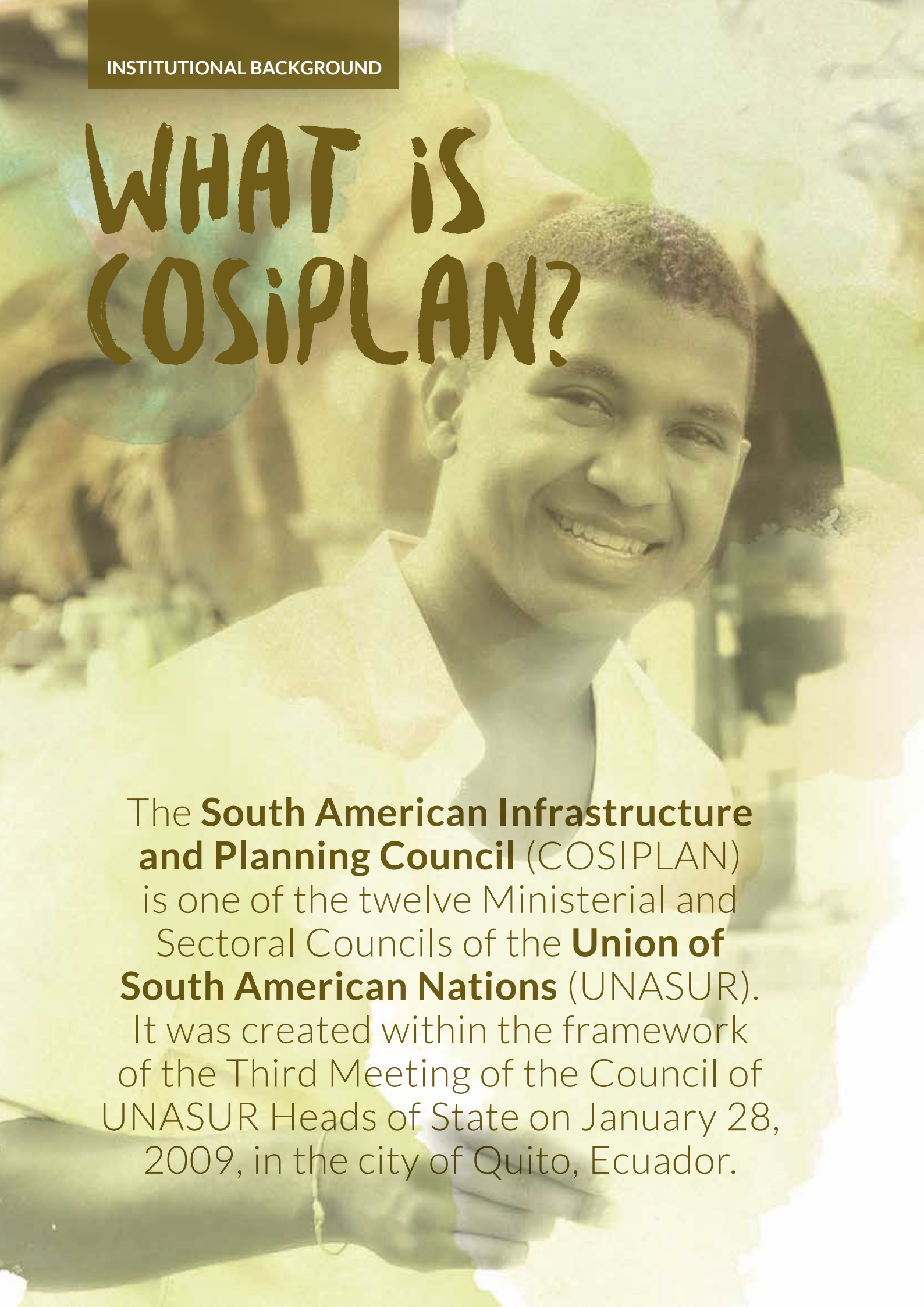
2) Project Information System – www.iirsa.org/proyectos
Between January and November 2015, the Project Information System (PIS) received 43,451 visits, 86% of them from Latin America, with an average of 141 visits per day. The functional improvements to the PIS, as scheduled in 2014, were completed, and a comprehensive revision of the tool was performed. The new version of the PIS went online in the second half of the year.

3) Publications
Three documents were published: (i) COSIPLAN Project Portfolio Report 2015, (ii) API Progress Report 2015, and (iii) COSIPLAN Activity Report 2015. Furthermore, two types of dissemination material were produced: (i) COSIPLAN Portfolio and API Files by Hub and Country, and (ii) Brochure of the COSIPLAN Activity Report 2015.

4) Technical Documents
Eight technical documents were drafted: (i) COSIPLAN Georeferenced Information System, (ii) Agua Negra Binational Tunnel Integration Territorial Program; (iii) Case Studies on Air Cargo Terminals in Airports of the UNASUR Member States; (iv) A Study on Air Connectivity in the Guianese Shield Hub; (v) Socioeconomic and Environmental Characterization of the Central Interoceanic, Peru-Brazil-Bolivia, Southern, and Guianese Shield Hubs.

5) Dissemination Videos
Two audiovisual works were shot: (i) COSIPLAN Institutional Video, and (ii) Ecuador-Peru Connectivity Video.

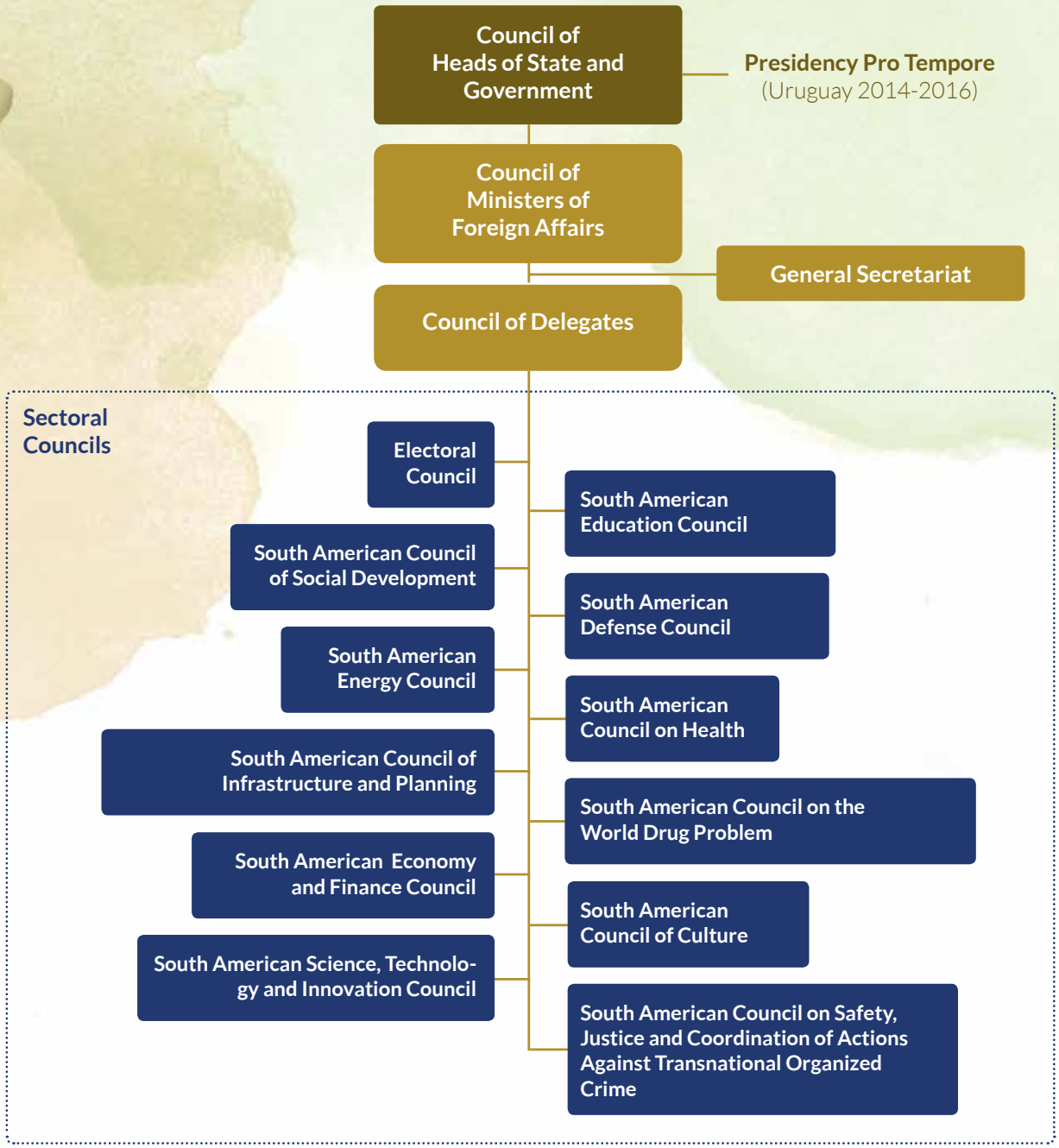
WHAT IS COSIPLAN?



The **South American Infrastructure and Planning Council** (COSIPLAN) is one of the twelve Ministerial and Sectoral Councils of the **Union of South American Nations** (UNASUR). It was created within the framework of the Third Meeting of the Council of UNASUR Heads of State on January 28, 2009, in the city of Quito, Ecuador.

COSIPLAN is the forum where political and strategic discussions are held with a view to implementing the integration of South American infrastructure, in the context of a commitment to social, economic and environmental development.

It is made up of the twelve independent countries of the South American continent: **Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, Peru, Suriname, Uruguay and Venezuela.**



The COSIPLAN Statutes and Regulations were approved by the COSIPLAN Ministers at their First Ordinary Meeting (Buenos Aires, December 2009) and later on ratified at the Fourth Meeting of the UNASUR Council of Heads of State (Georgetown, November 2010). These instruments guide the work undertaken by the Council as they define its principles and objectives and provide it with a structure capable of implementing the actions entrusted to it by the Presidents, including IIRSA as its Technical Forum on Infrastructure.

COSIPLAN is governed by the principles of integration and complementarity of the regional infrastructure policies, programs and projects encouraging territorial balance and cohesion as well as sustainable development in harmony with nature

What is the **background** to its creation?

South American physical integration has always been a necessity, and discussions over how to create a more effective process to overcome the logistics and physical integration infrastructure obstacles in the region can be traced as far back as more than a decade ago.

The First Summit Meeting of South American Presidents, held in Brasilia (Brazil) in 2000, was a landmark event that launched a multi-layered process of integration and cooperation involving the twelve independent South American countries: **Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, Peru, Suriname, Uruguay and Venezuela.**

This historic event reaffirmed the spirit of understanding and harmony that characterizes relations among South American countries, born of the conviction that geographic proximity and shared values demand a common agenda of specific opportunities and challenges, in addition to their discussion in other regional and international forums. It has also imparted a major impulse to the organization of our shared experience in a common South American setting and has demonstrated the continued support for the shaping up of South America as a unique environment of democracy, peace, mutual cooperation, integration, and shared economic and social development.

Towards the physical integration of South America

The distinctive feature of this process has been infrastructure planning in the transportation, energy and communications sectors with a regional perspective.

	2000	2002	2003	2004	2005	2006
South American Infrastructure Regional **Planning**	IIRSA Action Plan: Integration and Development Hubs and Sectoral Integration Processes (PSIs)	Creation of IIRSA National Coordinations	Application of the Indicative Territorial Planning Methodology	Structuring of the Integration Infrastructure Project Portfolio	Definition of the Strategic Objectives for 2006-2010	Identification of new territorial planning methodologies
Physical **Integration** on the South American Presidents' Agenda	Creation of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA), concerned with Communications, Energy, and Transport Infrastructure			Approval of the Implementation Agenda based on Consensus (AIC) 2005-2010		
The Process of Construction of the South American Institutional Framework	**I Summit of South American Presidents** (Brasilia)	**II Summit of South American Presidents** (Guayaquil)		**III Summit of South American Presidents** (Cusco)	**I Summit of the Heads of State of the South American Community of Nations** (Brasilia)	**II Summit of the Heads of State of the South American Community of Nations** (Cochabamba)
	2000	2002	2003	2004	2005	2006

A concrete outcome of this vision was the creation of the **Initiative for the Integration of the Regional Infrastructure of South America** (IIRSA), which "seeks to encourage the integration and modernization of physical infrastructure under a regional vision of the South American space." [1]

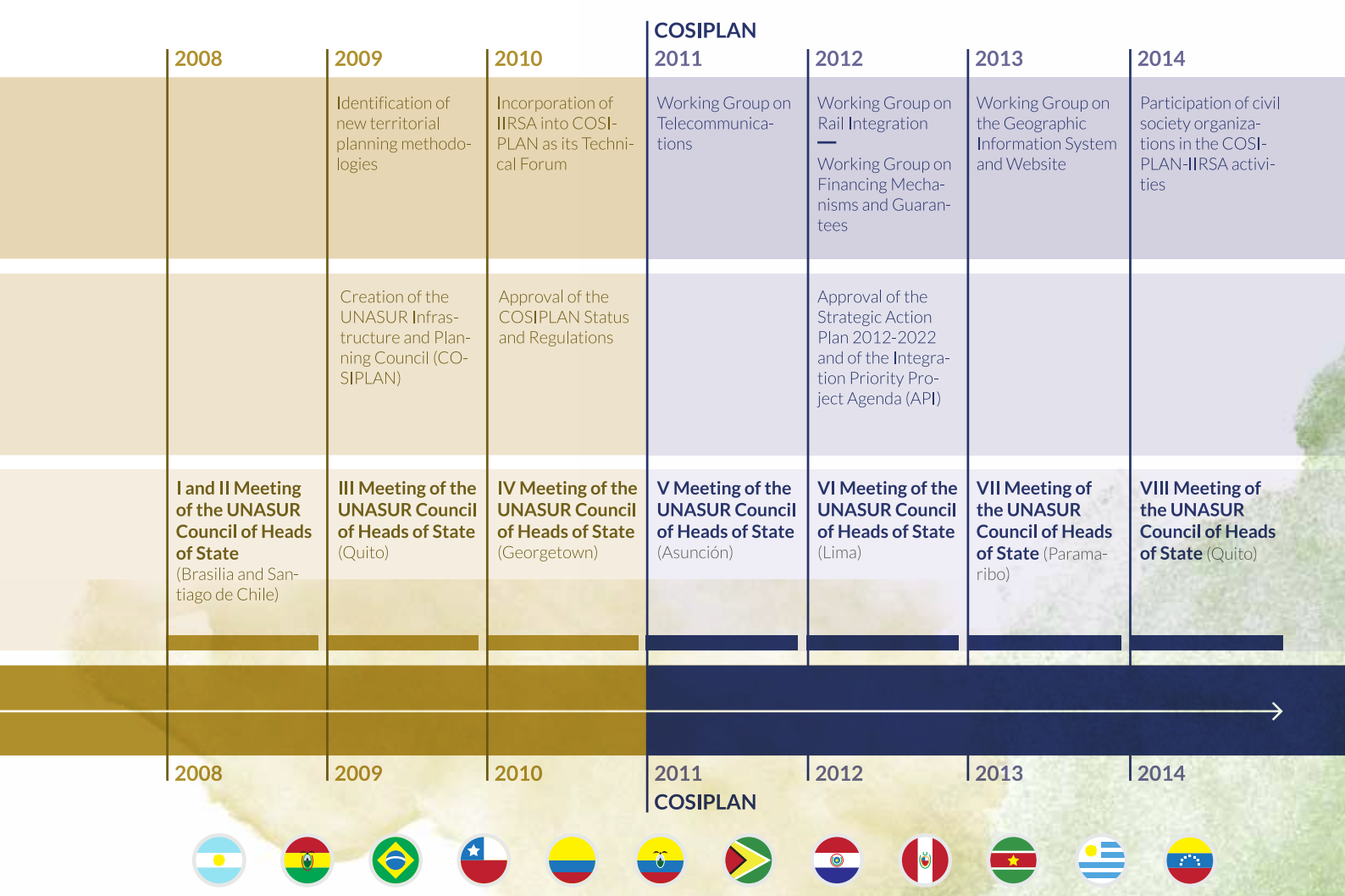
Since then, thirteen presidential summits have been held, in the course of which the **Union of South American Nations** (UNASUR). began to take shape. The meetings of presidents increasingly gained formalization, culminating with the approval of the Constitutive Treaty of UNASUR on May 23, 2008, in the city of Brasilia.

UNASUR was created as a forum for high-level political dialogue and coordination among the twelve countries of the region, and one of its priorities is the development of infrastructure to interconnect South America.

Within this institutional framework, a number of sectoral councils at ministerial level were created to work on different areas, one of which is the **South American Infrastructure and Planning Council** (COSIPLAN), which was created on January 28, 2009, at the Third Meeting of the Council of UNASUR Heads of State.

IIRSA was incorporated into the Council as its Technical Forum to provide support on the planning of regional connectivity infrastructure.

With a focus on the territory, the objectives of COSIPLAN are to enhance the competitiveness and complementariness of the economies of the region, to contribute to reducing regional disparities and social inequality, and to improve life expectancy and quality of life in every country and in the region as a whole.



1 - Brasilia Communiqué, 2000.

What are its main **objectives**?

The general and specific objectives of COSIPLAN are closely linked to infrastructure-related goals laid down in Article 3, paragraphs d, e and m, of the UNASUR Constitutive Treaty.

SPECIFIC OBJECTIVES OF UNASUR RELATING TO INFRASTRUCTURE

D Energy integration for the integrated, sustainable use of the region's resources, in a spirit of solidarity.

E The development of infrastructure for the interconnection of the region and among our peoples, based on sustainable criteria of social and economic development.

M Industrial and productive integration, focusing especially on small- and medium-sized enterprises, cooperatives, networks and other forms of productive organization.

The COSIPLAN Statutes establish the following general and specific objectives, and for every specific objective, COSIPLAN institutes a series of actions. [1]

COSIPLAN GENERAL OBJECTIVES

1. Develop infrastructure for the integration of the region, recognizing and ensuring the continuity of the achievements and progress made by IIRSA by incorporating them into its framework.Foster regional
2. cooperation in planning and infrastructure through strategic alliances among the UNASUR Member States.
3. Promote the compatibility of the regulatory frameworks in place in the UNASUR Member States governing regional infrastructure development and operation.
4. Identify and encourage the execution of integration priority projects, and evaluate alternatives for financing them.

COSIPLAN SPECIFIC OBJECTIVES

1. Promote regional connectivity by building infrastructure networks for physical integration purposes, considering sustainable social and economic development criteria, and preserving the environment and the balance of ecosystems.
2. Enhance the capacity and potential of local and regional populations through the development of infrastructure, with the aim of improving their quality of life and life expectancy.
3. Design regional planning strategies for the development of infrastructure.
4. Consolidate the Project Portfolio of the Initiative for the Integration of Regional Infrastructure in South America.
5. Encourage the intensive use of information and communications technologies with a view to overcoming geographical and operational barriers in the region.
6. Stimulate the application of methodologies and the development of sectoral processes and complementary actions in order to facilitate the design, execution and operation of physical integration projects.

1 - See PAE

What is the **Strategic Action Plan**?

In order to attain the objectives pursued and overcome the obstacles encountered, COSIPLAN designed its first **Strategic Action Plan** (PAE) for the 2012-2022 period in fulfillment of the Declaration of the South American Presidents at the Sixth Ordinary Meeting of the Council of UNASUR Heads of State and Government.

The PAE 2012-2022 was developed on the basis of the UNASUR Constitutive Treaty and the COSIPLAN Statutes and Regulations. Thus, COSIPLAN aims at implementing methodologies and tools to carry out and complete projects, incorporate social participation mechanisms, address the financing of projects with a high socioeconomic impact on the region, improve monitoring and assessment tools, and make headway with the harmonization of the regulatory and institutional frameworks.

The PAE 2012-2022 is the result of a process of discussion and consensuses reached by COSIPLAN during 2011. It was approved by the Ministers at the Second Ordinary Meeting of COSIPLAN (Brasilia, November 2011), and ratified by the Presidents at the Sixth Meeting of the UNASUR Heads of State and Government (Lima, November 2012).

THE HIGHLIGHTS OF THE PAE ARE THE FOLLOWING:

UNASUR

It is based on the UNASUR Constitutive Treaty and the COSIPLAN Statutes and Regulations.

IIRSA

It recognizes the results attained by IIRSA in regional infrastructure integration.

COSIPLAN

For every specific objective of COSIPLAN, it institutes a series of actions considering that the PAE will be subject to review five years after its launch.

ANNUAL WORK PLANS

The actions included in the PAE **are executed through the annual Work Plans,** which are approved by the COSIPLAN Ministers.

What does the **strategic action plan** consist in?

Major actions of the PAE

OBJECTIVES	ACTION
1 Promote regional connectivity by building infrastructure networks for physical integration purposes, considering sustainable social and economic development criteria, and preserving the environment and the balance of ecosystems.	**1.1** Stimulate the application of methodologies and the development of sectoral processes and complementary actions in order to facilitate the design, execution and operation of physical integration projects. **1.2** Conduct a diagnostic study of infrastructure networks in South America.
2 Enhance the capacity and potential of local and regional populations through the development of infrastructure, with a view to improving the quality of life and life expectancy.	**2.1** Prepare and apply a methodology to enable a more effective evaluation of the quality of life and life expectancy of populations deriving from the implementation of infrastructure projects and recommend future actions. **2.2** Develop specific programs based on the applied methodology adopted in action 2.1. **2.3** Establish bodies to foster social participation and the active contribution of the communities involved in COSIPLAN activities, based on the guidelines established by UNASUR in conformity with the Constitutive Treaty.
3 Design regional planning strategies for the development of infrastructure.	**3.1** Develop a methodology to create Integration Territorial Programs (PTIs) to complement the Integration Priority Project Agenda (API). **3.2** Create Territorial Integration Programs (PTIs) to supplement the Integration Priority Project Agenda.
4 Consolidate the Project Portfolio for the Integration of Regional Infrastructure in South America.	**4.1** Keep the Project Portfolio Database up to date to disseminate its services. **4.2** Update the COSIPLAN Infrastructure Project Portfolio.
5 Encourage the intensive use of information and communications technologies with a view to overcoming geographical and operational barriers in the region.	**5.1** Create a COSIPLAN website. **5.2** Provide COSIPLAN with a georeferencing tool to guide Territorial Planning in South America. **5.3** Encourage projects that promote the regional integration of South America through the use of Information and Communications Techonologies (ICTs).

OBJECTIVES	ACTION	
6 Stimulate the application of methodologies and the development of sectoral processes and complementary actions in order to facilitate the design, execution and operation of physical integration projects.	**6.1** Improve, disseminate, and implement Territorial Planning methodologies and tools.	**6.1.1** Application of the Strategic Environmental and Social Evaluation (EASE) Methodology.
		6.1.2 Revision and application of the Production Integration and Logistics (IPrLg) Methodology.
		6.1.3 Cartographic agenda.
		6.1.4 Dissemination of successful projects associated with road safety, hazardous cargo, road maintenance, and the use of ICTs.
		6.1.5 Infrastructure Disaster Management.
	6.2 Develop Sectoral Processes.	**6.2.1** Promote Sectoral regulatory convergence to regulate the development and operation of the regional infrastructure
		6.2.2 Facilitation and modernization of border crossings.
		6.2.3 Develop the postal modality to support the export and import operations of micro and small enterprises.
		6.2.4 Air Integration.
		6.2.5 Integration of South American Telecommunications Networks.

How is **COSIPLAN** organized?

UNASUR COSIPLAN

Made up of Infrastructure and Planning Ministers. Presided over by the country holding the Presidency Pro Tempore of UNASUR. It meets once a year.

COORDINATING COMMITTEE

Made up of ministerial delegates. Presided over by a delegate from the country holding the Presidency Pro Tempore. This is the executive body of the Council and meets at least twice a year.

WORKING GROUPS

Groups created as appropriate in specific areas of competence of COSIPLAN. At present there are four groups.

IIRSA TECHNICAL FORUM

It deals with topics related to the South American physical integration planning.

WORKING GROUP ON TELECOMMUNICATIONS

Coordinated by the Republic of Paraguay

WORKING GROUP ON THE COSIPLAN GEOGRAPHIC INFORMATION SYSTEM (GIS) AND WEBSITE

Coordinated by the Republic of Argentina

WORKING GROUP ON RAIL INTEGRATION

Coordinated by the Eastern Republic of Uruguay

WORKING GROUP ON FINANCING MECHANISMS AND GUARANTEES

Coordinated by the Federal Republic of Brazil

NATIONAL COORDINATIONS

Focal point of each country at IIRSA Forum. Responsible for leading the execution of the COSIPLAN-IIRSA Plan. Their meetings take place at least twice a year.

EXECUTIVE TECHNICAL GROUPS (GTEs)

Made up of officials and experts from the countries. Responsible for the technical work related to the COSIPLAN projects, Planning Methodologies, and Sectoral Processes.

TECHNICAL COORDINATION COMMITTEE (CCT)

Made up of IDB, CAF and FONPLATA. It provides technical and financial support to the COSIPLAN-IIRSA Work Plan.

CCT SECRETARIAT

Based in the Institute for the Integration of Latin America and the Caribbean (IDB-INTAL). It coordinates the CCT support to the COSIPLAN-IIRSA Work Plan.

IDB CAF DEVELOPMENT BANK OF LATIN AMERICA FONPLATA INTAL

How does **COSIPLAN** work?

The Council meets once a year with the purpose of **analyzing the results of the activities carried out and approving the Work Plan** for the following year. Since its creation, six Ordinary Meetings of COSIPLAN Ministers have been held:

I Ordinary Meeting of COSIPLAN Ministers

- The COSIPLAN Statutes and Regulations were approved.
- IIRSA was established as the Council's Technical Forum for topics related to the planning of South American regional infrastructure.
- The Coordinating Committee was commissioned with the task of drafting the COSIPLAN Action Plan.
- The Action Plan for 2011 was approved.

Quito, Ecuador
June 18, 2010

2010

II Ordinary Meeting of COSIPLAN Ministers

- The Integration Priority Project Agenda (API) was approved.
- The Strategic Action Plan (PAE) 2012-2022 was approved.
- Three Working Groups were created: a) Financing Mechanisms and Guarantees,

b) Telecommunications, and c) Rail Integration.

- The Work Plan for 2012 was approved.

Brasilia, Brazil
November 30, 2011

2011

III Ordinary Meeting of COSIPLAN Ministers

- It was agreed to boost the South American countries' interconnection by installing a Fiber Optic Network to improve communications and reduce the associated costs.
- The Work Plan for 2013 was approved.

Lima, Peru
November 16, 2012

2012

As laid down in article 7 of the COSIPLAN Statutes, the COSIPLAN Presidency shall be held by the same country holding the UNASUR Presidency Pro Tempore, except that, upon a proposal of the latter, the Council decides to designate another country by consensus. The Presidency shall be supported by a Vice-Presidency to be held by the country that has previously held the Presidency.

PERIOD	COSIPLAN PRESIDENCY
2014 - 2016	Eastern Republic of Uruguay
2013 - 2014	Republic of Chile
2012 - 2013	Republic of Peru
2012	Republic of Paraguay
2011	Federal Republic of Brazil

IV Ordinary Meeting of COSIPLAN Ministers

- The Working Group on COSIPLAN Geographic Information System (GIS) and Website was created.
- The Republics of Argentina and Chile were commissioned with the coordination related to Border Integration and Facilitation.
- The Work Plan for 2014 was approved.

Santiago, Chile
November 29, 2013

2013

V Ordinary Meeting of COSIPLAN Ministers

- An agreement to develop the "South American Connectivity Network for Integration" project was approved.
- It was agreed to make headway with designing a strategy to facilitate South American rail integration.
- The Work Plan for 2015 was approved.

Montevideo, Uruguay
December 4, 2014

2014

VI Ordinary Meeting of COSIPLAN Ministers

- The progress made in the COSIPLAN activities undertaken in 2015 was assessed.
- The Work Plan for 2016 was drafted.

Montevideo, Uruguay
December 3, 2015

2015

What are the **main concepts** on which the COSIPLAN work is based?

1

The Integration and Development Hubs

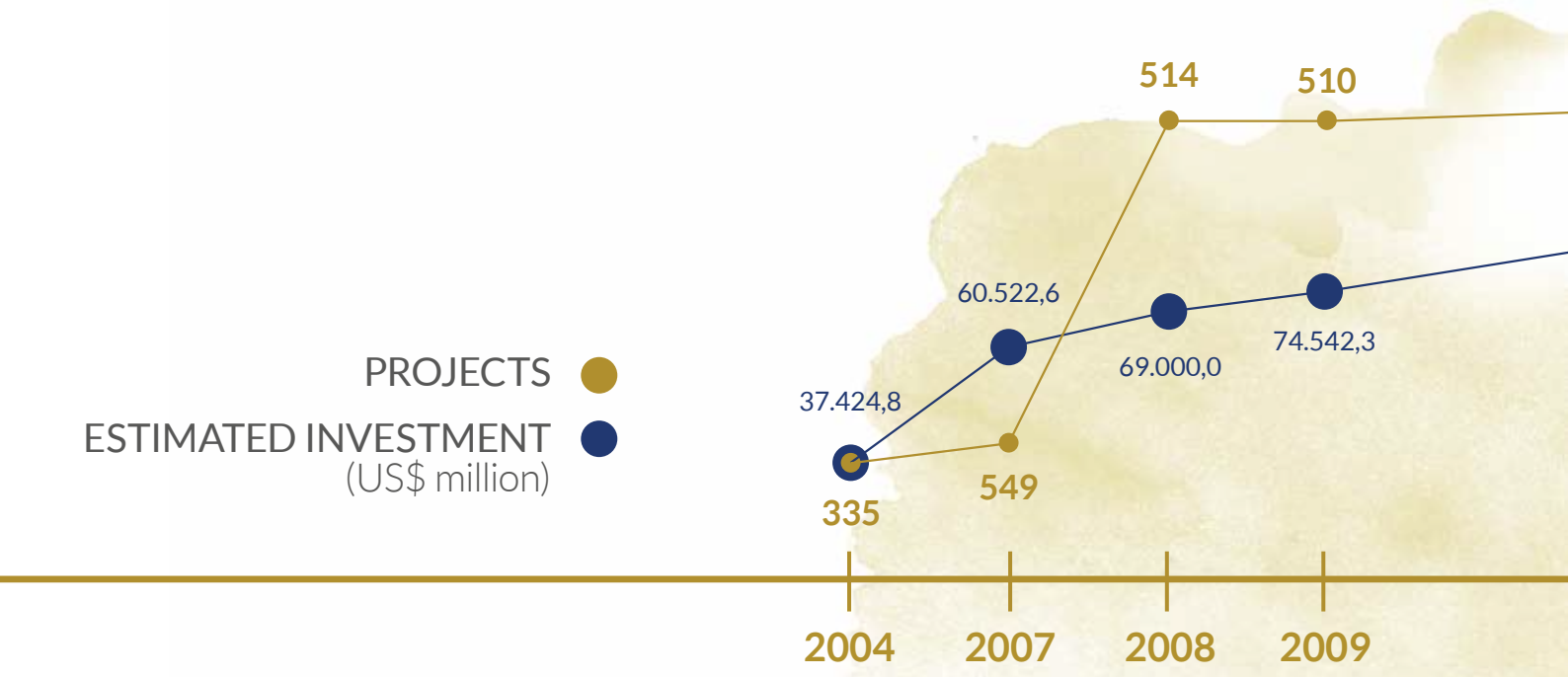
Territorial Planning within COSIPLAN is organized around the concept of Integration and Development Hub. An Integration and Development Hub is a multinational territorial space involving specific natural resources, human settlements, production areas and logistics services. **Transportation, energy and communications infrastructure** serves as its link, as it facilitates the flow of people, goods and services, and information within this territorial space and from/to the rest of the world.

The Hubs made it possible to identify and agree upon infrastructure projects for integration purposes under a **common vision for the twelve South American countries** within the framework of an indicative territorial planning process.

On the basis of the **economic, social and environmental characterization** of the area of influence of the Hubs, a direct coordination of projects and their respective sites is sought.

Ten Integration and Development Hubs have been defined:

ADS AMA AND CAP DES GUY HPP IOC MCC PBB



2

Indicative Territorial Planning and the COSIPLAN **Project Portfolio**

The "Project Portfolio for the Integration of Regional Infrastructure in South America" (COSIPLAN Project Portfolio) is made up of transport, energy and communications projects that **promote regional connectivity and create sustainable economic and social development in South America.**

The structuring of this Portfolio was possible thanks to the development and application of the **Indicative Territorial Planning Methodology.** This methodology is based on the identification of Integration and Development Hubs.

The original structuring of IIRSA Project Portfolio took place in 2004 and was subject to successive updates as a result of improvements in the territorial planning process. In 2004, a portfolio made up of 335 infrastructure projects organized into 40 Project Groups and accounting for an investment estimated at US$37,424.8 million was defined.

In 2015, the COSIPLAN Project Portfolio is made up of 593 projects, organized into 48 Project Groups, amounting to an estimated investment of US$182,435.7 million.

Integration and Development Hubs

Countries

ARGENTINA
HPP DES
MCC ADS
CAP

BOLIVIA
AND CAP
PBB ADS
HPP IOC

BRAZIL
CAP IOC
HPP MCC
AMA PBB
GUY

CHILE
CAP DES
IOC ADS
MCC

COLOMBIA
AMA AND

ECUADOR
AMA AND

GUYANA
GUY

PARAGUAY
HPP MCC
IOC

PERU
AND AMA
PBB IOC

SURINAME
GUY

URUGUAY
HPPM CC

VENEZUELA
AND GUY

ADS

SOUTH ANDEAN HUB

Argentina
Bolivia
Chile

AMA

AMAZONAS HUB

Brazil
Colombia
Ecador
Peru

AND

ANDEAN HUB

Bolivia
Colombia
Ecuador
Peru
Venezuela

CAP

CAPRICORN HUB

Argentina
Bolivia
Brazil
Chile
Paraguay

DES

SOUTHERN HUB

Argentina
Chile

GUIANESE SHIELD HUB

GUY

Brazil
Guyana
Suriname
Venezuela

PARAGUAY PARANÁ WATERWAY HUB

HPP

Argentina
Bolivia
Brazil
Paraguay
Uruguay

CENTRAL INTEROCEANIC HUB

IOC

Bolivia
Brazil
Chile
Paraguay
Peru

MERCOSUR CHILE HUB

MCC

Argentina
Brazil
Chile
Paraguay
Uruguay

PERU BRAZIL BOLIVIA HUB

PBB

Bolivia
Brazil
Peru

What are the **main concepts** on which the COSIPLAN work is based?

3

The **Territorial Planning Methodologies**

These methodologies have been developed to **strengthen and enrich the South American integration infrastructure sustainable planning process,** enhancing the benefits derived from the works and reducing their undesired impact. Such methodologies have contributed to characterizing the territories under analysis from the point of view of the environment, their socioeconomic aspects, production integration, logistics, and disaster risk management.
The results obtained also reflect the local actors' know-how about the area of influence of the projects, which was shared through the **participatory consultation process** in place.

PTI

Integration Territorial Programs

The objective of the PTIs is to identify and implement a set of actions complementing the API projects in order to leverage their impact on the development of the territories involved, taking into account economic, social and environmental aspects.

EASE

Strategic Environmental and Social Evaluation Methodology

The purpose of this methodology is to identify any complementary action that might enhance —from a social, environmental and cultural point of view— the positive effects of projects and minimize their negative impact. The unit of analysis of this methodology is the area of influence of the Portfolio Project Groups and/or the API projects.

IPrLg

Production Integration and Logistics Methodology

The objective of this methodology is to assess the potential for production integration and for the development of logistics in the area of influence of a Project Group or of an API project. Its final outcome helps articulate a set of actions within the framework of a logic of interdependent relations in order to leverage the impact of infrastructure implementation on the development of these activities.

GRD

Methodology for the Incorporation of Disaster Risk Management

The objective of this methodology is to prevent or reduce the effects of natural disasters (earthquakes, tsunamis, floods, and volcanic eruptions) affecting South American infrastructure, and to devise plans for connectivity and public infrastructure recovery.

4

The Sectoral Integration Processes

The objective of the Sectoral Integration Processes (PSIs) is to identify the regulatory and institutional obstacles that hinder the **development and operation of basic infrastructure in South America**, and to propose actions to overcome such obstacles. At present, COSIPLAN is working on the following areas:

Freight Transport and Logistics

Actions intended to strengthen integration and to contribute to enhancing the competitiveness of the economies of the region through activities designed to improve logistics performance and freight transport in all its modes. Coordinated by Peru.

Air Integration

Actions intended to promote connectivity among the economies of the region through cargo and passenger air transportation. Coordinated by Brazil.

Integration through Ports and Waterways

Its objectives are to identify the regulatory frameworks of the ports; increase the passenger and cargo potential in the countries' waterways; and map the existing projects and studies for the exploitation of port facilities and inland connections. Coordinated by Brazil.

Rail Integration

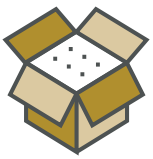
Actions designed to encourage the integration and complementarity of policies and projects in the rail sector that boost economic and social development. Priority is given to regulatory issues, new infrastructure and agreements among rail operators. Coordinated by Uruguay.

Telecommunications

Actions taken to promote the intensive use of Information and Communications Technologies (ICTs) with the purpose of overcoming geographic and operational barriers, mainly to study and propose alternatives to boost interconnection among different structures and fiber optic networks and the construction of the South American Fiber Optic Ring. Coordinated by Paraguay.

Border Integration and Facilitation

Actions designed to turn border regions into spaces for integration and development, by facilitating the movement of goods and people and planning the territory with consideration of socioeconomic and environmental aspects. Coordinated by Argentina and Chile.



Trade Integration through Postal Services for MSMEs

Its objective is to integrate micro-, small- and medium-sized enterprises into the international market by implementing a simplified export and import system using the postal logistics platform to this end. Coordinated by Brazil and Peru.

HOW DOES COSIPLAN ENCOURAGE SOCIAL PARTICIPATION AND CARE FOR THE ENVIRONMENT?

In the UNASUR Constitutive Treaty, South American integration and union are based on principles such as citizen participation and pluralism, and reduction of asymmetries and harmony with nature for a sustainable development. Full citizen participation is promoted by establishing effective channels of communication, consultation and discussion in the different bodies of UNASUR.

Strategic Action Plan

The Strategic Action Plan (PAE) includes among its actions "to define mechanisms for social participation and active contribution by the communities involved in the COSIPLAN activities." In this regard, the Ministers' commitment to work on these topics is renewed every year in the Work Plans.

PTI, EASE & IPrLg Methodologies

The Strategic Environmental and Social Evaluation Methodology, the Production Integration and Logistics Methodology, and the Integration Territorial Programs include processes for consultation with and participation of local actors from the area under study.

Civil Society Organizations

In the last years, COSIPLAN meetings were attended by civil society organizations, such as the Latin American Cooperation of Advanced Networks (RedCLARA); Rights, Environment and Natural Resources (DAR Peru); Environment and Society (Colombia); the Confederation of South American Road Workers; and the Uruguayan Federation of Road Workers (FUTRAVI).

These actions illustrate COSIPLAN's commitment to incorporating environmental and social issues into the South American connectivity planning process.

ACTIVITIES
UNDERTAKEN
IN 2015

COSIPLAN COORDINATING COMMITTEE

What are its **objectives and responsibilities**?

The Coordinating Committee is the executive branch of the Council. It is a key component to plan and monitor all the actions outlined in the Strategic Action Plan. As it is made up of ministerial delegates from the Member States, it can be certain that all the projects and outcomes not only reflect the sovereign will of all the countries but also respond to the needs of all of them.

MAIN RESPONSIBILITIES OF THE COORDINATING COMMITTEE

1. Prepare and update the Action Plan and submit it to the Council for its consideration and approval.

2. Prepare the Annual Work Plan and submit it to the Council for its consideration and approval at the ordinary meeting.

3. Monitor and evaluate the execution of the Annual Work Plan and inform the Council about this at the ordinary meeting.

4. Prepare and propose the agendas and documents to be discussed by the Council at the ordinary and extraordinary meetings.

5. Coordinate with other UNASUR Councils opportunities for dialogue with a view to complementing objectives and articulating experiences.

6. Propose and carry out actions aimed at approaching other forums to create cooperation and exchange mechanisms concerning planning and infrastructure.

7. Supervise proper compliance with the provisions laid down by the Council.

8. Propose amendments to the Statutes and Regulations, whenever necessary, to the Council.

9. Submit to the consideration of the Member States with sufficient time in advance the draft documents identified hereinabove in order to have their feedback and suggestions.

10. Any other task assigned to it by the Council.

HOW IS IT ORGANIZED?

The COSIPLAN Coordinating Committee is presided over by the same country holding the COSIPLAN Presidency Pro Tempore (PPT). In the December 2014-April 2016 period, this role is held by Uruguay, through its Ministry of Transport and Public Works. The countries' ministerial delegates to the Committee perform their duties in the following institutions:

ARGENTINA
Under-Secretariat of Public Investment Territorial Planning
Ministry of Federal Planning, Public Investment and Services

BOLIVIA
Deputy Ministry of Transport
Ministry of Public Works, Services and Housing

BRAZIL
Secretariat of Planning and Strategic Investments
Ministry of Planning, Budget and Management

CHILE
Ministry of Public Works

COLOMBIA
Directorate of Infrastructure and Sustainable Energy
National Planning Department

ECUADOR
Deputy Ministry of Transport Infrastructure
Ministry of Transport and Public Works
National Secretariat of Planning and Development

GUYANA
Ministry of Public Works

PARAGUAY
Ministry of Public Works and Communications

PERU
Ministry of Transport and Communications

SURINAME
Ministry of Public Works

URUGUAY
National Directorate of Planning and Logistics
Ministry of Transport and Public Works

VENEZUELA
Ministry of Popular Power for Foreign Affairs

The Committee meets regularly twice a year. Between 2011 and 2015, the Coordinating Committee met at least 13 times to discuss issues related to the strategic direction and monitoring of the COSIPLAN Work Plan

2011

I Meeting of the COSIPLAN Coordinating Committee

Río de Janeiro,Brazil
April 28, 2011
Presided over by Brazil

II Meeting of the COSIPLAN Coordinating Committee

Río de Janeiro, Brasil
August 31, 2011
Presided over by Brazil

III Meeting of the COSIPLAN Coordinating Committee

Brasilia, Brasil
November 29, 2011
Presided over by Brazil

2012

IV Meeting of the COSIPLAN Coordinating Committee

Asunción, Paraguay
March 08, 2012
Presided over by Paraguay

V Meeting of the COSIPLAN Coordinating Committee

Montevideo, Uruguay
August 08, 2012
Presided over by Peru

VI Meeting of the COSIPLAN Coordinating Committee

Lima, Peru
November 15, 2012
Presided over by Peru

2013

VII Meeting of the COSIPLAN Coordinating Committee

Lima, Peru
June 26, 2013
Presided over by Peru

VIII Meeting of the COSIPLAN Coordinating Committee

Santiago de Chile, Chile
November 28, 2013
Presided over by Chile

2014

2015

2016

IX Meeting of the COSIPLAN Coordinating Committee

Santiago de Chile, Chile
June 26, 2014
Presided over by Chile

X Meeting of the COSIPLAN Coordinating Committee

Montevideo, Uruguay
December 3, 2014
Presided over by Chile

XI Meeting of the COSIPLAN Coordinating Committee

Montevideo, Uruguay
April 17, 2015
Presided over by Uruguay

XII Meeting of the COSIPLAN Coordinating Committee

Montevideo, Uruguay
August 20, 2015
Presided over by Uruguay

XIII Meeting of the COSIPLAN Coordinating Committee

Montevideo, Uruguay
December 2, 2015
Presided over by Uruguay

What were its **main activities** in 2015?

During 2015, apart from fulfilling its roles and responsibilities, monitoring the implementation of the Work Plan, the Coordinating Committee devoted special attention to the following activities:

INTEGRATION PRIORITY PROJECT AGENDA (API)

In 2015, the countries conducted a review of the status of the API projects, including both the structured and the individual ones, with the purpose of identifying problems or difficulties obstructing their progress or completion, and benefitting from the efforts offered by the Secretary General of UNASUR to facilitate overcoming the obstacles identified.

This work was conducted in two stages. The results of the first stage were presented at the meetings of IIRSA National Coordinators and of the COSIPLAN Coordinating Committee held on August 19 and 20, 2015. On the basis of such work, with the aim of making the most of it, it was decided that there would be a second review stage. The primary objective of this review is to ensure consistency in the meaning of each of the categories of difficulties defined and to establish their order of importance. Another purpose is to identify the future courses of action to solve problems in project implementation/ progress/ completion.

As of the date of this report, the document on the second stage of analysis and diagnosis of the API projects is underway. The results of this work will be presented at the XIII Meeting of the Coordinating Committee (December 2, Montevideo, Uruguay), and the decisions taken on this occasion will be submitted to the COSIPLAN Ministers for their consideration and approval at their VI Ordinary Meeting (December 3, Montevideo, Uruguay).

SEMINAR ON INFRASTRUCTURE PROJECTS AND SOCIAL VALUE CHAINS

This Seminar was held on October 29 and 30 at the UNASUR Headquarters at the initiative of the UNASUR General Secretariat. The Coordinating Committee supported the development of the agenda and participated in the seminar through the PPT held by Uruguay and through the countries' delegates to the COSIPLAN.

The purpose was to provide a multisectoral forum for reflection on how infrastructure projects can contribute to productive development, particularly those projects with positive social externalities and a potential for regional integration, and at the same time to gather input for conceptualizing social value chains to design public policies at UNASUR and in each of its Member States.

PARTICIPATION OF CIVIL SOCIETY ORGANIZATIONS

The Coordinating Committee, through the PPT held by Uruguay, invited different civil society organizations to participate in the COSIPLAN bodies. Some of the participating organizations were the Uruguayan Federation of Road Workers (FUTRAVI), the Confederation of South American Road Workers, and the Regional Coalition for Transparency and Participation. The objective of these interventions is to serve as a forum for debate and exchange so that the organizations can put forward their goals and proposals concerning the integration of regional infrastructure.

COORDINATION OF THE 2015 ACTIVITIES

The Coordinating Committee monitored and provided guidance concerning all the activities scheduled for 2015. The results of these activities are informed in this report in the sections that follow.

Such activities included 29 technical and coordination meetings and workshops, as detailed below:

I Meeting to Coordinate the Application of the DRM Methodology to PG5 of the Central Interoceanic Hub (Chile-Peru)

January 19, 2015
Santiago de Chile, Chile

Binational Workshop on the Agua Negra Binational Tunnel PTI (Argentina-Chile)

March 18
and 19, 2015
La Serena, Chile

WG on the COSIPLAN GIS and Website

April 8, 2015
Videoconference

WG on Telecommunications

April 14, 2015
Montevideo, Uruguay

GTE Meeting to Update the Project Portfolio and API

April 15, 2015
Montevideo, Uruguay

XXVI Meeting of IIRSA National Coordinators

April 16, 2015
Montevideo, Uruguay

XI Meeting of the COSIPLAN Coordinating Committee

April 17, 2015
Montevideo, Uruguay

GTE Meeting to Update the Project Portfolio and API – Andean Hub

May 26, 2015
Virtual Meeting

GTE Meeting to Update the Project Portfolio and API – MERCOSUR-Chile Hub

May 28, 2015
Virtual Meeting

GTE Meeting to Update the Project Portfolio and API – Central Interoceanic and Peru-Brazil-Bolivia Hubs

June 2, 2015
Virtual Meeting

Working Subgroup on the Paranaguá-Antofagasta Bioceanic Rail Corridor (Argentina-Brazil-Chile-Paraguay)

June 10, 2015
Santa Cruz de la Sierra, Bolivia

Working Subgroup on the Central Bioceanic Railway Corridor (Bolivia-Brazil-Peru)

June 11, 2015
Santa Cruz de la Sierra, Bolivia

GTE Meeting to Update the Project Portfolio and API – Capricorn and Southern Hubs

June 16, 2015
Virtual Meeting

GTE Meeting to Update the Project Portfolio and API Amazon Hub

June 18, 2015
Virtual Meeting

GTE Meeting to Update the Project Portfolio and API –Paraguay-Paraná Waterway Hub

June 24, 2015
Virtual Meeting

XXVII Meeting of IIRSA National Coordinators

August 19, 2015
Montevideo, Uruguay

XII Meeting of the COSIPLAN Coordinating Committee

August 20, 2015
Montevideo, Uruguay

WG on the COSIPLAN GIS and Website

September 2 and 3, 2015
Buenos Aires, Argentina

GTE Meeting on Trade Integration through Postal Services for MSMEs

September 28 and 29, 2015
Lima, Peru

Workshop on South American Integration through Ports and Waterways

October 14
and 15, 2015
Brasilia, Brazil

Seminar on Infrastructure Projects and Social Value Chains

October 29
and 30, 2015
Quito, Ecuador

Final Workshop on the COSIPLAN GIS and Website

November 10
and 11, 2015
Buenos Aires, Argentina

GTE Meeting on Border Integration and Facilitation

November 12, 2015
Buenos Aires, Argentina

GTE Meeting on Air Integration

November 17, 2015
Videoconference

Binational Workshop on the Agua Negra Binational Tunnel PTI (Argentina-Chile)

November 18
and 19, 2015
Buenos Aires, Argentina

WG on Telecommunications: Application of the CAF-UNASUR Agreement

November 30, 2015
Montevideo, Uruguay

XXVIII Meeting of IIRSA National Coordinators

December 1, 2015
Montevideo, Uruguay

XIII Meeting of the COSIPLAN Coordinating Committee

December 2, 2015
Montevideo, Uruguay

VI Ordinary Meeting of COSIPLAN Ministers

December 3, 2015
Montevideo, Uruguay

COSIPLAN WORKING GROUPS

The COSIPLAN Working Groups (WGs) focus on topics that, after having undergone robust technical development, need to gain momentum at the political level. Four COSIPLAN Working Groups have been created.

WG on **Rail Integration**
WG on **Financing Mechanisms and Guarantees**
WG on **Telecommunications**
WG on **COSIPLAN Geographic Information System (GIS) and Website**

Working Group on **Rail Integration**

WHAT ARE ITS OBJECTIVES AND BACKGROUND TO ITS CREATION?

The Working Group (WG) on Rail Integration was created by the COSIPLAN Ministers at their Second Ordinary Meeting (Brasilia, November 2011).

Date of creation: November 2011
Coordinating Country: Uruguay
Working Subgroups: 2
Number of meetings as of 2015: 5

Its creation is the result of the countries' commitment to fostering integration and complementarity of policies and projects in the rail sector that encourage economic and social development.

The activities conducted by the WG are built upon the work carried out by Argentina, Brazil, Chile and Paraguay to design the Paranaguá-Antofagasta Bioceanic Railway Corridor API project.

At the Third Ordinary Meeting of COSIPLAN Ministers (Lima, November 2012), the Eastern Republic of Uruguay was commissioned with its coordination. This WG was divided into two Working Subgroups (WSGs), each of them focusing on one of the following two API projects:

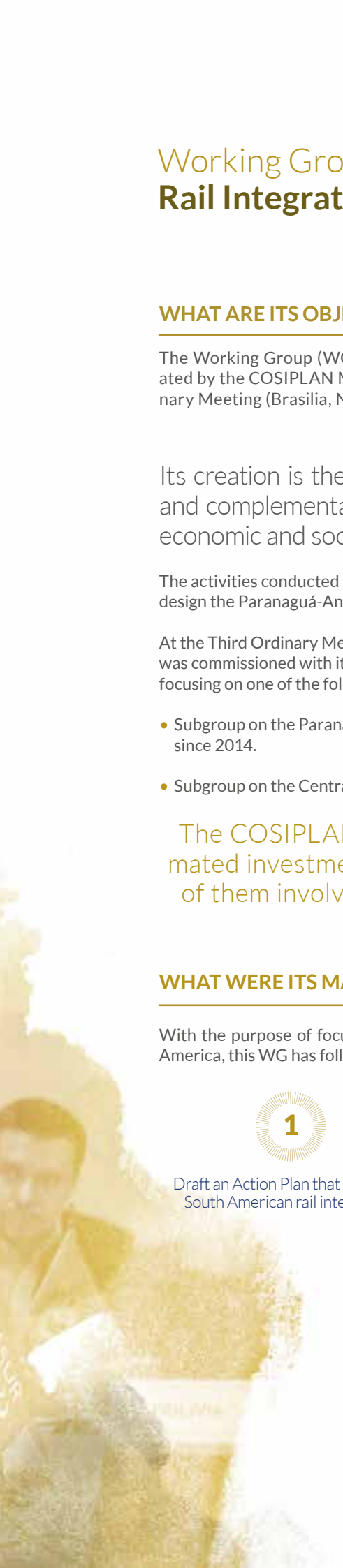
- Subgroup on the Paranaguá-Antofagasta Bioceanic Railway Corridor (Argentina-Brazil-Chile-Paraguay), active since 2014.
- Subgroup on the Central Bioceanic Railway Corridor (Bolivia-Brazil-Peru), active since 2015.

The COSIPLAN Project Portfolio features 67 rail projects for an estimated investment higher than US$47 billion. Of all the API projects, six of them involve rail connections for an estimated investment amount higher than US$6 billion

WHAT WERE ITS MAIN ACTIVITIES IN 2015?

With the purpose of focusing its actions on promoting integration through the rail transportation mode in South America, this WG has followed three courses of action since 2012, namely:

1. Draft an Action Plan that facilitates South American rail integration.
2. Make headway with the implementation of the works and operation of the API project infrastructure within the framework of the Working Subgroups.
3. Share information on rail programs and projects in place in each country included in the COSIPLAN Portfolio and API, identifying also other binational or multinational rail projects.



In 2015, two meetings were held within the framework of this WG, and results were obtained in the following issues:

ACTION PLAN ON RAIL INTEGRATION

Work continued on the drafting of the Terms of Reference for hiring consultancy services with the purpose of securing technical elements for the development of a strategy to facilitate rail integration in South America. The possibility of conducting the relevant study has been submitted for consideration by the evaluation group of the UNASUR General Secretariat to obtain the necessary resources from the Common Initiatives Fund (FIC).

This work is currently organized in two stages. The first stage consists in collecting information and will be undertaken by technical teams of relevant organizations in each country. The second stage provides for the consulting team to draft a summary of the information submitted by the countries, standardize the data received, and propose an action plan, including adjustments to the regulatory frameworks, new infrastructure, and agreements among rail operators.

SUBGROUP ON THE PARANAGUÁ-ANTOFAGASTA BIOCEANIC RAILWAY CORRIDOR

During the meeting of this Working Subgroup, held on June 10 in Santa Cruz de la Sierra, the following results were obtained:

- The second partial report was completed and interconnection alternatives were submitted for consideration and discussion within the WSG. At present, a third partial report on the interconnection hubs of the Paraguayan section with Argentina and Brazil is under analysis.
- A request was made to update the report on the potential for a transfer terminal and dry port to be created in the locality of Fram (Paraguay) as well as on the changes in the demand for cargo transportation in the area of influence of the corridor.
- The technical aspects related to the interconnection were analyzed and a regulatory framework involving rail aspects —undergoing discussion within MERCOSUR— was presented.
- Current experiences in interconnection and bilateral traffic were exchanged.
- The financing methodologies presented by the multilateral lending institutions were analyzed.

SUBGROUP ON THE CENTRAL BIOCEANIC RAILWAY CORRIDOR

During the meeting of this Working Subgroup, held on June 11 in Santa Cruz de la Sierra, the following results were obtained:

- The strategic study and the resulting alignment for the Central Bioceanic Railway Corridor project were presented.
- A study on trade and market perspectives and logistics alternatives was introduced.
- A strategic environmental evaluation study of the Central Bioceanic Railway Corridor was submitted.
- An additional study on alternatives for the final alignment was introduced and a preliminary study on the basic design of the Central Bioceanic Railway Corridor was put forward, together with its respective construction and operational costs.
- Regional convergence issues concerning the works were identified and a work plan was defined.

The results of this work will be submitted for consideration and approval by the COSIPLAN Ministers at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic, visit **www.iirsa.org/gtferroviario.asp**

MEETINGS HELD

2013

I Meeting of the WG on South American Rail Integration

September 26, 2013
Santiago de Chile, Chile

2014

I Meeting of the Subgroup on the Paranaguá-Antofagasta Bioceanic Railway Corridor (Argentina-Brazil-Chile-Paraguay)

September 12, 2014
Rio de Janeiro, Brazil

II Meeting of the WG on South American Rail Integration

May 21, 2014
Montevideo, Uruguay

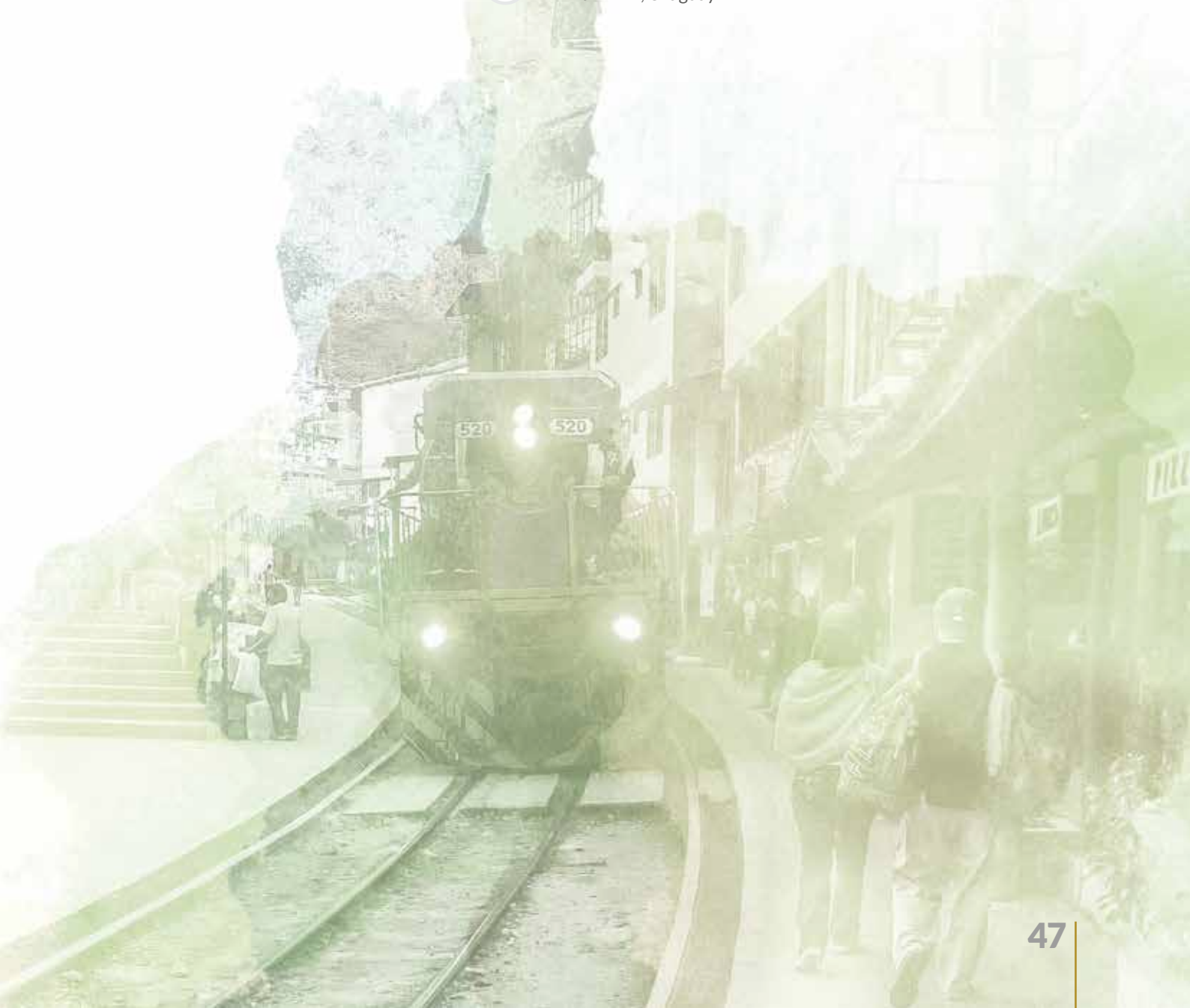
2015

I Meeting of the Subgroup on the Central Bioceanic Railway Corridor (Bolivia-Brazil-Peru)

June 11, 2015
Santa Cruz de la Sierra, Bolivia

II Meeting of the Subgroup on the Paranaguá-Antofagasta Bioceanic Railway Corridor (Argentina-Brazil-Chile-Paraguay)

June 10, 2015
Santa Cruz de la Sierra, Bolivia



Working Group on
Financing Mechanisms and Guarantees

WHAT ARE ITS OBJECTIVES AND BACKGROUND TO ITS CREATION?

The Working Group on Financing Mechanisms and Guarantees was created by the COSIPLAN Ministers at their Second Ordinary Meeting (Brasilia, November 2011).

Date of Creation: November 2011
Coordinating Country: Federal Republic of Brazil
Number of meetings as of 2015: 5

Its creation reveals that the question of financing mechanisms and guarantees is one of the greatest challenges to the implementation of projects. Therefore, its actions seek to identify financial solutions for the efficient execution of the Integration Priority Project Agenda (API) projects.

At the Third Ordinary Meeting of COSIPLAN Ministers (Lima, November 2012), the Federal Republic of Brazil was commissioned with the task of coordinating the WG.

API includes 31 structured projects and 103 individual projects for an estimated investment amount higher than US$21 billion

WHAT WERE ITS MAIN ACTIVITIES IN 2015?

To identify solutions for API project implementation purposes, the WG has been working since 2012 with a roadmap based on five axes:

1. Conduct a diagnosis of the situation related to the execution and financing of the API projects in each country.
2. Apply a follow-up and monitoring system to the API projects.
3. Assess and enhance the pre-investment funds for the API projects.
4. Assess the feasibility of implementing mechanisms to facilitate the financing of infrastructure projects.
5. Establish coordination and articulation strategies between the COSIPLAN and the Economy and Finance Council (CEF).

In this regard, over the past few years the WG has sought to identify any obstacles to securing funds for API projects at the profiling, pre-execution, and partial execution stages. Furthermore, international financial institutions were invited to participate in the meetings of the WG, during which their representatives expressed their viewpoints on the financing of regional infrastructure projects. The institutions invited were the Inter-American Development Bank (IDB), CAF, FONPLATA, the Brazilian Development Bank (BNDES), the Bank of China, the BRICS Development Bank (including Brazil, Russia, India, China and South Africa), and the Bank of the South, among others.

In 2015, contacts were started with the Economy and Finance Council (CEF), particularly with its Working Group on Financial Integration, to coordinate the approach to the financing of the prioritized projects. As a result, it was decided to arrange a meeting between the COSIPLAN Working Group on Financing Mechanisms and Guarantees and the CEF Working Group on Financial Integration for the first quarter of 2016.

For more information on this topic, visit **www.iirsa.org/gtfinanciamiento.asp**

MEETINGS HELD

2012

I Meeting of the WG on Financing Mechanisms and Guarantees

March 7, 2012
Asunción, Paraguay

Videoconference of the WG on Financing Mechanisms and Guarantees

October 10, 2012

2013

II Meeting of the WG on Financing Mechanisms and Guarantees

March 19, 2013
Rio de Janeiro, Brazil

III Meeting of the WG on Financing Mechanisms and Guarantees

August 29, 2013
Rio de Janeiro, Brazil

2014

IV Meeting of the WG on Financing Mechanisms and Guarantees

September 9, 2014
Rio de Janeiro, Brazil

Working Group on **Telecommunications**

WHAT ARE ITS OBJECTIVES AND BACKGROUND TO ITS CREATION?

The Working Group on Telecommunications was created by the COSIPLAN Ministers at their Second Ordinary Meeting (Brasilia, November 2011) following an initiative adopted at the First Meeting of South American Communications Ministers (Brasilia, November 2011).

Date of Creation: November 2011
Coordinating Country: Paraguay
Number of meetings as of 2015: 8

The work undertaken by this WG is intended to study and propose alternatives to boost interconnection among different structures and optic fiber networks and the construction of the South American Fiber Optic Ring, promoting the intensive use of Information and Communications Technologies (ICTs) with the purpose of overcoming geographic and operational barriers.

The Working Group designed a "Roadmap for South American Connectivity toward Integration," approved at the Second Meeting of the South American Communications Ministers (Asunción, March 2012). After that, the Working Group held several meetings to follow up on the actions detailed in such roadmap.

At the Fourth Ordinary Meeting of COSIPLAN Ministers (Santiago, November 2013), **the Republic of Paraguay was commissioned with the task of coordinating the Working Group.**

WHAT WERE ITS MAIN ACTIVITIES IN 2015?

With the purpose of making headway with the construction of the South American Optic Fiber Ring, this WG has been working since 2012 on the basis of the roadmap with a country responsible for each Hub.

Furthermore, since its beginnings, the WG has coordinated joint actions with the South American Defense Council to introduce and discuss the cybernetic defense issue within the projects.

On the basis of the roadmap, the WG decided to start conducting studies as required to establish the South American Fiber Optic Ring, to which purpose it was deemed necessary to secure the funds through a non-refundable technical cooperation granted by a multilateral institution. At the beginning of 2014, CAF decided to contribute with a fund of US$1.5 million to carry out the studies above mentioned.

In 2014, as a result of great efforts to coordinate and harmonize the positions held by the countries' technical delegates, the Technical Cooperation Agreement with CAF was defined, and in 2015, the bidding terms and conditions for the feasibility studies related to the South American Fiber Optic Ring were drafted. This significant first step toward the feasibility studies is a clear example of the political and sovereign importance attached by the countries to this issue, since it will imply that South America will have its own telecommunications infrastructure.

On August 20, 2015, an international public tender for the feasibility studies was launched. The deadline to submit quotations was set on November 16 that same year. A meeting of the Working Group on the Application of the CAF-UNASUR Agreement (made up of the countries' focal points) is scheduled for November 30, 2015, to define the recommendation for awarding the contract to the company that has provided the most appropriate tender; such recommendation will be submitted to the COSIPLAN Coordinating Committee on December 2 for its consideration. Thus, the feasibility studies on the implementation of the network, which will extend over 13 months, are expected to commence in January 2016.

The results of this work will be submitted for consideration and approval to the COSIPLAN Ministers at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic, visit **www.iirsa.org/gttelecomunicaciones.asp**

MEETINGS HELD

2011

I Meeting of Communications Ministers

November 29, 2011
Brasilia, Brazil

2012

I Meeting of the WG on Telecommunications

January 31, 2012
Asunción, Paraguay

II Meeting of Communications Ministers

March 09, 2012
Asunción, Paraguay

Videoconference of the WG on Telecommunications

October 10, 2012

2013

II Meeting of the WG on Telecommunications

March 26, 2013
Lima, Peru

III Meeting of Communications Ministers

August 09, 2013
Lima, Peru

2014

III Meeting of the WG on Telecommunications

May 22, 2014
Montevideo, Uruguay

2015

IV Meeting of the WG on Telecommunications

April 14, 2015
Montevideo, Uruguay

Working Group on the **COSIPLAN Geographic Information System (GIS) and Website**

WHAT ARE ITS OBJECTIVES AND BACKGROUND TO ITS CREATION?

The Working Group on the COSIPLAN Geographic Information System (GIS) and Website was created by the COSIPLAN Ministers at their Fourth Ordinary Meeting (Santiago de Chile, November 2013), the coordination of which was commissioned to the Republic of Argentina.

Date of Creation: November 2013
Coordinating Country: Republic of Argentina
Number of Meetings as of 2015: 7

The actions of this Working Group have two purposes:

1. Provide COSIPLAN with a georeferencing tool to guide the territorial planning in South America by developing a Geographic Information System (COSIPLAN GIS); and

2. Build a COSIPLAN website containing the objectives and contents agreed upon by the countries to become a tool ensuring the transparency of the activities undertaken within the framework of COSIPLAN.

It is committed to the intensive use of Information Technologies, the application of methodologies, and the development of tools that guide territorial planning and enable the design, implementation and operation of physical integration projects.

"Provide COSIPLAN with a georeferencing tool to guide the Territorial Planning in South America" (PAE - Action 5.2)

WHAT DOES THE COSIPLAN GIS INVOLVE?

The main objective is to provide the countries that make up COSIPLAN with the capacity to carry out geospatial analyses of the topics specific to the Council through the development and implementation of a Geographic Information System (GIS) that uses continental-level geospatial databases with thematic layers grouped by subject matter and that is compatible with the provision of geospatial services.

A Geographic Information System (GIS) is a tool especially suited to analyze territorial information and provide solutions to complex problems

As for the specific objectives, the geo-referenced data are expected to provide information for the following purposes:

- Identify any infrastructure related to international integration, its main characteristics and current operability levels;
- Gain insight into the geographical scope of the Portfolio projects and their territorial expression, as well as their areas of influence;
- Analyze infrastructure networks, assess their needs, and define alternatives for new developments;
- Identify the Hubs and regional integration corridors, areas of influence, complementary projects, etc., and update their vision as they evolve over time;
- Communicate and disseminate the results in the form of integrated maps.

WHAT WAS THE PROCESS LEADING TO THE COSIPLAN GIS?

In building the GIS, the added value to be given to its beneficiaries was deemed crucial. Therefore, the following step was to encourage the participation of the member countries in the creation of the first South American geospatial database.

In 2012, meetings of the Executive Technical Group on GIS and Cartography were held, with the participation of the National Coordinators and cartographic agencies and specialists in Geographic Information Systems from the countries. During the meetings, agreement was reached regarding relevant geographic information and the standards to be adopted for the standardization and integration of data.

Based on the agreements reached, two instruments were drafted and approved:

1. The "Technical Guidelines for the Development of the COSIPLAN Geographic Information System," approved at the Third Ordinary Meeting of COSIPLAN Ministers (Lima, November 2012).

MAIN TECHNICAL ASPECTS AGREED UPON BY THE COUNTRIES

- Reference scale: 1:250,000
- Reference system: SIRGAS (Sistema de Referencia Geocéntrica para las Américas)
- Data's coordinate system: Latitude/Longitude
- Feature Cataloguing and Feature Concept based on ISO 19110 and ISO 19126.
- Metadata: The Latin American Metadata Profile (LAMP) designed on the basis of ISO Standard 19115, developed by ISO/TC211
- Data Availability: Native ESRI Shapefile format. Internet access to the data should be possible through WMS and transactional WFS.

2. The "Work Plan for the Development of the COSIPLAN GIS," which comprises two phases:

- First Phase: Aimed at completing and structuring the information and producing the instruments towards its standardization and integration.

- Second Phase: Aimed at producing the final standardization and integration, and editing the geo-referenced information.

WORK PLAN PHASES AND TASKS

FIRST PHASE

1 - Survey of geographic data available.
2 - Identification of needs to complete the information.
3 - Identification of valid methodologies and/or data sources to complete the information.
4 - Standardization of data.
5 - Definition of spatial topological relations.

SECOND PHASE

6 - Editing of geometry.
7 - Editing of attributes.
8 - Data integration at the continental level.
9 - Editing and final processing (joining data layers)
10 - Data quality control.
11 - Preparation of metadata.
12 - Distribution, publication and update.

FIRST PHASE

In 2013, the countries agreed to the final geographic data standardization and interoperability parameters and started to work on the Feature Catalogue. It was decided that at this first stage, all the efforts to prepare the basic layer information and to adjust it for compliance with the standards should be made by each country.

In 2013, a technical assistance amounting to US$230,155 from the UNASUR Common Initiatives Fund was approved to be allocated to the development and implementation of the COSIPLAN GIS

At the Fourth Ordinary Meeting of COSIPLAN Ministers (Santiago de Chile, November 2013), the creation of a Working Group on the COSIPLAN GIS and Website (GIS-Web WG) was approved, and its coordination was entrusted to the Republic of Argentina.

Simultaneously, an assistance loan from the UNASUR Common Initiatives Fund was approved to support the implementation of the project to develop the COSIPLAN GIS.

In 2014, two documents that make up the regulatory basis for the COSIPLAN GIS were approved: the Feature Catalog and the Feature Data Dictionary. Furthermore, the countries approved the methodology for the COSIPLAN GIS metadata management, which includes Information Technology tools (GeoNetwork Opensource), and ISO standards for entering and administering metadata.

During 2014, the countries continued making progress in this field and obtained the first results from their task of preparing and adjusting geospatial data to create the COSIPLAN GIS. They also completed the paperwork required to apply the funds from the FIC, defining the Executing Units, the Technical Assistance Team, and the scope of the Work Plan for this Second Phase. In addition to this, a Letter of Commitment was signed between the UNASUR General Secretariat and the Territorial Planning Under-Secretariat of Argentina, on behalf of the COSIPLAN GIS-Web WG.

COSIPLAN GIS-Web WG – Argentine Coordination

SECOND PHASE

In 2015, the FIC assistance started to be allocated in the development of the Second Phase of the project, based on a participatory methodology that comprises technical assistance, individual work undertaken by the countries and group work through videoconferences as well as three face-to-face workshops.

• Inception Workshop: May 5 and 6. Its purpose was to reinforce the explanation on the scopes of the Work Program for this phase. The countries delivered their preliminary versions of their geographic information and relevant metadata and shared their experiences concerning the application of the standards and adjustment needs.

• Intermediate Workshop: September 2 and 3. The progress of the information integration process was assessed. The mechanisms used to fill in the missing data and the assistance given in particular to Guyana and Suriname were made explicit. Furthermore, the main characteristics of the GIS deliverables (digital physical support, website publication, standards and other publications) were defined. Finally, the potential application of the GIS was also assessed.

• Final Workshop: November 10 and 11. The results obtained from the processing of the data will be presented, the UNASUR Website components will be defined, the procedures for the management of the GIS contents will be established, and the next steps in the development of the COSIPLAN GIS will be defined.

The Second Phase of the Work Plan for the development and implementation of the COSIPLAN GIS, which involves the integration, edition and publication of geo-referenced information, began in 2015

COSIPLAN GIS-Web WG – Coordination, Technical Responsible Parties from the countries and Technical Assistance Team

MEETINGS HELD

2012

GTE Meeting on Geographic Information System and Cartography

October 17, 2012
Santiago de Chile, Chile

GTE Meeting on Cartographic Agendas

April 11, 2012
Buenos Aires, Argentina

2013

GTE Meeting on Geographic Information System and Cartography

April 10, 2013
Buenos Aires, Argentina

2014

WG on the COSIPLAN GIS-Website

October 15, 2014
Buenos Aires, Argentina

Videoconference of the WG on COSIPLAN GIS-Website

July 15, 2014

WG on the COSIPLAN GIS-Website

May 20, 2014
Montevideo, Uruguay

2015

Final Workshop on the COSIPLAN GIS Project

November 10 and 11, 2015
Buenos Aires, Argentina

Intermediate Workshop on the COSIPLAN GIS Project

September 02 and 03, 2015
Buenos Aires, Argentina

Inception Workshop on the COSIPLAN GIS Project

May 05 and 06, 2015
Buenos Aires, Argentina

Videoconference on the COSIPLAN GIS

April 08, 2015

WHAT ARE THE GIS DELIVERABLES?

The GIS deliverables, as specified in the Work Plan undertaken in compliance with its objectives, are detailed below. They will be made available to the countries at the Sixth Ordinary Meeting of COSIPLAN Ministers (Montevideo, December 3, 2015).

1. Thematic Layers

In the first instance, the thematic layers to satisfy the COSIPLAN information needs were defined. Then, a survey on information availability was conducted in each country to draw the necessary evidence to address the development of the COSIPLAN GIS. Finally, the thematic layers on which to start working at a first stage, to be ended in November 2015, were identified.

Nro	FEATURE	GEOMETRY
1	Projects	POINT
2		LINE
3	Built-up Area	POINT
4		POLYGON
5	Town	POINT
6	Railway Line	LINE
7	Railway Station	POINT
8	Road	LINE
9	Port	POINT
10	River	LINE
11		POLYGON
12	Lake	POLYGON
13	Conservation Area	POLYGON
14	Administrative Boundary	LINE
15	Administrative Unit (2nd Level)	LINE
16		POLYGON
17	Administrative Sub-Unit (3rd Level)	POLYGON
18	Border Control	POINT
19	Border Crossing	POINT
20	Airport	POINT
21	Connections	POINT

The core of the COSIPLAN GIS is made up of the set of thematic layers already described. Their most important contribution lies in the fact that it will be possible to make an intensive use of them in combination with other datasets and applying spatial analysis processes. The purpose is to produce results that should contribute to the study and solution of issues of interest in this field.

Geospatial data and its metadata will be distributed on a digital, physical support and will be accessible on the Internet. Access to the spatial information will be available through a CONTENT MANAGEMENT SYSTEM.

2. Geospatial Information

In the first development stage of the GIS, each one of the 21 thematic layers will be available in SHAPEFILE format and in a compressed format. Each user will be able to access them with any commercial or professional software.

3. Metadata

On this support, metadata will be available in PDF format.

4. COSIPLAN GIS Documents

- FEATURE CATALOGUE
- DATA DICTIONARY
- TOPOLOGICAL RULES
- METADATA PROFILE
- SYSTEM DOCUMENTS
- OPERATION AND USER'S GUIDE

ACTIVITIES
UNDERTAKEN
IN 2015

IIRSA TECHNICAL FORUM

COSIPLAN Projects
Territorial Planning Methodologies
Sectoral Integration Processes

COSIPLAN Projects

COSIPLAN Project Portfolio

The COSIPLAN Project Portfolio consists in a set of high-impact works for the integration and socioeconomic development of the region. It is made up of transport, energy and communications projects that promote regional connectivity and create sustainable economic and social development in South America.

Throughout the last decade, the original structuring of the Project Portfolio was modified and was subject to successive updates as a result of the territorial planning process undertaken by the countries. The number of projects and estimated investment grew year after year, except for 2014, when, as a result of a thorough analysis by the countries, projects that had not made any progress since 2008 or before were excluded. In 2015, the number of projects increased again.

At present, the COSIPLAN Project Portfolio includes 593 integration projects amounting to an investment estimated at US$182,436 million, distributed throughout the whole South American territory

WHAT WERE THE RESULTS OF THE PROJECT PORTFOLIO UPDATE IN 2015?

The focuses of the countries' action related to the COSIPLAN Project Portfolio are defined jointly through several tools: the Strategic Action Plan (PAE), the work plans designed by consensus on an annual basis, and the COSIPLAN meeting occasions. In 2015, the countries laid particular emphasis on the following three activities:

Virtual Meetings

For the first time, virtual meetings of the Executive Technical Groups to Update the Projects in the COSIPLAN Portfolio were held. A meeting was held for each Integration and Development Hub [1] using an online video-conferencing tool. The advantages of this new form of work are the following:

- Considerable savings in financial and human resources relating the logistical arrangements vis-à-vis face-to-face meetings
- Participation of multidisciplinary technical teams
- Maximization of the use of time to update the information by Hub, as the meetings are held in different weeks

GTE Meetings to Update the COSIPLAN Portfolio and API in 2015

Date	Hub	Countries
May 26	Andean Hub	BO - CO - EC - PE - VE
May 28	MERCOSUR-Chile Hub	AR - BR - CH - PY - UY
Jun 02	Central Interoceanic and Peru-Brazil-Bolivia Hubs	BO - BR - CH - PE - PY
Jun 16	Capricorn and Southern Hubs	AR - BO - BR - CH - PY
Jun 18	Amazon Hub	BR - CO - EC - PE
Jun 24	Paraguay-Paraná Waterway Hub	AR - BO - BR - PY - UY

The main objectives of the meetings were: i) review the projects reported to be at the profiling stage since 2011; ii) review the projects not updated after 2013; iii) review the projects, the files of which are empty or incomplete; and iv) analyze the projects proposed to be added and removed, as well as those requiring specific revision.

1 -The only meeting that did not take place was that concerned with the Guianese Shield Hub. The countries were requested to update the information on their projects directly in the COSIPLAN Project Information System (SIP).

COSIPLAN Project Information System Update

In preparation for the above-mentioned meetings and as a result of the discussions held at them, the countries worked on the update of the portfolio projects in the COSIPLAN Project Information System.

As of the date of this report, 71.5% (424 of 593) of the projects are updated as of 2015 [1]

In addition, progress was made in the entry of information on each project life cycle in the Continuous Monitoring System (CMS), as well as on the completed projects, as agreed by the countries in 2014 [2].

Changes in the Project Portfolio between 2014 and 2015

Between 2014 and 2015, the total number of projects in the portfolio increased from 579 to 593, as 23 projects were excluded, and 37 included. The total estimated investment amount grew from US$163,324.5 million to US$182,435.7 million.

The increase in the number of projects is mainly linked to the inclusion of projects in Groups 1 and 2 of the Southern Hub, which broadened its area of influence.

Furthermore, the 11% increase in the Portfolio estimated investment is almost fully explained by the inclusion of one project in the Andean Hub: Ecuador's Electric Freight Train, currently at the profiling stage and amounting to an investment estimated at US$17.8 billion.

Annual Changes in the Projects by Hub (2014-2015)

Number of projects and US$ million

	N° of Projects			Estimated Investment (US$ Million)		
Hub	2014	2015	Change	2014	2015	Change
Amazon Hub	82	74	**-8**	25,070.2	22,420.8	**-2,649.4**
Andean Hub	64	67	3	9,962.1	28,614.0	18,651.9
Capricorn Hub	83	82	**-1**	17,929.5	16,314.7	**-1,614.8**
Guianese Shield Hub	20	20	0	4,581.3	4,581.3	0.0
Paraguay-Paraná Waterway Hub	95	92	**-3**	7,574.4	7,328.2	**-246.2**
Central Interoceanic Hub	61	63	2	8,907.6	11,614.8	2,707.2
MERCOSUR-Chile Hub	123	124	1	54,608.3	56,168.9	1,560.6
Peru-Brazil-Bolivia Hub	25	24	**-1**	32,131.9	31,431.9	**-700.0**
Southern Hub	28	49	21	2,744.6	4,146.6	1,402.0
TOTAL (,)(,,)	579	593	14	163,324.5	182,435.7	19,111.2

1 - The cutoff date for completing the information was August 18, 2015.

2 - As part of the Work Plan 2014, the countries carried out specific actions intended to enhance the quality and standardization of the Portfolio and API project data, and to better communicate their progress and outcomes. This resulted in the following: (i) the organization of the fields in the project files; (ii) specific descriptors by sector, subsector and type of works; (iii) results indicators for the projects already completed; (iv) the application of the Continuous Monitoring System (CMS) to the Project Portfolio; and (v) API progress indicators. For more information about the CMS and the PIS, see Annex II of the Report on the COSIPLAN Project Portfolio 2014.

(*) Investments made in two existing projects before IIRSA was launched are not included. These projects are Road Corridor Connecting Santa Marta - Paraguachón - Maracaibo - Barquisimeto - Acarigua, in the Andean Hub, and Itaipu System, in the MERCOSUR-Chile Hub.

(**) Since there are two so-called hinge projects falling within two Hubs, the totals in the No. of Projects and Estimated Investment columns do not match the arithmetic sum of the totals by Hub. These projects are: (i) Pircas Negras Border Crossing, belonging to the Capricorn and MERCOSUR-Chile Hubs, and (ii) Paving of the Potosí - Tupiza - Villazón Road, belonging to the Capricorn and Central Interoceanic Hubs. (A hinge project articulates two or more Integration and Development Hubs, plays a role in more than one Hub, or falls within two or more project groups in one Hub.)

Concerning changes in project life cycle stages, the following can be stated:

- Twenty-six projects that were at the profiling stage moved on as follows: twenty three to the pre-execution stage and three to the execution stage.
- Twenty-seven projects that were at the pre-execution stage changed as follows: twenty one moved on to another stage, whereas six projects underwent a change in their scope and are currently at the profiling stage.
- Eighteen projects that were at the execution stage changed as follows: nine were completed and other nine projects underwent a change in their scope and are now at the pre-execution stage.
- Five projects recorded as completed were removed from the Portfolio, while two changed their scope and are now at the execution stage.

Changes in the Project Portfolio by Stage (2014-2015)

Number of projects and US$ million

	Profiling	Pre-Execution	Execution	Completed	Total
Projects in 2014	137	157	179	106	579
Excluded	-15	-1	-2	-5	-23
Included	11	13	13		37
Moved on to another stage	-26	-21	-9		-68
Moved back to another stage		-6	-9	-2	
Incorporated into a stage	7	31	19	16	68
Projects in 2015	114	173	191	115	593

The number of projects included, excluded, incorporated into a stage, and of those that moved on is shown below. It should be noted that most of the projects incorporated into a stage belong now to the pre-execution stage and that the stage from which more projects were removed last year was the profiling stage, with 41 projects excluded. Furthermore, it should be stated that five previously completed projects were removed from the Portfolio, as the country involved (Brazil) deemed it unnecessary to keep them among the other projects.

Changes in the Project Portfolio (2014-2015)

Number of projects

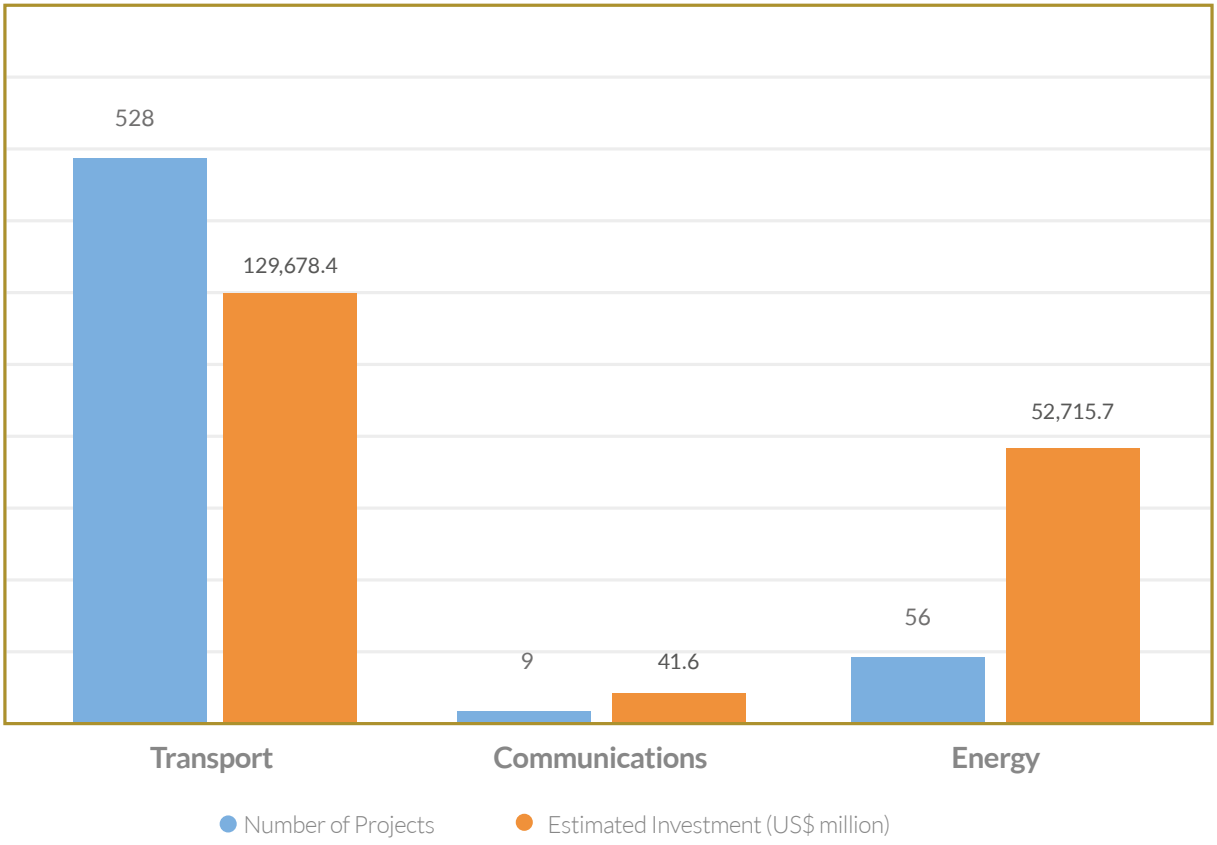
WHAT IS THE CURRENT STATUS OF THE COSIPLAN PROJECT PORTFOLIO?

Sectors and subsectors

The COSIPLAN Project Portfolio is mostly made up of transport projects, accounting for 89% of the Portfolio. However, transport works account for only 71% of the estimated investment, as energy projects account for 29% given their scope and nature.

Project sectors

Number of projects and US$ million



Project subsectors

Number of projects, US$ million, and %

	N° of Projects	% of Projects	Estimated Investment	% of Investment
Air	25	4	6,929.5	4
Road	262	44	59,473.1	33
Rail	67	11	47,903.4	26
River	75	13	2,887.0	2
Sea	38	6	10,944.5	6
Multimodal	14	2	623.7	0
Border Crossings	47	8	917.3	1
Energy Generation	25	4	42,065.5	23
Energy Interconnection	31	5	10,650.2	6
Communications Interconnection	9	2	41.6	0
TOTAL	**593**	**100**	**182,435.7**	**100**

PROJECT STAGES BY SECTOR

Almost a third of the total projects are at the execution stage, of which more than 90% involve transportation works. The estimated investment in the works in execution accounts for almost 40% of the total Portfolio.

The completed projects represent almost 20% of the total, and the same holds true for projects at the profiling stage. Among the completed projects, 78% fall in the transport sector, 20% in the energy sector, and only 2% in the communications sector.

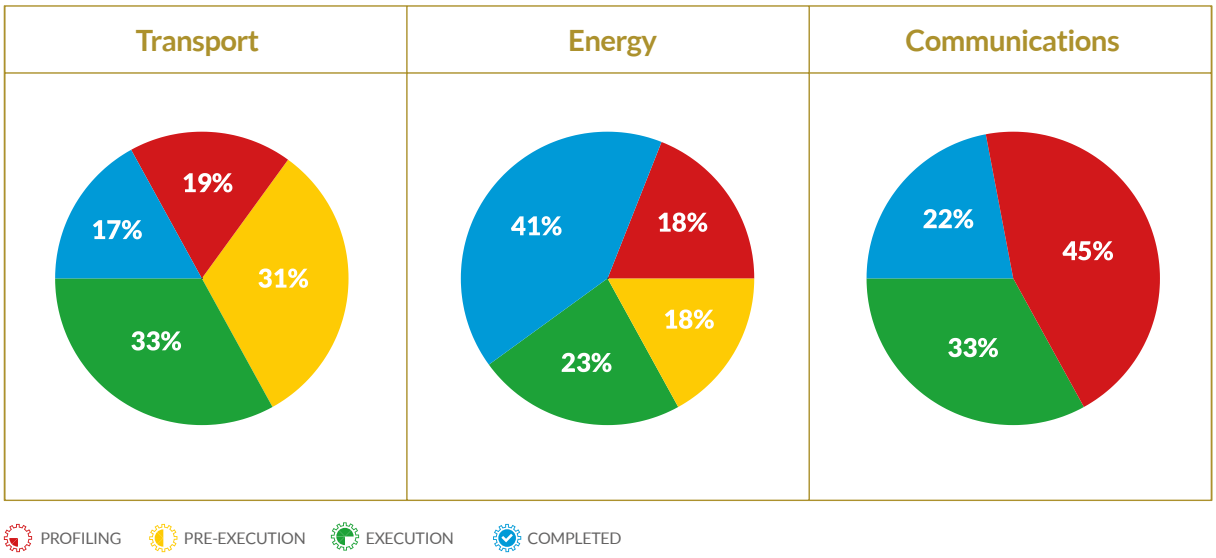
A third of the transport projects are at the execution stage and, if the completed projects of the sector are also considered, the number rises to half of the projects. Almost the same ratio is observed among the communications projects, as the ones at the execution stage and the ones already completed account for 55% of the total. However, all the other projects (45%) are at the pre-execution or profiling stage.

The energy sector features a high percentage of completed projects (more than 40%), and if the projects at the execution stage are taken into account, the percentage rises to almost 75% of the total.

Project stages by sector

Number of projects, US$ million, and %

	% of Projects					Estimated Investment	
	Transport	Energy	Communications	Total	%	US$ Million	%
Profiling	100	10	4	114	19.2	30,973.6	17.0
Pre-execution	163	10	0	173	29.2	53,666.0	29.4
Execution	175	13	3	191	32.2	71,683.4	39.3
Completed	90	23	2	115	19.4	26,112.8	14.3
TOTAL	528	56	9	593	100.0	182,435.7	100.0



THE 10 PROJECTS WITH THE HIGHEST ESTIMATED INVESTMENT

The 10 projects with the greatest estimated investment represent 42.5% of the total estimated investment for the active projects of the COSIPLAN Portfolio.

It is important to point out that the first six projects involve hydroelectric or railroad works. Seven of the 10 projects belong to one of these two subsectors, showing that the works in these subsectors demand the greatest financial efforts

The projects ranked in order of estimated investment

US$ million

Code	Name	Group	Stage	Estimated Investment	Countries
PBB16	MADEIRA RIVER HYDROELECTRIC POWER COMPLEX (SANTO ANTÔNIO AND JIRAU HYDROELECTRIC POWER STATIONS)	G03		18,209	BR
AND95	ECUADOR'S ELECTRIC FREIGHT TRAIN	G05		17,800	EC
MCC33	RAILWAY PROJECT BETWEEN LOS ANDES. CHILE AND MENDOZA. ARGENTINA (CENTRAL TRANS-AN-DEAN RAILWAY)	G03		5,100	AR - CH
PBB17	BINATIONAL HYDROELECTRIC POWER STATION (BOLIVIA - BRAZIL)	G03		5,000	BO - BR
MCC62	CONSTRUCTION OF THE CORPUS CHRISTI HY-DROELECTRIC POWER STATION	G05		4,200	AR - PY
IOC17	IMPROVEMENT OF THE CORUMBÁ - SANTOS (SP) RAILWAY SECTION	G02		3,700	BR
MCC06	ENLARGEMENT OF CAMPINAS AIRPORT	G01		3,550	BR
GUY40	INTEGRATED MASTERPLAN OF COASTAL PROTEC-TION ALBINA-NICKERIE	G04		3,020	SU
AMA73	NEW CROSS-NORTHEASTERN RAILWAY PHASE I (SUAPE - SALGUEIRO / PECÉM - ELISEU MARTINS)	G05		3,000	BR
MCC132	CONSTRUCTION OF THE SAN PABLO RING ROAD (NORTHERN SECTION)	G01		2,810	BR
Total				**66,389**	

PROFILING PRE-EXECUTION EXECUTION COMPLETED

COMPLETED PROJECTS BY HUB AND BY COUNTRY

All the Hubs, as well as 40 of the 48 project groups, include projects that have already been completed. The Hub with the greatest number of completed projects —23 (20%)— is MERCOSUR-Chile. In terms of investment, this Hub has an even bigger share, accounting for 32% of the total investment in the completed projects.

The opposite situation can be observed in the Central Interoceanic Hub: although completed projects amount to 12%, they only represent 0.9% of the investment.

Completed projects by hub

Number of projects, US$ million, and % [4]

	No. of Groups	No. of Projects	% of Projects (vis-à-vis total completed projects)	Investment Amount	% of the Investment (vis-à-vis total completed projects)
ANDEAN	6	18	15.7	829.6	3.2
CAPRICORN	4	14	12.2	2,139.0	8.2
PARAGUAY-PARANÁ WATERWAY	5	13	11.3	1,631.3	6.2
AMAZON	7	17	14.8	6,428.8	24.6
GUIANESE SHIELD	3	6	5.2	86.5	0.3
SOUTHERN	2	5	4.3	443.1	1.7
CENTRAL INTEROCEANIC	5	14	12.2	223.1	0.9
MERCOSUR-CHILE	6	23	20.0	8,351.3	32.0
PERU-BRAZIL-BOLIVIA	2	5	4.3	5,980.0	22.9
TOTAL	**40**	**115**	**100.0**	**26,112.8**	**100.0**

Completed projects by country

Number of projects, and US$ million

	Total No. of Projects	No. of Completed Projects	% of Projects	Investment Amount	% of Investment
ARGENTINA	185	21	15.6	6,195.0	22.4
BOLIVIA	53	4	3	17.0	0.1
BRAZIL	99	28	20.7	13,296.6	48.1
CHILE	74	20	14.8	960.7	3.5
COLOMBIA	36	10	7.4	556.2	2
ECUADOR	42	15	11.1	788.5	2.9
GUYANA	8	2	1.5	10.0	0
PARAGUAY	66	11	8.1	1,994.8	7.2
PERU	75	15	11.1	3,214.2	11.6
URUGUAY	7	7	5.2	481.2	1.7
VENEZUELA	42	2	1.5	125.2	0.5

CHARACTERISTICS OF THE COMPLETED PROJECTS

Almost half of the completed projects (45%) fall in the road subsector, and as for the investment amount, they account for 40% of this set of projects. The energy interconnection projects already completed represent almost 14% of the total completed projects, although they demanded more than 30% of the total investment amount.

Completed projects subsectors

Number of projects, US$ million, and %

	No. of Projects	% of Projects	Investment Amount	% of Investment
Air	6	5.2	168.3	0.6
Road	52	45.2	10,490.6	40.2
Rail	8	7.0	3,238.0	12.4
River	7	6.1	55.0	0.2
Sea	6	5.2	585.0	2.2
Border Crossings	11	9.6	75.5	0.3
Energy Generation	7	6.1	3,324.0	12.7
Energy Interconnection	16	13.9	8,176.4	31.3
Communications Interconnection	2	1.7	0.0	0.0
TOTAL	**115**	**100**	**26,112.8**	**100**

Of the total completed works, 82% were financed with public funds. In terms of their investment amount, the public sector contributed 65%. The private sector financed 11% of the projects, accounting for 11% of the invested amount. Public-private partnerships financed 7% of the projects, but their contribution accounted for 23% of the total amount invested.

Type of financing of the completed projects

Number of projects, US$ million, and %

	No. of Projects	% of Projects	Investment Amount (US$ million)	% of Investment
Private	13	11.3	3,026.0	11.6
Public	94	81.7	17,019.0	65.2
Public-private	8	7.0	6,067.8	23.2
TOTAL	**115**	**100**	**26,112.8**	**100**

Most completed projects are national in scope (83%), while the other ones are binational. This ratio rises in relation to the investment amount, with the national share accounting for 94%.

Territorial scope of the projects

Number of projects, US$ million, and %

	No. of Projects	% of Projects	Investment Amount (US$ million)	% of Investment
National	95	82.6	24,586.1	94.2
Binational	20	17.4	1,526.6	5.8
TOTAL	**115**	**100**	**26,112.8**	**100**

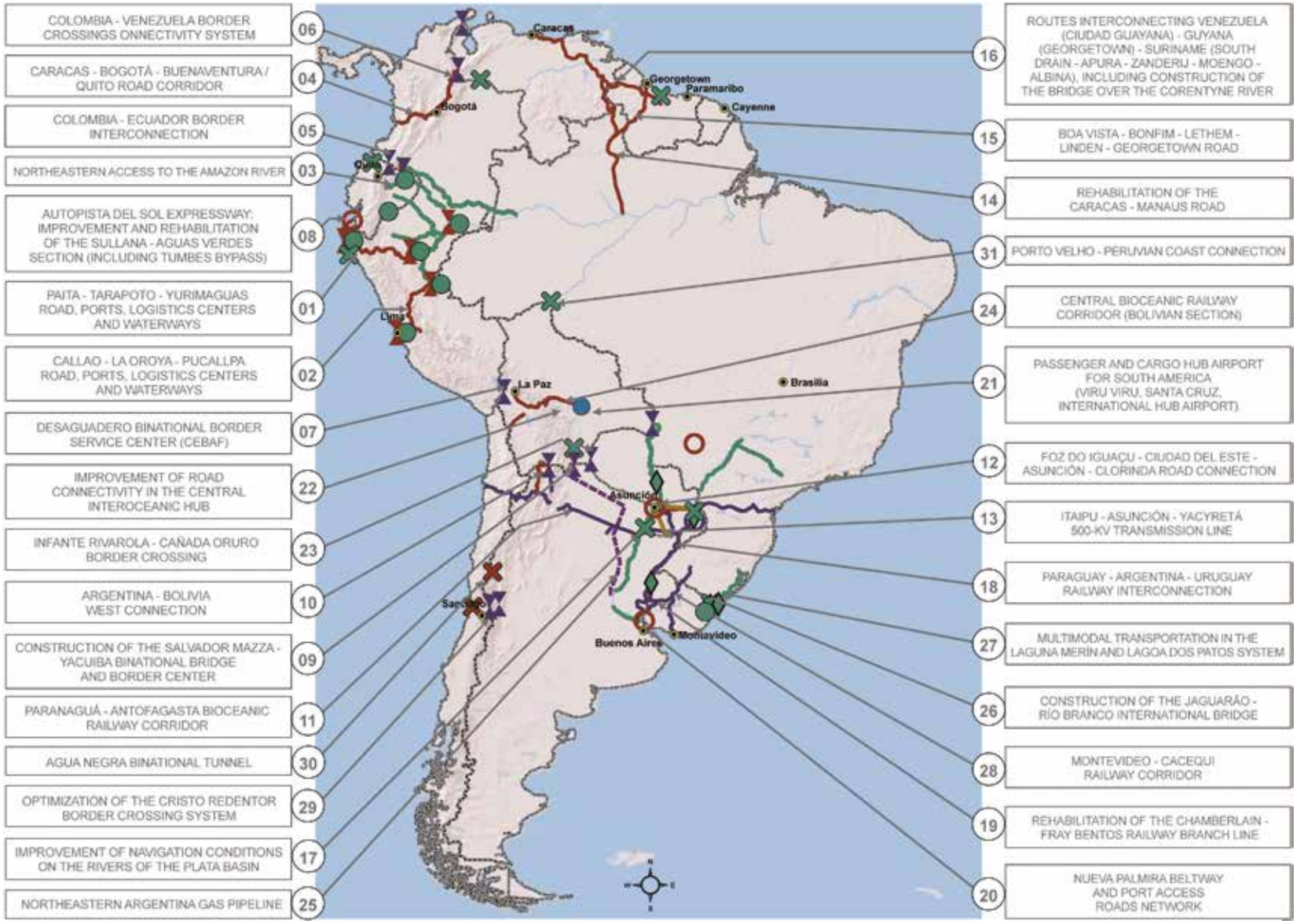
Integration Priority Project Agenda

API is made up of a limited number of strategic projects with a high impact on the physical integration and the socioeconomic development of the region. The components of this Agenda are "structured projects," which are projects that strengthen physical connectivity networks that are regional in scope, and are located in the different Integration and Development Hubs. They are made up of one or more projects within the COSIPLAN Project Portfolio that are known, for the purposes of this Agenda, as "individual projects."

Since its creation in 2011, API comprises the same 31 structured projects, and changes in terms of number during this period have been in individual projects. A relatively greater variation has been experienced in the estimated investment in the works concerned, which increased by 22% (from US$17,261 million to US$21,135.4 million) between 2012 and 2015.

The Integration Priority Project Agenda includes 31 structured projects made up of 103 individual projects from the COSIPLAN Portfolio, amounting to a total investment estimated at US$21,136 million. Thus, API involves 17% of the projects in the whole COSIPLAN Portfolio and 12% of its estimated investment [1]

1 - The COSIPLAN Project Portfolio is made up of 593 physical integration projects amounting to a total investment estimated at US$182,436 million.


COLOMBIA - VENEZUELA BORDER CROSSIINGS ONNECTIVITY SYSTEM 06
CARACAS - BOGOTÁ - BUENAVENTURA / QUITO ROAD CORRIDOR 04
COLOMBIA - ECUADOR BORDER INTERCONNECTION 05
NORTHEASTERN ACCESS TO THE AMAZON RIVER 03
AUTOPISTA DEL SOL EXPRESSWAY: IMPROVEMENT AND REHABILITATION OF THE SULLANA - AGUAS VERDES SECTION (INCLUDING TUMBES BYPASS) 08
PAITA - TARAPOTO - YURIMAGUAS ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS 01
CALLAO - LA OROYA - PUCALLPA ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS 02
DESAGUADERO BINATIONAL BORDER SERVICE CENTER (CEBAF) 07
IMPROVEMENT OF ROAD CONNECTIVITY IN THE CENTRAL INTEROCEANIC HUB 22
INFANTE RIVAROLA - CAÑADA ORURO BORDER CROSSING 23
ARGENTINA - BOLIVIA WEST CONNECTION 10
CONSTRUCTION OF THE SALVADOR MAZZA - YACUIBA BINATIONAL BRIDGE AND BORDER CENTER 09
PARANAGUÁ - ANTOFAGASTA BIOCEANIC RAILWAY CORRIDOR 11
AGUA NEGRA BINATIONAL TUNNEL 30
OPTIMIZATION OF THE CRISTO REDENTOR BORDER CROSSING SYSTEM 29
IMPROVEMENT OF NAVIGATION CONDITIONS ON THE RIVERS OF THE PLATA BASIN 17
NORTHEASTERN ARGENTINA GAS PIPELINE 25
Caracas
Georgetown
Paramaribo
Cayenne
Bogotá
Quito
Lima
La Paz
Brasilia
Asunción
Buenos Aires
Montevideo
ROUTES INTERCONNECTING VENEZUELA (CIUDAD GUAYANA) - GUYANA (GEORGETOWN) - SURINAME (SOUTH DRAIN - APURA - ZANDERIJ - MOENGO - ALBINA), INCLUDING CONSTRUCTION OF THE BRIDGE OVER THE CORENTYNE RIVER 16
BOA VISTA - BONFIM - LETHEM - LINDEN - GEORGETOWN ROAD 15
REHABILITATION OF THE CARACAS - MANAUS ROAD 14
PORTO VELHO - PERUVIAN COAST CONNECTION 31
CENTRAL BIOCEANIC RAILWAY CORRIDOR (BOLIVIAN SECTION) 24
PASSENGER AND CARGO HUB AIRPORT FOR SOUTH AMERICA (VIRU VIRU, SANTA CRUZ, INTERNATIONAL HUB AIRPORT) 21
FOZ DO IGUAÇU - CIUDAD DEL ESTE - ASUNCIÓN - CLORINDA ROAD CONNECTION 12
ITAIPU - ASUNCIÓN - YACYRETÁ 500-KV TRANSMISSION LINE 13
PARAGUAY - ARGENTINA - URUGUAY RAILWAY INTERCONNECTION 18
MULTIMODAL TRANSPORTATION IN THE LAGUNA MERÍN AND LAGOA DOS PATOS SYSTEM 27
CONSTRUCTION OF THE JAGUARÃO - RÍO BRANCO INTERNATIONAL BRIDGE 26
MONTEVIDEO - CACEQUI RAILWAY CORRIDOR 28
REHABILITATION OF THE CHAMBERLAIN - FRAY BENTOS RAILWAY BRANCH LINE 19
NUEVA PALMIRA BELTWAY AND PORT ACCESS ROADS NETWORK 20

API structured projects

US$ million

API	Hub	Name	Estimated Investment	Countries	Stage
1	AMA	PAITA - TARAPOTO - YURIMAGUAS ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS	381.6	PE	
2	AMA	CALLAO - LA OROYA - PUCALLPA ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS	2,761.8	PE	
3	AMA	NORTHEASTERN ACCESS TO THE AMAZON RIVER	61.8	BR - CO - EC - PE	
4	AND	CARACAS - BOGOTÁ - BUENAVENTURA / QUITO ROAD CORRIDOR	3,350.0	CO - EC - VE	
5	AND	COLOMBIA - ECUADOR BORDER INTERCONNECTION	287.8	CO - EC	
6	AND	COLOMBIA - VENEZUELA BORDER CROSSINGS CONNECTIVITY SYSTEM	16.0	CO - VE	
7	AND	DESAGUADERO BINATIONAL BORDER SERVICE CENTER (CEBAF)	29.9	BO - PE	
8	AND	AUTOPISTA DEL SOL EXPRESSWAY: IMPROVEMENT AND REHABILITATION OF THE SULLANA - AGUAS VERDES SECTION (INCLUDING TUMBES BYPASS)	574.5	PE	
9	CAP	CONSTRUCTION OF THE SALVADOR MAZZA - YACUIBA BINATIONAL BRIDGE AND BORDER CENTER	45.0	AR - BO	
10	CAP	ARGENTINA - BOLIVIA WEST CONNECTION	477.0	AR - BO	
11	CAP	PARANAGUÁ - ANTOFAGASTA BIOCEANIC RAILWAY CORRIDOR	5,325.2	AR - BR - CH - PY	
12	CAP	FOZ DO IGUAÇU - CIUDAD DEL ESTE - ASUNCIÓN - CLORINDA ROAD CONNECTION	774.2	AR - BR - PY	
13	CAP	ITAIPU - ASUNCIÓN - YACYRETÁ 500-KV TRANSMISSION LINE	852.0	BR - PY	
14	GUY	REHABILITATION OF THE CARACAS - MANAUS ROAD	407.0	BR - VE	
15	GUY	BOA VISTA - BONFIM - LETHEM - LINDEN - GEORGETOWN ROAD	250.0	BR - GU	
16	GUY	ROUTES INTERCONNECTING VENEZUELA (CIUDAD GUAYANA) - GUYANA (GEORGETOWN) - SURINAME (SOUTH DRAIN - APURA - ZANDERIJ - MOENGO - ALBINA), INCLUDING CONSTRUCTION OF THE BRIDGE OVER THE CORENTYNE RIVER	301.8	GU - SU - VE	
17	HPP	IMPROVEMENT OF NAVIGATION CONDITIONS ON THE RIVERS OF THE PLATA BASIN	1,170.0	AR - BO - BR - PY - UY	
18	HPP	PARAGUAY - ARGENTINA - URUGUAY RAILWAY INTERCONNECTION	277.3	AR - PY - UY	
19	HPP	REHABILITATION OF THE CHAMBERLAIN - FRAY BENTOS RAILWAY BRANCH LINE	100.0	UY	
20	HPP	NUEVA PALMIRA BELTWAY AND PORT ACCESS ROADS NETWORK	15.0	UY	
21	IOC	PASSENGER AND CARGO HUB AIRPORT FOR SOUTH AMERICA (VIRU VIRU, SANTA CRUZ, INTERNATIONAL HUB AIRPORT)	20.0	BO	
22	IOC	IMPROVEMENT OF ROAD CONNECTIVITY IN THE CENTRAL INTEROCEANIC HUB	420.0	BO - BR	
23	IOC	INFANTE RIVAROLA - CAÑADA ORURO BORDER CROSSING	1.9	BO - PY	
24	IOC	CENTRAL BIOCEANIC RAILWAY CORRIDOR (BOLIVIAN SECTION)	6.7	BO	
25	MCC	AGUA NEGRA BINATIONAL TUNNEL	1,600.0	AR - CH	
26	MCC	NORTHEASTERN ARGENTINA GAS PIPELINE	1,000.0	AR - BO	
27	MCC	OPTIMIZATION OF THE CRISTO REDENTOR BORDER CROSSING SYSTEM	272.0	AR - CH	
28	MCC	MONTEVIDEO - CACEQUI RAILWAY CORRIDOR	139.9	BR - UY	
29	MCC	CONSTRUCTION OF THE JAGUARÃO - RÍO BRANCO INTERNATIONAL BRIDGE	93.5	BR - UY	
30	MCC	MULTIMODAL TRANSPORTATION IN THE LAGUNA MERÍN AND LAGOA DOS PATOS SYSTEM	38.2	BR - UY	
31	PBB	PORTO VELHO - PERUVIAN COAST CONNECTION	85.4	BR - PE	
		TOTAL	21,136		

PROFILING PRE-EXECUTION EXECUTION COMPLETED

WHAT WERE THE RESULTS OF API UPDATES IN 2015?

Virtual Meetings

As in the case of the COSIPLAN Project Portfolio, for the first time virtual meetings of the Executive Technical Groups to Update the Projects in API were held. A meeting was held for each Integration and Development Hub using an online video-conferencing tool.

As of the date of this report, 85% of the projects (88 of 103)[1] are updated as of 2015 in the COSIPLAN Project Information System

Diagnosis of the API Projects Status

As mentioned in the section concerned with the COSIPLAN Coordinating Committee, in 2015, the countries conducted a review of the status of the API projects, including both the structured and the individual ones, with the purpose of identifying problems or difficulties obstructing their progress or completion [2].

Changes in API between 2014 and 2015

As already mentioned, API remains relatively stable regarding the number of projects, even though some changes were introduced over this year.

Compared to 2014, individual projects rose from 100 to 103 because two projects were added to the Andean Hub and one to the Amazon Hub

This increase is due to the splitting of project Improvement of Navigation Conditions on the Napo River into two projects (Ecuadorian Section and Peruvian Section), and of project Autopista del Sol Expressway: Improvement and Rehabilitation of the Sullana - Aguas Verdes Section (including Tumbes Bypass) into three projects:

- Upgrade of Sullana - Tumbes - Turn-off to the International Bypass Road to a Four-lane Road
- Rehabilitation and Construction of Bridges along the Sullana - Tumbes - Turn-off to the International Bypass Road
- Construction of Tumbes Bypass

API total estimated investment amount decreased from US$21,173 million in 2014 to US$21,136 million in 2015

As detailed below, investment amounts increased in some Hubs and decreased in others. The reason is that, as projects move on in their life cycle, the investments necessary to implement them are known with greater precision.

1 –Information cut-off date: August 18, 2015.
2 – For more information on this activity, see the section concerned with the COSIPLAN Coordinating Committee.

Evolution of API between 2012 and 2015 by Hub

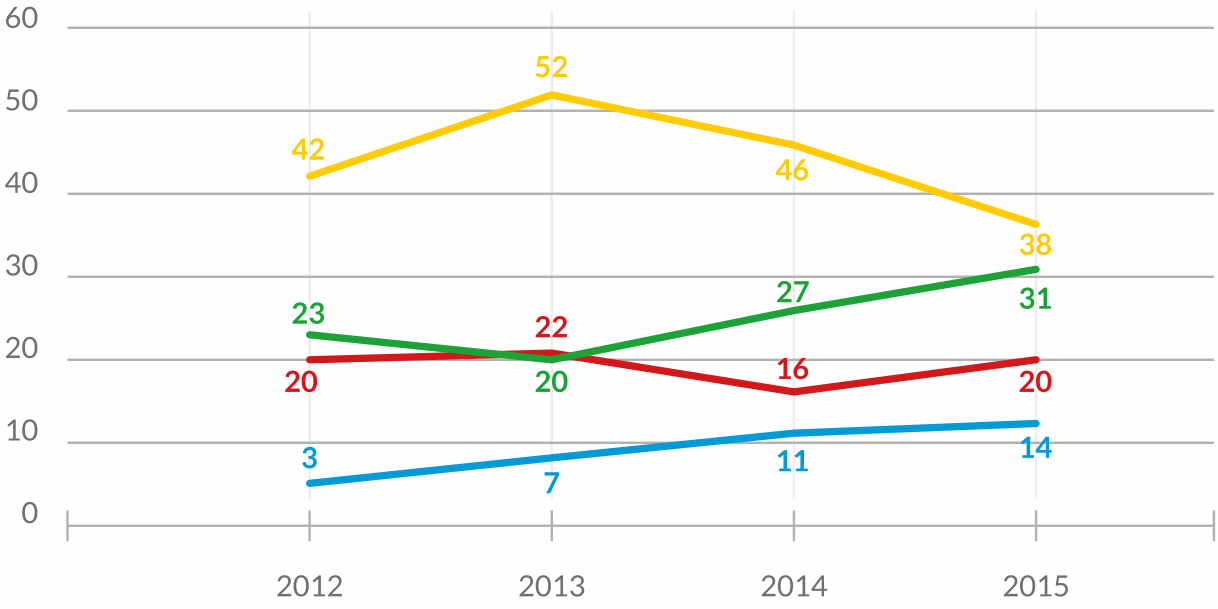
Number of projects, US$ million

	No. of Structured Projects	% of Structured Projects	No. of Individual Projects		% of Individual Projects		Estimated Investment		% of Investment (per Hub against the total)	
			2014	2015	2014	2015	2014	2015	2014	2015
AMA	3	9.7	26	27	26.0	26.2	3,286.5	3,205.2	15.5	15.2
AND	5	16.1	11	13	11.0	12.6	4,137.4	4,258.2	19.5	20.1
CAP	5	16.1	18	18	18.0	17.5	7,250.4	7,473.4	34.2	35.4
GUY	3	9.7	6	6	6.0	5.8	958.8	958.8	4.5	4.5
HPP	4	12.9	16	16	16.0	15.5	1,862.3	1,562.3	8.8	7.4
IOC	4	12.9	7	7	7.0	6.8	460.1	448.6	2.2	2.1
MCC	6	19.4	15	15	15.0	14.6	3,131.8	3,143.6	14.8	14.9
PBB	1	3.2	1	1	1.0	1.0	85.4	85.4	0.5	0.4
TOTAL	31	100	100	103	100.0	100.0	21,172.6	21,135.4	100.0	100.0

When considering the stages of the individual projects in the 2012-2015 period, the evolution in terms of the increase in number of projects in execution and completed as well as the reduction of projects at the pre-execution stage become apparent.

Evolution of API between 2012 and 2015 by Stage

Number of individual projects



PROFILING PRE-EXECUTION EXECUTION COMPLETED

WHAT IS THE CURRENT STATUS OF API?

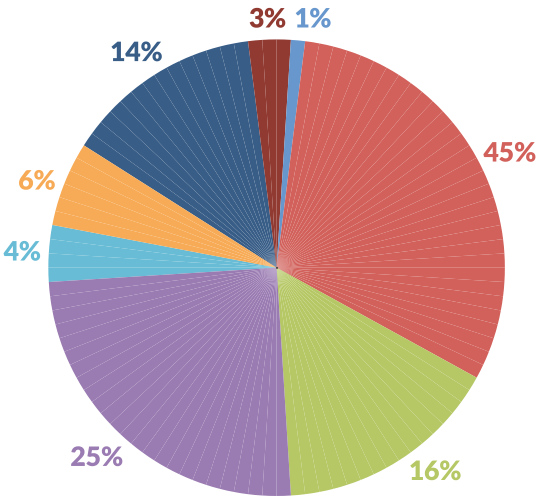
Sectors and subsectors

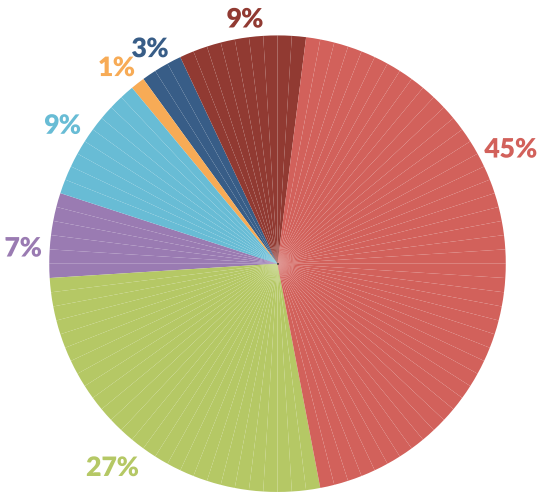
As already explained, API is basically a project portfolio intended to improve physical connectivity in the region. Thus, it is no surprising that most of its projects are concerned with the different modes of transport. In fact, 97% of the API individual projects fall in the transport sector and demand 91% of the total estimated investment. The other 3% falls in the energy sector and account for an estimated investment of 9%. Although the latter are few in number, they require a considerable investment on account of their scope and technical characteristics.

Regarding the subsector-based breakdown of the individual projects, road projects account for 31% of API and almost half of its total estimated investment (45%). River projects represent almost a quarter of the API projects and account for only 7% of the estimated investment amount of the Agenda. Similarly, border crossing projects account for 14% in terms of number but only for 3% in terms of API total estimated investment. As for rail projects, accounting for 16% in terms of number, they demand 26% of the estimated investment due to the nature of the works involved.

API individual projects by subsector

% of the No. of projects and % of the estimated investment





Air	Energy Interconnection
Road	Border Crossings
Rail	Multimodal
River	Sea

Road	Energy Interconnection
Rail	Border Crossings
River	Multimodal
	Sea

API TECHNICAL CHARACTERISTICS

As part of the Work Plan 2014, the countries carried out specific actions intended to enhance the quality and standardization of the COSIPLAN Portfolio and API project data, and to better communicate their progress and outcomes. This resulted in the following: (i) the organization of the fields in the project files; (ii) specific descriptors by sector, subsector and type of works; (iii) results indicators for the projects already completed; (iv) the application of the Continuous Monitoring System (CMS) to the Project Portfolio; and (v) API progress indicators.

The descriptors help identify in standardized terms the objectives of each individual project, report important technical features in an aggregate manner, and produce project indicators by country, project group, or Integration and Development Hub. These new information fields are divided into “primary” and “secondary” and apply mainly to projects at the pre-execution and execution stages.

The technical information on the API projects drawn from the data entered by the countries in the COSIPLAN Project Information System is presented below.

AIR SUBSECTOR

- Expansion of **one freight and passenger airport**

ROAD SUBSECTOR

- Paving, rehabilitation, improvement and upgrade of **more than 7,935 km of road corridors**
- Construction of **two beltways**, one of them 8.5-km long and the other one 46.1 km-long
- Construction of a **bypass** made up of a 18.65-km long four-lane road, two road interchanges, two grade-separated junctions, and two bridges
- Upgrade of a **road interchange**
- Construction of a **road junction** and a **roundabout**
- Upgrade of urban streets for direct access to a port
- Construction of **two tunnels**, one of which is binational and 13.9 km long
- Construction, rehabilitation or improvement of **57 bridges**, including: a bimodal bridge, a 1,084-m long one, a 760-m long one, a 400-meter long one, an 80-m long one, a 71-meter long one, a 30-m long one, and one including a freight yard

RAIL SUBSECTOR

- Construction and rehabilitation of **more than 7,154.4 km of rail corridors**

SUB-SECTOR FLUVIAL

- Modernization and construction of **four river ports**
- Construction of **two river port terminals**
- Upgrade and/or construction of **12 docks**
- Improvement of navigation conditions along **8,508 km of waterways**
- Dredging works, upgrade of corridors and complementary works in **two lakes and their tributaries**
- Implementation of a **water level prediction system**

SEA SUBSECTOR

- Upgrade and expansion of **four sea ports**

MULTIMODAL SUBSECTOR

- Construction of **six logistics transfer centers**, one with an area of 277 ha and another one with an area of 150 ha

BORDER CROSSINGS SUBSECTOR

- Design of **one management control system** made up of interconnected management stations
- Construction and improvement of **12 border control and border service centers**, including:

One border center for integrated control operations in a single customs office and complementary works involving 1,031 m2
Four border centers (with an area of 20 ha, 24.8 ha, 32 ha and 47 ha, respectively)
Three binational centers

ENERGY INTERCONNECTION SUBSECTOR

- Improvement of **two 500-kv transmission lines running along 710.9 km**
- Construction of a **1,500-km, 24-inch diameter trunk gas pipeline**

THE PROJECTS WITH THE HIGHEST ESTIMATED INVESTMENT

The ten API individual projects that require the most financing account for approximately 62% of the whole amount estimated for the works in the Agenda.

Of the first five of them, two are located in the Capricorn Hub and two in the Andean Hub. Most of them are at the execution stage. Seven of the ten are publicly financed, two are financed with private funds, and only one is financed by public-private initiatives.

API individual projects with the greatest estimated investment

US$ million

Code	Name	Type of Financing	Stage	Estimated Investment	Countries	Estimated Completion Date
CAP29	CONSTRUCTION OF CIUDAD DEL ESTE - ÑEEMBUCÚ RAILWAY	PUBLIC		2,800.0	PY	Jan 22
AND07	BOGOTÁ - BUENAVENTURA ROAD CORRIDOR	PUBLIC		1,791.0	CO	Aug 26
MCC110	AGUA NEGRA BINATIONAL TUNNEL	PUBLIC		1,600.0	AR - CH	Dec 22
AND05	BOGOTÁ - CÚCUTA ROAD CORRIDOR	PUBLIC		1,559.0	CO	Dec 40
CAP53	BIOCEANIC RAILWAY CORRIDOR: PARANAGUÁ - CASCAVEL SECTION AND GUARAPUAVA - INGENIERO BLEY RAILWAY BYPASS	PUBLIC		1,500.0	BR	NA
MCC68	NORTHEASTERN ARGENTINA GAS PIPELINE	PUBLIC-PRIVATE		1,000.0	AR	Dec 22
AMA66	EL CALLAO MULTI-PURPOSE NORTHERN TERMINAL	PRIVATE		883.5	PE	Jan 16
HPP19	IMPROVEMENT OF NAVIGATION CONDITIONS ON THE TIETÊ RIVER	PUBLIC		800.0	BR	Feb 17
AMA31	MODERNIZATION OF EL CALLAO PORT (NEW CONTAINER DOCK)	PRIVATE		704.8	PE	Mar 18
CAP18	CONCESSION FOR THE IMPROVEMENT OF ROUTES No. 2 AND 7 (ASUNCIÓN - CIUDAD DEL ESTE)	PRIVATE		500.0	PY	Dec 20
TOTAL				13,138.3		

PROFILING PRE-EXECUTION EXECUTION COMPLETED

The Construction of the Ciudad del Este - Ñeembucú Railway is the API individual project with the highest investment amount. This project and the Bioceanic Railway Corridor: Paranaguá - Cascavel Section and Guarapuava - Ingeniero Bley Railway Bypass (the fifth individual project in terms of investment amount) belong to the Capricorn Hub and form part of one of the most challenging connectivity initiatives of API: the Paranaguá - Antofagasta Bioceanic Railway Corridor. This API project ranks first in terms of investment. This rail corridor is intended to enable the movement of cargo across the continent, from the Brazilian Atlantic coast through Paraguay, Argentina and Bolivia, up to the Chilean Pacific coast.

The Bogotá - Buenaventura Road Corridor is the second API individual project in terms of investment amount. This project and the Bogotá - Cúcuta Road Corridor (fourth individual project in terms of investment amount) belong to the Andean Hub and form part of structured project Caracas - Bogotá - Buenaventura / Quito Road Corridor (US$3,350 million), which is the second API project with the greatest investment. This corridor, linked to waterways and multimodal projects, can connect the Pacific and Atlantic oceans, representing an alternative to the Panama Canal for the flow of goods.

The third API individual project with the greatest estimated investment is the Agua Negra Binational Tunnel, located in the MERCOSUR-Chile Hub. In addition to being the only tunnel included in API, this is an important engineering undertaking on account of its technical solution (two parallel tunnels, one for each direction of traffic), its length (14 km), and its height above sea level (4,085 m)

The sixth individual project with the greatest estimated investment is also located in the MERCOSUR-Chile Hub: the Northeastern Argentina Gas Pipeline. This large construction project is 1,500 km long, including the Trunk Pipeline and the Provincial Branches. The gas pipeline will strengthen Argentina's energy matrix by linking the gas reserves located in northern Argentina and in Bolivia to the country's areas where the demand is greater.

The projects ranking last among the 10 projects with the highest estimated investment include two projects located in the Amazon Hub and belonging to structured project Callao - La Oroya - Pucallpa Road, Ports, Logistics Centers and Waterways, which, with an investment estimated at US$2,761 million, is the third API project with the greatest investment. All the individual projects included in it are Peruvian. The purpose of this API project is to connect the Callao port with different destinations on the Pacific ocean and to enable access to Manaus (Brazil) and, further on, to the Atlantic ocean through the Amazon river.

The five API structured projects with the highest estimated Investment

US$ million

API	Name	Hub	Estimated Investment	Countries	Estimated Completion Date
11	PARANAGUÁ - ANTOFAGASTA BIOCEANIC RAILWAY CORRIDOR	CAP	5,325	AR - BR - CH - PY	Jan 22
4	CARACAS - BOGOTÁ - BUENAVENTURA / QUITO ROAD CORRIDOR	AND	3,350	CO - EC - VE	Aug 26
2	CALLAO - LA OROYA - PUCALLPA ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS	AMA	2,762	PE	Dec 22
25	AGUA NEGRA BINATIONAL TUNNEL	MCC	1,600	AR - CH	Dec 40
17	IMPROVEMENT OF NAVIGATION CONDITIONS ON THE RIVERS OF THE PLATA BASIN	HPP	1,170	AR - BO - BR - PY - UY	NA
26	NORTHEASTERN ARGENTINA GAS PIPELINE	MCC	1,000	AR - BO	Dec 22

API IMPLEMENTATION STATUS

The completed individual projects account for 14% of API and are distributed in all the Hubs, except for the Paraguay-Paraná Waterway and Peru-Brazil-Bolivia Hubs. The Hubs that received the greatest investment for completed individual projects since the creation of API are the Amazon and the Capricorn Hubs.

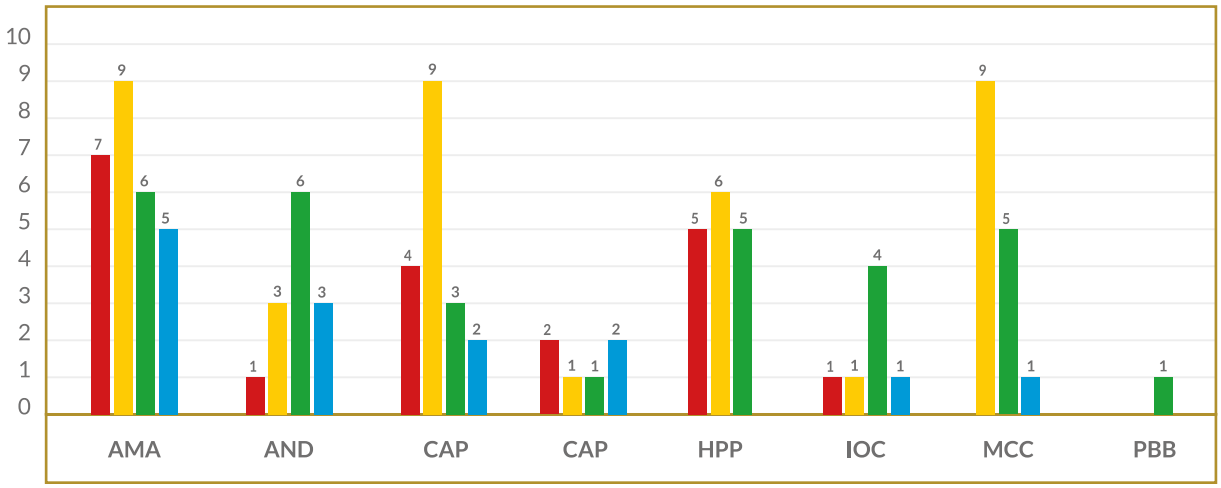
The Capricorn Hub hosts a great number of projects at the profiling and pre-execution stages that demand a high amount of estimated investment, followed by the MERCOSUR-Chile Hub.

At present, the Andean and Amazon Hubs are the ones with most projects in execution and investment made, followed by the MERCOSUR-Chile and the Paraguay-Paraná Waterway Hubs in terms of number of projects and, to a lesser extent, of estimated investment amounts.

The MERCOSUR-Chile and Peru-Brazil-Bolivia Hubs are the only ones that do not have any project at the profiling stage.

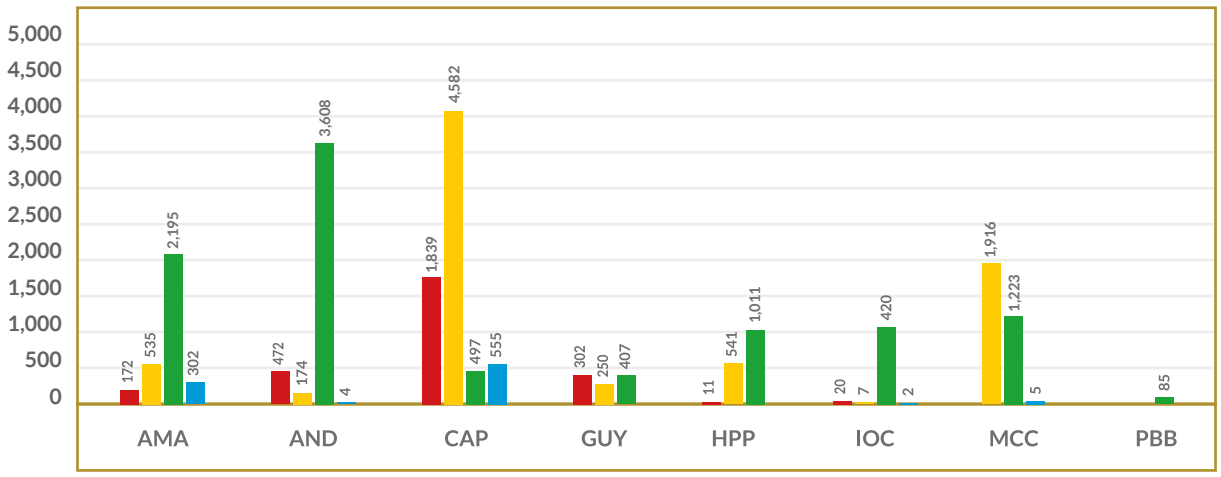
Stages by Hub

Number of individual projects



Stages by Hub

US$ million



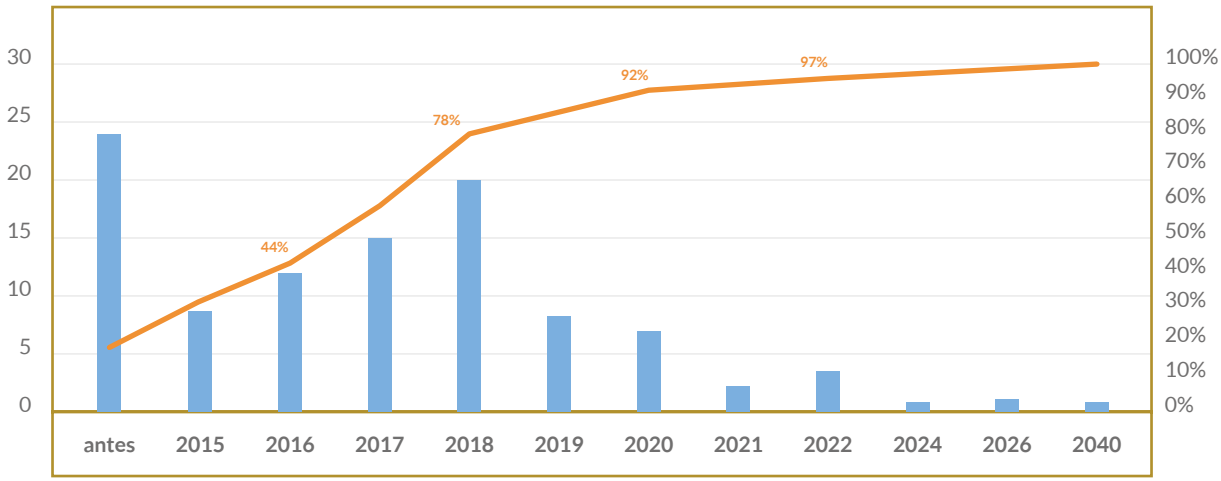
ESTIMATED COMPLETION OF THE PROJECTS

Infrastructure projects usually take many years from their commencement to the end of all the activities carried out to complete the works.

Of the 103 projects involved in API, there is information on the Life Cycle Schedule of 91, i.e. on their details and their expected progress schedule. On the basis of this information, projects remain, on average, one year at the profiling stage, almost four years at the pre-execution stage, and a little over three years at the works execution stage. This means that an average API project has a life cycle of eight years.

PROFILING PRE-EXECUTION EXECUTION COMPLETED

Estimated completion of the API individual (No.) and structured (%) projects by year



When analyzing API in terms of its projection into the future, it should be noted that almost 80% of the individual projects will be completed by 2018, involving the implementation of 50% of the estimated investment amount. Most projects will be completed in 2022, which is the deadline established for API implementation, involving the expenditure of 84% of the investment estimated for the entire Agenda.

The first seven structured projects will be completed before 2016 for an investment estimated at US$1,845 million, which accounts for 22.5% of the set of projects and for 8.7% of the investments planned in API. These projects will impact on the regional connectivity of the Andean, Central Interoceanic, Guianese Shield, and MERCOSUR-Chile Hubs.

Territorial Planning Methodologies

Integration Territorial Programs (PTIs)

WHAT ARE INTEGRATION TERRITORIAL PROGRAMS?

The COSIPLAN Strategic Action Plan (PAE) 2012-2022 includes the definition of a methodology for the creation of Integration Territorial Programs (PTIs) associated with API projects as well as for their design.

PTIs consist in identifying and implementing a set of actions complementing the API projects in order to leverage their impact on the development of the territories involved, taking into account economic, social and environmental aspects.

The aim of PTIs is to make headway with other aspects of the territorial planning process in order to enhance the environmental management of the territory, add production integration and logistics components, harmonize regulatory and legal aspects, and improve the local impact of infrastructure. The technical studies and methodological tools developed (IPrLg and EASE, among others) serve as inputs in designing these programs.

WHAT ARE THEIR MAIN CONCEPTS?

Throughout 2012 and 2013, work was conducted to define the general guidelines for the development of these programs. For this purpose, two API projects were selected as case studies to draft a proposal (Agua Negra Binational Tunnel, and Montevideo - Cacequi Railway Corridor). The document entitled "Integration Territorial Programs – PTIs: Conceptual Guidelines for their Design" was analyzed at the Meeting of the Executive Technical Group (GTE) on PTIs held in Buenos Aires in 2013, and was approved by the COSIPLAN Ministers at their IV Ordinary Meeting that same year.

MAIN ASPECTS IN THE DESIGN OF PTIS

- The definition of the objective guiding the PTI actions in a concerted manner by the countries involved in the API project is the main aspect in the design of the program.
- The identification of the area of influence of the API project and an area of action of the PTI that is restricted to the objectives agreed upon is another significant aspect in the design of the PTI.
- The territorial planning methodologies developed by IIRSA-COSIPLAN are important tools for the identification of problems, difficulties and opportunities to be addressed by the PTI.
- The multi-sectoral and territorial nature of PTIs calls for the participation of different government levels and the building of partnerships with the private sector and other key actors, for which purpose a Participation Plan is drafted.
- A PTI is an action program that requires following up on its implementation as well as a monitoring system that includes allocation of resources and responsibilities, established implementation timeframes, and a management model.

The Ministers included in the Work Plan 2014 the task of applying these guidelines on a pilot basis to some API projects selected by the countries.

Due to Argentina's and Chile's concern to deepen bilateral work on integration issues, the two countries proposed the design of a PTI associated with API project Agua Negra Binational Tunnel. This activity was included in the COSIPLAN Work Plan 2014-2015.

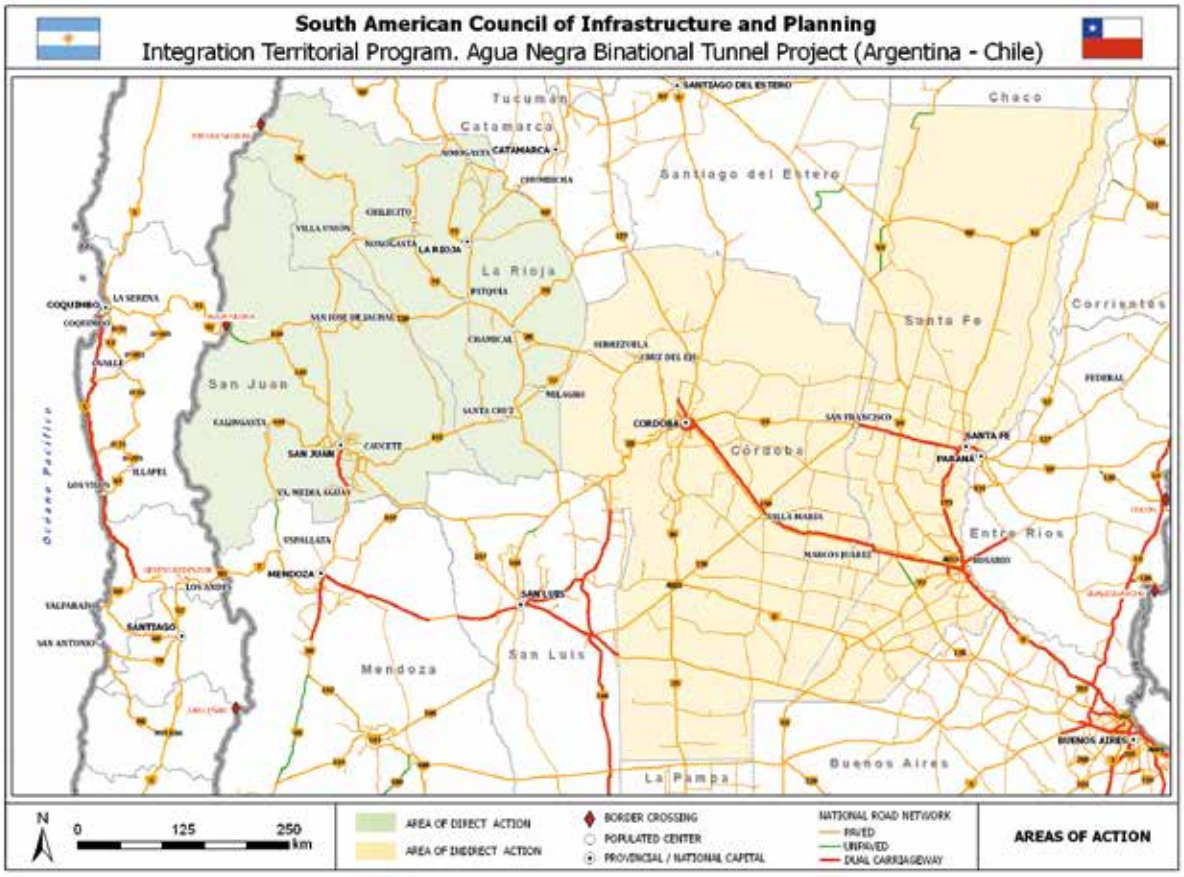
WHAT WERE THE FIRST STEPS IN THE DESIGN OF THE AGUA NEGRA BINATIONAL TUNNEL PTI?

The National Coordinators from Argentina and Chile, with technical assistance from the CCT, set about the task of designing a PTI for the Agua Negra Tunnel in August 2014. The first steps consisted in defining the PTI's objective and area of action, as well as a working plan for its design.

Agua Negra binational tunnel PTI objective and area of action

- The objective of the PTI is to contribute to the consolidation of alternative connectivity between Argentina and Chile, and to encourage the region's potential for production and for generation of services, by identifying projects and actions that promote sustainable development, domestic and international integration, and regional planning.
- The Area of Direct Action includes San Juan and La Rioja provinces in Argentina and Chile's Coquimbo Region. The Area of Indirect Action includes Córdoba and Santa Fe provinces in Argentina.

Areas of direct and indirect action of the PTI



The PTI's Work Plan was drafted, coordinated and implemented by the COSIPLAN-IIRSA National Coordinators of Argentina and Chile, with the active participation of the Enlarged Work Team

The Enlarged Work Team is made up of both countries' National Coordinators and the national and regional/provincial government bodies involved. The PTI design process was supported by a technical assistance team.

WORK PLAN FOR THE DESIGN OF THE AGUA NEGRA BINATIONAL TUNNEL PTI

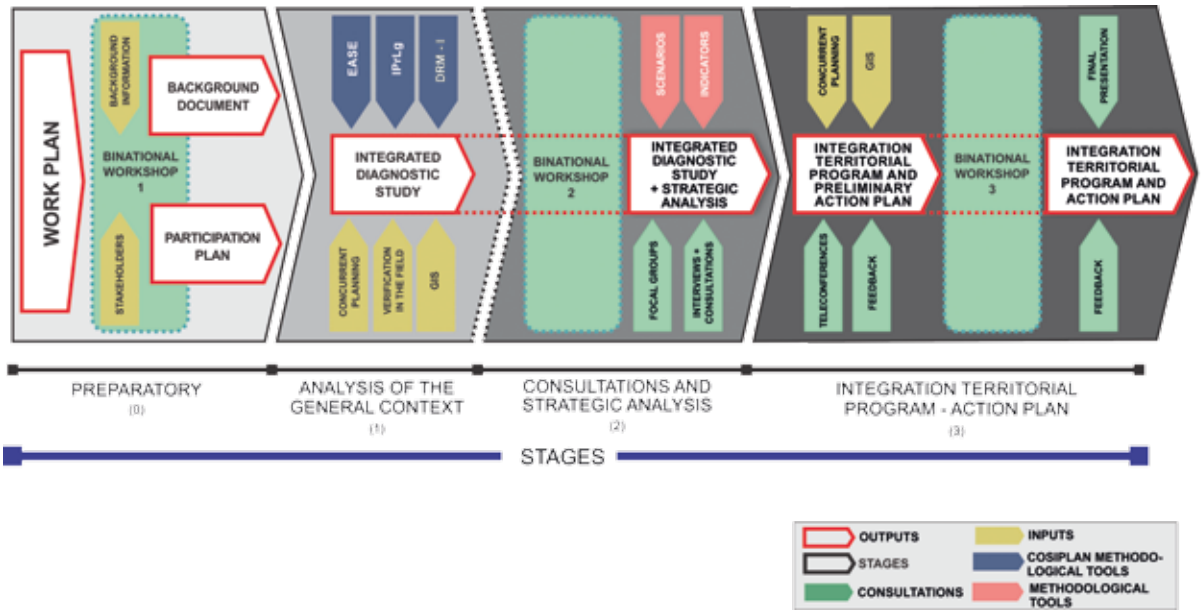
STAGE 0: Preparatory
- Binational Workshop in Buenos Aires (November 2014)
- Background Document and First Draft of the Participation Plan

STAGE 1: Analysis of the General Context
- Integrated Diagnostic Study and Final Draft of the Participation Plan
- Binational Workshop in Coquimbo (March 2015)

STAGE 2: Consultation and Strategic Analysis
- Focus Group Meetings and Regional Workshops (April 2015)
- Strategic Analysis

STAGE 3: Integration Territorial Program and Action Plan
- PTI and Action Plan
- Binational Workshop in San Juan (October 2015)

Methodological flow of the PTI design



WHAT WERE THE MAIN ACTIVITIES UNDERTAKEN IN DESIGNING THE PTI?

In November 2014, the city of Buenos Aires hosted the **First Binational Workshop**, during which the Enlarged Work Team was established, the work plan was approved, and the guidelines for the Participation Plan were agreed upon.

Binational Workshop in Buenos Aires, November 2014

The purpose of the Participation Plan was to facilitate the interaction between the Enlarged Work Team and the local stakeholders and experts, identifying the different views and opinions of the interest groups concerning the future scenarios associated with the construction and operation of the Tunnel.

A key element to move forward in the design of the PTI was the **Integrated Diagnostic Study**. The objective of this document was to characterize the territory of the PTI's Area of Action in the following dimensions: infrastructure; biophysical, socio-territorial, sociocultural, economic, and production aspects; and natural hazards.

During the **Second Binational Workshop**, held in the first quarter of 2015 (La Serena, March 2015), the Strategic Axes were defined, the participation activities were scheduled, and the first actions to be included in the PTI were identified.

Binational Workshop in La Serena, March 2015

The Strategic Axes are significant aspects that help explain and describe the territorial dynamics of the PTI's area of action, taking into account the implementation of the Tunnel. The Strategic Axes and their Crosscutting Factors organize the plans, programs and projects included in the PTI.

STRATEGIC AXES

- Physical connectivity
- Identity and cultural heritage
- Environmental sustainability
- Demographic dynamics (rural and urban)
- Economic and productive activities
- Hazards (natural and anthropic)

CROSSCUTTING FACTORS

- Capacity building
- Development and innovation
- Regulatory framework

Based on the identification of such Axes, the **Strategic Analysis** activities began, the purpose of which was to examine in advance the opportunities and limitations posed by the construction of the Tunnel in the territory. As part of this work, **regional workshops and focal group meetings** were organized, as a result of which it was possible to identify plans, programs and projects to include in the PTI.

The PTI Action Plan contains the PTI plans, programs and projects, organized by Strategic Axes, to be implemented during the first phase

The Final Binational Workshop of the Enlarged Work Team was held in Buenos Aires on November 18 and 19, with the purpose of completing the design of the PTI and its Action Plan.

The results of this work were reflected in the document entitled "Agua Negra Binational Tunnel Integration Territorial Program and Action Plan," which will be submitted to the COSIPLAN Ministers for consideration and approval at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic, visit **www.iirsa.org/pti.asp**

MEETINGS HELD

2013

GTE Meeting on Integration Territorial Programs

April 9, 2013
Buenos Aires, Argentina

2014

First Binational Workshop on the Agua Negra Binational Tunnel PTI

November 13 and 14, 2014
Buenos Aires, Argentina

2015

Final Binational Workshop on the Agua Negra Binational Tunnel PTI

November 18 and 19, 2015
San Juan, Argentina

Second Binational Workshop on the Agua Negra Binational Tunnel PTI

March 18 and 19, 2015
Coquimbo, Chile

THE AGUA NEGRA BINATIONAL TUNNEL IN ARGENTINA'S AND CHILE'S PHYSICAL INTEGRATION PROCESS

Argentina and Chile have a comprehensive institutional framework for the consolidation of bilateral integration embodied in their 1984 Treaty of Peace and Friendship, ratified in 2010 by the Maipú Treaty of Integration and Cooperation, as well as complementary agreements and protocols. With the fresh impetus given to this Treaty in 2014, the two countries discussed the Border-Crossing Master Plan and decided to expand the investment program from 13 to 26 prioritized border crossings. The goal is to improve territorial connectivity and to consider the suitability of implementing integrated border controls to streamline their operation. The Agua Negra International Pass is part of the original listing, and its strategic importance for binational connectivity was reinforced within the framework of these new agreements. This pass is located on the border of Argentina and Chile at 4,765 m.a.s.l. and acts as a link between the towns of San José of Jáchal, in San Juan province, Argentina, and Vicuña, in Chile's Coquimbo Region.

As the current road is not suitable for freight transport and is only passable between the months of November and early April, the International Pass remains closed for seven months of the year. The plan is to build a Binational Tunnel in order to overcome this difficulty. The tunnel would lower the maximum height of the pass to 3,620 m.a.s.l. on the Chilean side and to 4,085 m.a.s.l. on the Argentine side. The technical solution selected comprises two main tunnels housing road surfaces for one-way traffic. Both tunnels run semi-parallel, with an approximate length of 13.9 km and a ventilation system capable of maintaining environmental health conditions during the operation and management of fumes in the event of fire.

The project's objective is to improve physical connectivity between the two countries, contributing a complementary solution to the Cristo Redentor International Pass System, especially in times of congestion or temporary closure due to winter storms. It should also help promote trade and tourism development in the area.

Source: INTAL Monthly Newsletter No. 223, March 2015. **www.iadb.org/intal**

Methodology to Incorporate Disaster Risk Management into Regional Integration Infrastructure Projects

WHAT IS THE DISASTER RISK MANAGEMENT METHODOLOGY?

The Strategic Action Plan (PAE) 2012-2022 sets forth the specific need to take action in the field of disaster risk management (DRM) in South America.

Its objective is to establish clear procedures for the countries to prevent or reduce the effects of natural disasters (earthquakes, tsunamis, floods, and volcanic eruptions) affecting South American infrastructure, and to devise plans for connectivity and public infrastructure recovery on the basis of disaster management methodologies.

Work in this area is conducted under the coordination of Chile, with the technical support provided by the IDB through a Regional Technical Cooperation. The first step was to develop a Methodological Guide that incorporates DRM into regional infrastructure projects designed and implemented by COSIPLAN-IIRSA. This Guide was presented to the Member States at the meeting of the COSIPLAN-IIRSA Executive Technical Group (GTE) held in September 2013 in Santiago de Chile. Furthermore, in 2014 the Methodology User's Manual was drafted to provide a more detailed explanation of the guidelines and actions necessary to comply with the PAE objective. The Methodology was approved at the GTE meeting held in October 2014 in Buenos Aires, Argentina.

GUIDELINES OF THE METHODOLOGICAL GUIDE

PHASE I: Selection of prioritized infrastructure

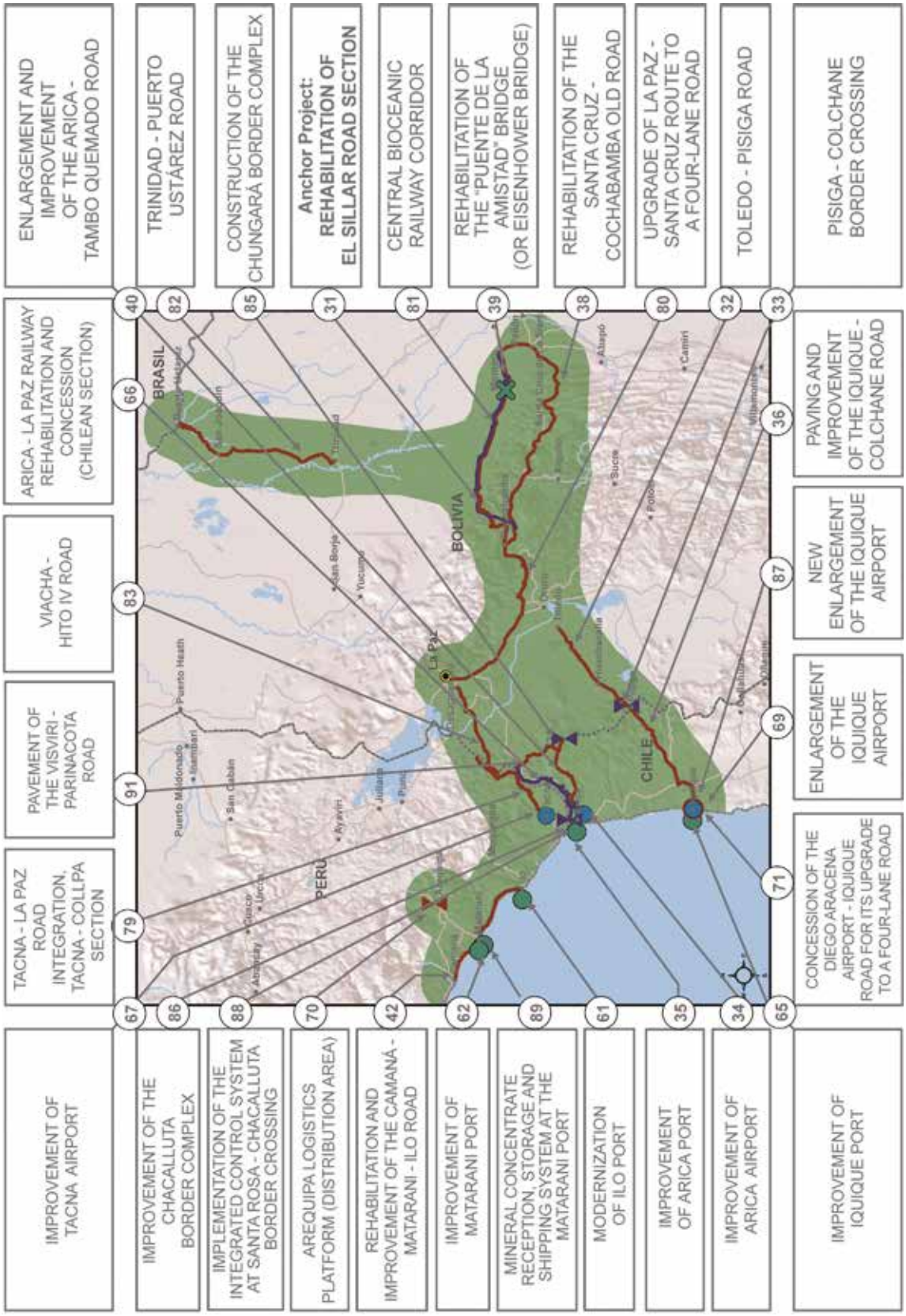
PHASE II: Risk analysis for prioritized infrastructure.
- Step 1: Defining performance indicators for each infrastructure
- Step 2: Describing components for each infrastructure
- Step 3: Defining the level of depth in the risk analyses for each infrastructure
- Step 4: Performing risk analysis and identifying potential risk reduction measures

PHASE III: Managing risk. Designing and implementing measures needed to reduce risk, drawing up emergency/contingency plans, and developing recovery plans.

As part of the Work Plan 2015, the countries agreed to apply the Methodological Guide to a test case.

At the GTE meeting held in Buenos Aires in October 2014, it was agreed to go ahead with the pilot application to Project Group 5 of the Central Interoceanic Hub. This geographic area is exposed to the greatest threat of seismic activity and tsunamis, the test case being concentrated on southern Peru and northern Chile.

Project Group 5 of the Central Interoceanic Hub



WHAT WERE THE MAIN ACTIVITIES UNDERTAKEN IN 2015 FOR THE PILOT APPLICATION OF THE METHODOLOGY?

A first technical workshop was held in Santiago de Chile, Chile, on January 19, 2015, with the aim of presenting and generating a common understanding of the scope, methodology, and results of the pilot application.

A Regional Monitoring Group was set up at the workshop to provide support for this pilot initiative, made up of GTE/DRM representatives from Chile and Peru, Chilean and Peruvian focal points, and IDB representatives, who will direct the activities and ensure the quality of the different products to be developed.

The course of action of the Regional Monitoring Group will be undertaken sequentially, following the guidelines listed above. The activities undertaken in 2015 were as follows.

PHASE I – IDENTIFYING INTEGRATION INFRASTRUCTURE IN EXPOSED AREAS

An exhaustive identification was made of integration infrastructure located in the seismic silence zone of southern Peru and northern Chile, classified according to its belonging to an Integration and Development Hub or project group and the type of infrastructure.

The Regional Monitoring Group made a preliminary selection of the following infrastructure projects in Project Group 5 of the Central Interoceanic Hub:

CHILE

1. Improvement of Arica Port
2. Improvement of Iquique Port
3. Improvement of Arica Airport
4. Iquique Airport
5. Arica - Tambo Quemado Road

PERU

1. Ilo Port
2. Matarani Port
3. Tacna Airport
4. Tacna-Collpa Section
5. Camaná - Matarani - Ilo Road

HASE II – DISASTER RISK ANALYSIS

For each of the five selected infrastructure projects in Chile and Peru, the steps listed below were carried out independently:

- Step 1: Definition of performance indicators
- Step 2: Description of the infrastructure components
- Step 3: Definition of the level of depth in the risk analyses

All the above steps involved an active participation by representatives of governmental and academic institutions in the search, collection, and analysis of information on threats, prioritized infrastructure, and its components and operation.

- Step 4: Performance of risk analysis and identification of potential risk reduction measures. To begin the analysis, each country selected two of the preselected infrastructure projects, and for each of these projects, a prior identification of the most vulnerable components of the infrastructure that will need risk analysis were made:

Country	Infrastructure	Component to be examined
Chile	Arica Airport	Passenger terminal structure Runway Drinking water system
	Arica Port	Dock (site 2) Administration Building Mobile cranes
Peru	Tacna Airport	Passenger terminal structure Runway Rescue and Fire Fighting Station
	Matarani Port	Dock Mineral, grain and acid management critical routes

Since October 2015, a consortium made up of consulting firms Evaluación de Riesgos Naturales (ERN – Mexico) and Ruben Boroschek (RBA – Chile) is conducting a probabilistic risk assessment to evaluate current vulnerability to seismic and tsunami hazards and to identify possible risk reduction measures. This study is expected to be completed in February 2016.

At the same time, alternative ways to move forward with a basic systemic analysis to be applied to different project groups are being explored.

The results of these activities will be submitted to the COSIPLAN Ministers for consideration and approval at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic, visit **www.iirsa.org/grd.asp**

MEETINGS HELD

2012

Workshop on South American Infrastructure Risk and Disaster Management

October 18 and 19, 2012
Santiago de Chile

2013

GTE Meeting on the Methodology for Risk and Disaster Prevention and Management in Infrastructure

September 25, 2013
Santiago de Chile

2014

GTE Meeting on Risk and Disaster Prevention and Management in Infrastructure

October 14, 2014
Buenos Aires, Argentina

2015

I Meeting to Coordinate the Application of the DRM Methodology to PG5 of the Central Interoceanic Hub

January 19, 2015
Santiago de Chile

DISASTER RISK MANAGEMENT IN SOUTH AMERICA

South America is exposed to various natural threats on account of its geological, climatic, and hydrological features. One of the greatest of these threats is posed by the seismic activity that causes earthquakes and tsunamis, particularly on the Pacific coast and in the south of the continent. Floods are another frequent event in South America as a result of climatic anomalies, unplanned urban expansion, and erosion, as well as unsustainable land use. Extreme temperatures and droughts are becoming more pronounced and more common in some parts of the region. One of the causes of droughts and floods in the region's countries is the El Niño Southern Oscillation (ENSO) phenomenon. Climate change is expected to increase both the likelihood and intensity of these phenomena.1

Due to these threats as well as the region's high exposure and vulnerability, the countries experience large-scale disasters caused by natural phenomena on a regular basis. The impact of natural disasters includes social losses (e.g. fatalities), the destruction of physical assets, and the reduction of economic activity, all of which has been on the increase in the region in recent decades.

For example, between 1980 and 2013, South America suffered direct infrastructure losses due to large-scale disasters for a total of US$16.5 billion, including US$3.8 billion (23%) in losses in the transport sector and US$640 million (4%) in power plants.2

Proactive risk reduction measures are supported by the high levels of profitability they display. Several studies have determined that for every US$1 invested in risk reduction, there is a saving of between US$4 and US$7 in post-disaster expenses, including costs of emergency care, rehabilitation, and rebuilding of damaged infrastructure (Moench et al., 2007; ISDR, 2011; ONEMI, 2011). By applying this theory, if the countries are successful in cutting these direct losses by 5%, South America could save around US$850 million of the public budget, a figure based on the total loss for 1980-2013 mentioned above. This amount could be reinvested in other, more competitive priority sectors. While many of the member countries recognize this theory and the importance of disaster risk management (DRM) in the area of sustainable development, very little progress has been seen.

Source: IDB-INTAL (2015b).

1 The region also has 204 active volcanoes.
2 Taken from several ECLAC documents on Disaster Impact Assessment in South America.

Sectoral Integration Processes

Freight Transport and Logistics

Coordinating Country: **Peru**

WHY WORK ON FREIGHT TRANSPORT AND LOGISTICS?

Over the last few years, increasing importance has been attached to an integrated analysis of transportation infrastructure and services from a multimodal perspective, which focuses on intermodal transfer points and uses logistics as the articulating component.

The performance of logistics has a direct impact on the countries' competitiveness, integrating domestic and international markets, and enabling the exploitation of local comparative advantages and sectoral economies of scale.

In this regard, COSIPLAN seeks to establish logistics as a strategic focus to promote a systemic view of infrastructure and transport.

This calls for the strengthening of this process both in each country and in the whole South American region by concentrating efforts to encourage public policies that address these aspects in a joint manner, and also by exploring convergence alternatives in the field of transport infrastructure and services in South America.

During the Third Ordinary Meeting of COSIPLAN Ministers (Lima, November 2012), the Republic of Peru was appointed as the coordinating country regarding this activity, and for the first time this topic was included in the COSIPLAN Work Plan.

WHAT WERE THE MAIN ACTIVITIES UNDERTAKEN IN 2015?

At the Workshop on Freight Transport and Logistics held in 2014, the countries reached a consensus on the importance of addressing this topic in a comprehensive manner. In a globalized environment, transportation and logistics have an impact on economic efficiency, trade, the competitiveness of national and regional production systems, and quality of life.

To this effect, after exchanging experiences on the development of national policies regarding freight transport and logistics as well as on the progress made in the institutional framework, the countries agreed to focus their efforts on the training of officials from the different public sector areas concerned with this subject.

Accordingly, the "Training Program in the Making and Management of Freight Transport and Logistics Policies" was developed and implemented in 2015, with the support of the Inter-American Development Bank (IDB) through the Integration and Trade Sector, the Institute for the Integration of Latin America and the Caribbean (INTAL), and the Transport Division under the Infrastructure and Environment Sector. COSIPLAN had an active participation in the design of this program, under the leadership of Peru's National Coordination, held by the Ministry of Transport and Communications of Peru.

TRAINING PROGRAM IN THE MAKING AND MANAGEMENT OF FREIGHT TRANSPORT AND LOGISTICS POLICIES

OBJECTIVE
Train officials from the different public sector agencies of the UNASUR Member States concerned with the design of public policies, plans, programs and projects for the freight logistics sector.

DATES
October 12 through December 6, 2015

TARGET AUDIENCE
Participants invited and selected by the COSIPLAN National Coordinators who are officials in the following government areas: Planning, Transport (all modes), Production, Industry, Trade, Logistics, Infrastructure and Public Works, Concessions and PPPs, Customs Administrations, and Trade Promotion Agencies.

DELIVERY METHOD
This is a virtual course, delivered using a telematic platform, in which a small group of participants (40) start and complete their training at the same time. Throughout the course, participants are monitored on a regular, systematic, personalized, and planned basis. The activities are designed to encourage collaborative learning among the participants and between them and the teachers.

The program of this virtual course, which is taught over a period of eight weeks, includes the following content blocks:

COURSE PROGRAM

MODULE 0 | VIRTUAL CLASSROOM MANAGEMENT | THREE DAYS

MODULE 1 | FREIGHT LOGISTICS AND THE DEMAND FROM THE NATIONAL LOGISTICS SYSTEM | 1 WEEK
- An overview of logistics
- National logistics systems
- Demand
- Logistics profile of Latina America

MODULE 2 | SUPPLY – BASIC COMPONENTS OF THE NATIONAL LOGISTICS SYSTEM | 1 WEEK
- Infrastructure supporting the National Logistics System
- Transportation and logistics services
- Logistics processes and support systems

MODULE 3 | INTERNATIONAL TRADE AND BORDER FACILITATION | 11 WEEK
- Foreign trade, border management, and logistics
- Coordination at the border
- International security of logistics chains
- Transportation logistics and customs management

MODULE 4 | ORGANIZATION, MANAGEMENT AND EFFICIENCY OF LOGISTICS CHAINS AND NETWORKS | 1 WEEK
- Efficient organization and management of logistics chains
- Specialized logistics systems
- Logistics and competitiveness. Logistics performance and maturity

MODULE 5 | LOGISTICS AND PUBLIC POLICIES: PUBLIC POLICY MANAGEMENT | 1 WEEK
- Public policies concerned with logistics
- Institutional model concerned with logistics
- Management of policies, plans and projects
- Legal framework for freight policy

As of the date of this report, 42 officials from Argentina, Bolivia, Brazil, Colombia, Chile, Ecuador, Paraguay, Peru and Uruguay are participating in the program with a high degree of commitment and excellent results. The results of this activity will be submitted to the COSIPLAN Ministers for consideration and approval at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic, visit **www. iirsa.org/transporteylogistica.asp**

ACTIVITIES UNDERTAKEN

2014

Workshop on Freight Transport and Logistics

August 5 and 6, 2014
Lima, Peru

2015

Training Program in the Making and Management of Freight Transport and Logistics Policies

October 12 to December 6, 2015

FREIGHT TRANSPORT AND LOGISTICS IN SOUTH AMERICA: ADVANCES IN POLICIES AND INSTITUTIONS

The traditional picture of freight transport has, in recent years, shifted toward a view of logistics that covers the movement of goods in space (transport) and time (storage and inventory), as well as other tasks securing the physical movement of goods in supply chains, from production to final consumption (Barber, 2010). The performance of logistics has a direct impact on countries' competitiveness, integrating domestic and international markets, and enabling exploitation of local comparative advantages and sectoral economies of scale.

Thus, it was proposed to adopt an integral vision of transport, logistics, and infrastructure —highlighting the link of logistics performance with the growth of GDP and proposing to move forward in the framework of a paradigm of sustainable development— that: (i) allows for logistics, transportation infrastructure, and productive chains, (ii) also covers the territorial dimension and the subnational level, and (iii) constitutes the basis for realizing the logistical aspirations that countries set themselves. These can be limited to bringing down logistics costs, moving forward toward the constitution of regional hubs, or even setting out to participate in global logistics services markets. Several key areas were highlighted:

• The need to reduce the gap in existing infrastructure in Latin America, through new technology and improved processes. The narrowing of the gap will require high levels of investment, which currently represents around 3.5% of the GDP, driven mainly by the works underway in Brazil (without them, the average would be slightly below 3%).

• The need to adapt the capacities of ports to greater-size vessels, the need for better infrastructure at airports in order to transport cargo, low exploitation of inland navigation, and problems at border crossings.

• The potential of little used modes of transport, particularly railways, and the potential impact of improving the processes of trade facilitation.

• The ways in which logistics performance is quantified and the various existing measurements, which provide a description of the current situation and are often used as a basis for establishing goals and identifying areas for action. These indicators reveal that the region of Latin America and the Caribbean is stabilizing its performance in logistics terms, but at a relatively low threshold, which indicates a systemic gap with countries that perform better.

The region has moved forward in its awareness of the importance of logistics in the economies' competitiveness and the inhabitants' quality of life. Transport and infrastructure development policies have a high impact on logistics performance; this is a challenge for governments, which have to establish these policies within a common, integrated framework.

Source: IDB-INTAL (2014a).

Integration through Ports and Waterways

Coordinating Country: **Brazil**

WHY WORK ON INTEGRATION THROUGH PORTS AND WATERWAYS?

The Integration through ports and waterways is one of the main areas of work for promoting connectivity within South America. Therefore, it was included in the COSIPLAN work agenda with the purpose of identifying possible action lines at the regional level in order to make headway with sea and river integration, with an emphasis on waterways.

Addressing this subject is of vital importance to improve the region's competitiveness on the basis of lower costs and to promote sustainable development by using more environmentally efficient modes of transport.

At present, there are 113 projects in the transport sector portfolio, both in the river and in the sea subsectors, which amount to an investment estimated at around US$14 billion.

US$ million

Sea Transport		
Project Typology	**Number of Projects**	**Estimated Investment**
New sea ports	7	3,404.8
Expansion of land infrastructure in sea ports	31	7,539.6

River Transport		
Project Typology	**Number of Projects**	**Estimated Investment**
Improvement of river navigation conditions	33	2,074.0
Construction of new river ports	10	260.4
Upgrade of existing river ports (expansion)	32	552.6
TOTAL	**113**	**13,831.5**

WHAT IS THE BACKGROUND TO THIS WORK?

Throughout the first ten years of IIRSA Technical Forum (2000-2010), work in this area was conducted under the Sectoral Process known as **"Maritime Transport Operating Systems."** Its objective was to propose actions to promote cost reduction, increased frequencies, and greater reliability for maritime transport so that the region could gain competitiveness.

In 2003, studies were conducted to analyze the regulatory framework governing sea transportation and the conditions linking such transport with foreign trade chains by exhaustively exploring into the main ports of the region.

During the Fourth Ordinary Meeting of COSIPLAN Ministers (2013), the Federal Republic of Brazil was appointed as the coordinating country regarding this activity. Agreement was reached to move forward in the area of ports to share experiences and lessons learned, as identified by the countries, and to analyze the potential changes that may affect the port sector; analyze national policies on port development; identify financial alternatives for port modernization purposes; and harmonize the various South American regional positions in this field.

WHAT WERE THE MAIN ACTIVITIES UNDERTAKEN IN 2015?

In 2015, on October 14 and 15, the city of Brasilia, Brazil, hosted the Workshop on South American Integration through Ports and Waterways.

During the workshop, the potential of waterways was stressed, as they were regarded as part of a logistics system considered jointly with other transportation modes, and the importance of working on different aspects to promote social and economic development was highlighted.

The objectives were the following: i) identify any potential for enhancement (of regulatory and institutional aspects, among others) with the purpose of improving the efficacy and efficiency of regional port facilities; ii) encourage the development of joint actions to improve the potential for passenger and cargo operations on inland waterways or sea between the countries; and iii) assess the financing difficulties for the COSIPLAN priority projects, and discuss proposed solutions.

As a result of the workshop, it was agreed to work on the projects included in the COSIPLAN Integration Priority Project Agenda (API) that fall in the river sector:

- API 3: Northeastern Access to the Amazon River (Brazil, Colombia, Ecuador and Peru)

- API 17: Improvement of the Navigation Conditions on the Rivers of the Plata Basin (Argentina, Bolivia, Brazil, Paraguay and Uruguay)

- API 27: Multimodal Transportation in the Laguna Merín and Lagoa Dos Patos System (Brazil and Uruguay)

The results of this work will be submitted to the COSIPLAN Ministers for consideration and approval at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic, visit **www.iirsa.org/procesos_sectoriales.asp**

Air Integration

Coordinating Country: **Brazil**

WHY WORK ON AIR INTEGRATION?

Air freight has steadily been increasing in volume over the past few years, and the dynamism of the sector's activity in the region is expected to continue over the next few years. Both the growth and modernization of the sector are key to the development of countries in the region, especially considering their multiplier effect, since the development of air transport leverages competitiveness and growth in other sectors, such as technology, tourism, and the financial and business sectors.

This mode of transport helps improve connectivity for isolated economies and regions, and is a citizens' right. South America has a great opportunity for effective market growth by encouraging regional passenger and freight aviation as well as border connectivity through regional airports.

However, for the region to fulfill its potential and meet growth forecasts competitively, safely, and sustainably, it is necessary to implement public policies to tackle challenges relating to various different aspects of the industry, such as levels of service and regional coverage, connectivity, and regional integration and security.

As of October 2015, twenty-five projects included in the COSIPLAN Project Portfolio fall in the air subsector, amounting to an investment estimated at nearly US$7 billion

WHAT IS THE BACKGROUND TO THIS WORK?

Throughout the first ten years of IIRSA Technical Forum (2000-2010), a sectoral diagnostic study was undertaken on air transportation in the region from the point of view of the traffic policies and technical regulations in force by then.

In 2012, a workshop was organized to identify aspects that contribute to making progress in the process of air integration as well as to update knowledge about innovations in the airline sector. During the event, both the challenges faced by South America on account of the growth of aviation and the status of the airline sector in the region were discussed. The participants also addressed the issue of the harmonization of standards and procedures in the regional safety oversight cooperation system, among others.

During the Fourth Ordinary Meeting of COSIPLAN Ministers (Santiago de Chile, November 2013), the Federal Republic of Brazil was appointed as the coordinating country regarding the Air Integration Sectoral Process.

In 2014, a second workshop was held. Its main objectives were: (i) analyze the (freight and passenger) airport network system as well as the operational trends for the purpose of South American integration and its financing sources; (ii) assess South American interconnectivity by air and make a diagnosis of it; (iii) analyze the policies shared by the border airports of the UNASUR Member States; and (iv) exchange experiences, identifying best practices in passenger and freight transport in other regions.

The workshop reported the progress of two studies conducted by the IDB within the framework of COSIPLAN, which were completed in the first quarter of 2015.

1 - "Technical Assistance for the Study of Air Transport Integration in Latin America and the Caribbean (LAC)." This study provides a qualitative and quantitative analysis of integration. The first component analyzes the documents defining the policy between each pair of countries, as well as any bilateral or multilateral agreements, and identifies opportunities, restrictions and challenges in moving toward a binational and/or regional integration and collaboration policy. The second component measures current levels of integration as displayed by airline connectivity in terms of the capacity offered by scheduled air services between pairs of countries. This quantitative review also helps identify trends in levels of connectivity arising as a result of the adoption of air policies and regulatory restrictions, and in operational contexts that influence the services offered by air operators.

2 - "Case Studies on Air Cargo Terminals in Airports of the UNASUR Member States." This study analyzes the trends in air freight, both at the global level and in the member countries of the Union of South American Nations (UNASUR). It also undertakes a Case Study in the Cargo Terminals of Santiago de Chile, Lima, Manaus, and Viracopos, and establishes a set of strategic recommendations for improving performance and promoting the development of air freight logistics centers in airports.

WHAT WERE THE MAIN ACTIVITIES UNDERTAKEN IN 2015?

As part of the work plan for this year, as requested by Guyana at the Workshop held in 2014, the IDB supported a study on air connectivity in the Guianese Shield Hub, which involves Brazil, Guyana, Suriname and Venezuela.

The objective of the study is to investigate the main causes of the constraints to air connectivity between the countries of the Guianese Shield Hub and the rest of the countries in South America.

After reviewing the current connectivity levels, the study focuses on the different possible constraints that could explain the poor connectivity, including the state and the cost of the airport infrastructure, the institutional arrangement and the aviation policy in each one of the countries, and a market analysis.

According to the preliminary results of the study, Brazil and Venezuela show adequate levels of air connectivity. However, these levels are low for Guyana and Suriname. Therefore, the study analyzes possible alternatives that would promote increased connections with these two countries.

The study finds that neither airport infrastructure nor the airport costs charged to passengers and airlines are relevant in explaining these low connectivity levels. It also notes that the airline industry's institutional framework could be improved, and a greater number of bilateral agreements could be activated. However, these factors alone are not necessary conditions for increasing the demand for air services.

The study recommends improving the connectivity of the two countries in question through connections with potential hubs in Panama City, Port of Spain, Curaçao, and Bogotá.

As of the date of this report, a virtual meeting of the Executive Technical Group on Air Connectivity is scheduled to be held on November 17. Its main purpose is to present a preview of the study in order to incorporate the countries' comments in its final version.

The results of this work will be submitted to the COSIPLAN Ministers for consideration and approval at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic and to access the study, visit **www.iirsa.org/integracionaerea.asp**

ACTIVITIES UNDERTAKEN

Border Integration and Facilitation

Coordinating Countries: **Argentina and Chile**

WHY WORK ON BORDER INTEGRATION AND FACILITATION?

The interest in moving forward the various dimensions of integration means that borders must take on a new role. Border cooperation and integration are strategies of countries aiming at the integral sustainable development of territories, as well as the dynamic incorporation of border spaces in development, bilateral cooperation, and economic and social integration processes.

The South American countries have been making great cooperation efforts in the territories of their common borders, acknowledging that cross-border integration is an effective tool to promote development, overcome structural asymmetries, and solve social cohesion problems.

COSIPLAN incorporates border integration into the indicative territorial planning process in order for this regional-scale planning process and the ongoing bilateral, subregional and local planning processes to converge.

As of October 2015, 47 of the 593 projects in the COSIPLAN Project Portfolio involve interventions in border crossings (8% of all the projects, for an investment estimated at US$917 million). Fourteen of these 47 projects, for an estimated amount of US$584 million, form part of the Integration Priority Project Agenda (API).

WHAT IS THE BACKGROUND TO THIS WORK?

Throughout the first ten years of IIRSA Technical Forum (2000-2010), actions were intended to turn borders into channels of integration. Work in this area was carried out under the Sectoral Process known as "Facilitation at Border Crossings." Furthermore, an extensive study was conducted that has helped determine the typology of border crossings, as well as the activities needed to improve their operation and expand the provision of services.

The objective of facilitating and modernizing the region's border crossings gained new momentum within the framework of COSIPLAN. The Strategic Action Plan (PAE) 2012-2022 and the Integration Priority Project Agenda (API) are the two instruments that structure COSIPLAN work, incorporating the facilitation and optimization of border crossings as one of their priorities.

Between 2011 and 2013, a proposal on performance standards and indicators for border crossings was drafted. Performance standards are minimum requirements or benchmarks including infrastructure issues. Such proposal focuses on the reality of the COSIPLAN Member States and provides general standards and indicators to gain a regional view of South American border crossings so as to contribute to the facilitation process.

WHAT ARE THE PROPOSED ACTIVITIES?

At the Fourth Ordinary Meeting of COSIPLAN Ministers (Santiago de Chile, November 2013), Argentina and Chile were appointed as coordinators of the Executive Technical Group on Border Integration and Facilitation. This GTE met for the first time in October 2014. As a result, the countries agreed to incorporate border integration into the COSIPLAN indicative territorial planning, by including this matter into the COSIPLAN Project Portfolio update process.

In this light, the border is not just a place of transit, but a space for integration and development, entailing the responsibility for planning its territory, designing its infrastructure, and promoting its execution to mesh with social, political and economic development and integration in border regions.

The proposal is to include cross-border integration as an action line of the COSIPLAN indicative territorial planning process.

GTE Meeting on Border Integration and Facilitation. Buenos Aires, November 2015

Border integration is an effective tool to promote development, overcome structural asymmetries, and solve social cohesion problems. It is important that COSIPLAN incorporates this instrument into the indicative territorial planning process, considering the following needs:

- Standardize the subregional, bilateral and border physical integration processes, in order to strengthen the integration process being encouraged by UNASUR.
- Gain deeper insight into the common border territories in order to acquire enough knowledge about their potential and constraints, and have a reliable baseline for the promotion of border integration processes.
- Encourage the construction of basic infrastructure and the provision of complementary services necessary to ensure a smooth flow of traffic at land border crossings, in harmony with their surroundings.
- Complement the infrastructure projects already identified by considering opportunities for local border economies to become formal and modern, and offer efficient services to international flows.
- Propose, with a strategic vision, the development of regional funding mechanisms to finance border integration processes, and plan and develop instruments for the allocation of funds in the future.
- Propose and design tools to support the formulation of border integration plans and programs, particularly with regard to capacity building for managers of border integration projects.

WHAT WERE THE MAIN ACTIVITIES UNDERTAKEN IN 2015?

In 2015, this subject was addressed during special sessions at the XXVI and XXVII Meetings of National Coordinators. The purpose was to begin outlining some lines of action to include cross-border integration in the indicative territorial planning process, by identifying and promoting plans, programs and projects that would contribute to the sustainable development of the border territories shared by the UNASUR countries and facilitate the integration of these territories.

As of the date of this report, a meeting of the Executive Technical Group on Border Integration and Facilitation is scheduled to be held on November 12 in Buenos Aires. Its objectives are the following:

1- Reach an agreement on the preliminary definitions of the Conceptual Framework to guide cross-border territorial planning within COSIPLAN concerned with the territorial scope and scales of the analysis and the consideration of the role played by border crossings and border facilitation in such context.

2- Propose the necessary tools to be developed for the design of cross-border territorial integration plans and their implementation, as well as the tools needed for capacity building.

3- Discuss the proposed Guidelines for a Work Plan on Cross-Border Territorial Integration Planning within COSIPLAN, so as to prepare a document to be submitted to the COSIPLAN Ministers for consideration at their December 2015 meeting.

The results of this work will be submitted to the COSIPLAN Ministers for consideration and approval at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic, visit **www.iirsa.org/integracionfronteriza.asp**

MEETINGS HELD

2010

Regional Workshop on Border Crossings and Border Integration

November 18 and 19, 2010
Buenos Aires, Argentina

2011

Workshop on Border Crossings

November 9, 2011
Buenos Aires, Argentina

2012

Workshop on Border Crossings

December 12 and 13
Tumbes, Peru

2013

GTE Meeting on Border Crossings

A pril 11, 2013
Buenos Aires, Argentina

2014

GTE Meeting on Border Integration and Facilitation

October 16 and 17, 2014
Buenos Aires, Argentina

2015

GTE Meeting on Border Integration and Facilitation

November 12, 2015
Buenos Aires, Argentina

Trade Integration through Postal Services for MSMEs

Coordinating Countries:
Brazil y Peru

WHY WORK ON TRADE INTEGRATION THROUGH POSTAL SERVICES?

The share of micro, small, and medium enterprises (MSMEs) in Latin American exports is much lower than in developed countries (ECLAC-OECD, 2012). On the one hand, due to their size, MSMEs face major obstacles when participating in international trade, such as access to funding and information, high fixed costs of establishing and maintaining overseas trade networks, and constraints on management and technological capacity.

On the other hand, MSMEs' exposure to the international market brings with it significant benefits, driving growth in productivity, competitiveness, and innovation, and enabling employment creation in competitive activities at an international level. These benefits justify the existence of specific support policies for this business sector.

Trade integration through postal services is a tool that contributes to regional integration by encouraging the inclusion of MSMEs in the international market. It seeks to facilitate the internationalization of MSMEs located in distant areas through a simplified import/export process through postal services using the logistics platform of designated postal operators

WHAT IS THE BACKGROUND TO THIS WORK?

The use of the postal services platform with the aim of enhancing trade for South American MSMEs and promoting their insertion in the international market originates in the "Exports through Postal Services for MSMEs" project, implemented by the Brazilian Ministry of Communications in 1999, known as "Exporta Fácil."

On a results basis, this project was selected in 2004 as one of IIRSA 31 and strategic priority projects. Since then, with the support of the Inter-American Development Bank (IDB), the Development Bank of Latin America (CAF), and the Financial Fund for the Development of the Plata Basin (FONPLATA), it has been implemented in five countries and work has been done with a view to its implementation in four others.

Peru was the first country to implement the project, with initial funding from the World Bank. The experience in Peru formed the basis for Brazil to develop the technical cooperation methodology that went on to be used in the other IIRSA member countries, with Exporta Fácil specifically tailoring its services to each country.

In 2007, the Multilateral Investment Fund (MIF) of the Inter-American Development Bank (IDB) approved a non-reimbursable operation to develop the project in Colombia, Ecuador, and Uruguay. Exporta Fácil was launched in Peru in July 2007, in Uruguay in March 2009, in Colombia in December 2010, and in Ecuador in October 2011. Also, monitoring visits were made to Ecuador (2012) and Colombia (2013). Furthermore, in 2013 a survey on the best practices in the simplification of customs postal import processes was conducted.

Additionally, work began towards implementing the project in Argentina, Chile, Bolivia, Paraguay and Venezuela.

With the creation of the UNASUR South American Infrastructure and Planning Council (COSIPLAN) in 2009, IIRSA became the Council's technical forum and, in 2011, COSIPLAN decided to broaden the concept of postal exports to "Trade Integration through Postal Services for MSMEs," with the purpose of covering both incoming and outgoing foreign trade. This subject matter was incorporated into the COSIPLAN Strategic Action Plan (PAE) 2012-2022 and is currently part of the Council's annual work plans.

WHAT WERE THE MAIN ACTIVITIES UNDERTAKEN IN 2015?

In 2015, several activities were carried out to enhance inter-institutional synergies at the national and regional levels, strengthen horizontal cooperation among the countries of the region, measure more precisely the impact of the project, and focus the creation of solutions on the needs of the final beneficiaries.

Indicators

Since the beginning of the year, efforts have been made to develop a group of indicators to measure the impact of the project. The countries conducted a pilot measurement and worked on the results as well as on the indicators whose baseline information was difficult to compile in a systematic manner. Four groups of indicators —economic, social, performance, and institutional— were defined.

ConnectAmericas

As of the date of this report, the "MIPyME Exporta Fácil" (Easy Exports for MSMEs) community is being created within the ConnectAmericas portal. At first, this community will be targeted for the countries' representatives[1] and, later, it will be opened to the public and MSMEs. This informal workspace is essential for holding technical discussions, exchanging experiences, and working on a coordinated basis. The MSMEs that will form part of the community will have access to all the material produced and be able to consult those implementing the project in their countries directly.

Pre-diagnostic Visit to Paraguay

The pre-diagnostic survey visit to Paraguay and the seed workshop for the implementation of a trade integration through postal services model in this country took place between June 8 and 19, with the participation of 23 institutions from both the public and private sectors. The purpose of the visit was to cooperate with Paraguay's institutions through the development of a pre-diagnostic survey of conditions toward an import-export simplification service, using the postal operator's logistics platform. There was an exchange of the experiences acquired during the project's development in Brazil and Uruguay and in other countries that implemented the program, thus consolidating horizontal cooperation among the countries of the region.

In October, the results of this analysis were presented, and there was cooperation with the institutions involved to begin outlining the next steps for creating and strengthening the conditions in which to develop the project. In this regard, the institutions that make up IIRSA Technical Coordination Committee (IDB, CAF and FONPLATA) as well as the countries with experience in the implementation of this project committed themselves to support Paraguay in carrying out the project through technical visits and qualified advice from their different government agencies. A technical visit of Paraguay's inter-institutional team to Peru to gain a deep understanding of the project is being scheduled. After this visit, a detailed Work Plan will be drafted to be submitted to the Meeting of COSIPLAN Ministers for approval and ratification of the countries' commitment to this activity.

Dissemination Activities

The countries are working on the development of the first regional tool for disseminating Exporta Fácil, which will include, in addition to basic information about the project in each country, a simulation instrument and successful cases in the region. As of the date of this report, the stage of information gathering and design of the webpage, which will be hosted on IIRSA website, is underway.

Connectivity Pilot Project

With the purpose of reinforcing the regional dimension of the project and strengthening the trade integration process, the implementation of a Brazil's and Peru's Import and Export Facilitation Systems Connectivity Pilot Project is underway. To this end, in 2015, with the support of INTAL, a work plan was developed and the implementation of the first stages was completed. Initially, it is expected to work with a group of selected MSMEs that are users of the system to coordinate processes and rules with a view to improving delivery times and the system as a whole. Upon completion of the experience, there are plans to disseminate it to the other countries in the region that have implemented the project.

Meeting of the Technical Executive Group

In September, the city of Lima, Peru, hosted the meeting of the Executive Technical Group (GTE) on the project. In addition to reviewing the progress made and exchanging goods practices, it was the first time that final beneficiaries of the Exporta Fácil system participated in a meeting of the GTE.

The organization of videoconferences for consultations between the countries and exchanging good practices was fundamental throughout this process. In this way, the teams succeeded in making relationships flow better and advancing on several fronts, without having to wait for the annual meeting to find solutions in a joint manner.

The results of this work will be submitted to the COSIPLAN Ministers for consideration and approval at their Sixth Ordinary Meeting (Montevideo, December 3, 2015).

For more information on this topic, visit **www.iirsa.org/integracioncomercial.asp**

1 Brazil, Chile, Colombia, Ecuador, Peru, Paraguay and Uruguay.

MEETINGS HELD

2011

GTE Meeting on the Exports through Postal Services for MSMEs Project

November 8, 2011
Buenos Aires, Argentina

2013

GTE Meeting on Trade Integration through Postal Services

September 27, 2013
Santiago de Chile, Chile

2014

GTE Meeting on Trade Integration through Postal Services

September 18 and 19, 2014
Montevideo, Uruguay

2015

Connectivity Pilot Meeting I
June 3, 2015
Videoconference

Connectivity Pilot Meeting II
June 25, 2015
Videoconference

Ecuador-Peru Cooperation Meeting
August 14, 2015
Videoconference

Connectivity Pilot Meeting III
September 4, 2015
Videoconference

Exporta Fácil Indicators Meeting
September 8, 2015
Videoconference

GTE Meeting on Trade Integration through Postal Services

September 28 and 29, 2015
Lima, Peru

Connectivity Pilot Meeting IV

September 28, 2015
Lima, Peru

MSMES, A KEY PILLAR TO CONSOLIDATING TRADE INTEGRATION THROUGH POSTAL SERVICES IN THE REGION

"Exporting is rewarding because the things created with great effort among all the people working in the firm satisfy another person who is really far away but delighted to receive your product," said Maria Linares, an Exporta Fácil customer since 2009 who, so far, has sent more than 900 postal items across the world from Peru. In 2008, when due to the economic crisis, she could not find a market for the fiberglass parts for sports motorcycles produced by the ten workers of the firm —who include relatives and friends—, Exporta Fácil was a safe and fast option. With the support of Serpost and the online courses offered by PROMPERÚ, the firm Moto Andes has become an international MSME, which contributes to improving the quality of life of the staff and their families.

Frank González, a native of Huánuco, a city in central Peru, some eight hours drive from the capital city, said that he was "proud of being an exporter." Creativity, honesty, and a strong desire to work hard are necessary conditions to become an exporter. Today, Exporta Fácil has made it simpler, and the financial and time costs Frank has to incur have diminished. Now he has time to do what he loves best: spend time with his family and polish up his e-commerce manual so that young people in Peru may discover new business opportunities.

The focus of the project are MSMEs, but they are not merely its beneficiaries —their role has changed and their experiences nourish the processes, helping to implement improvements across the chain. To this end, it is necessary to include them in the work carried out by government agencies on the project. Furthermore, MSMEs serve as dissemination and training hubs. By experiencing the benefits, their commitment to Exporta Fácil grows, and the users themselves explain how the system operates to other MSMEs.

Coordinated work among export promotion agencies, national customs administrations, and the designated postal operators has a key partner —the beneficiary MSMEs. The cooperation of all the sectors, starting from the design of the project, facilitates the internationalization of MSMEs and also contributes to strengthening exporting culture in the region.

GTE Meeting on Trade Integration through Postal Services for MSMEs. Lima, Peru. September 2015.

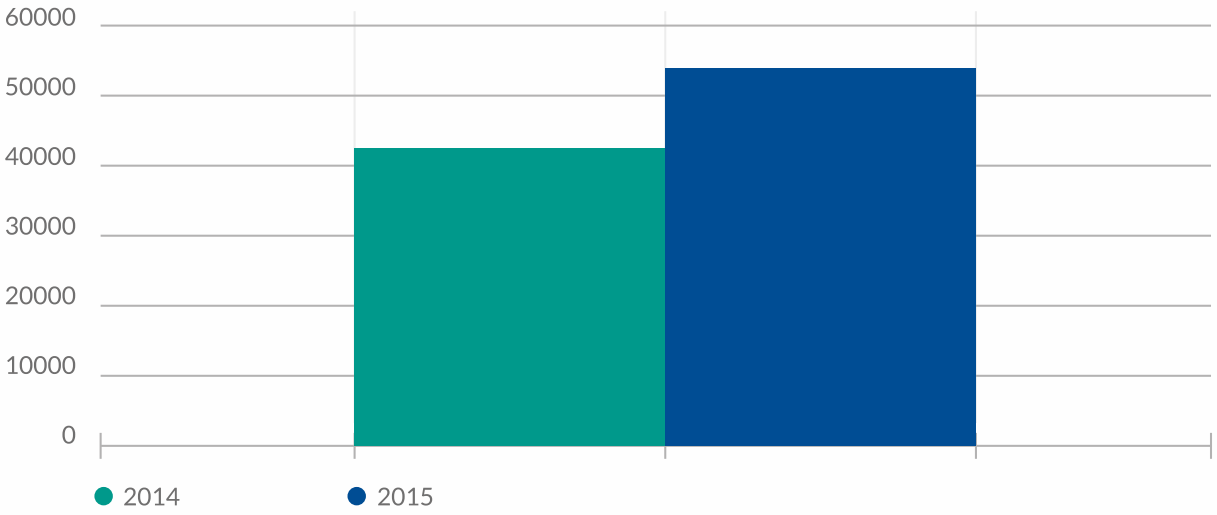
ACTIVITIES
UNDERTAKEN
IN 2015

COMMUNICATION AND DISSEMINATION ACTIVITIES

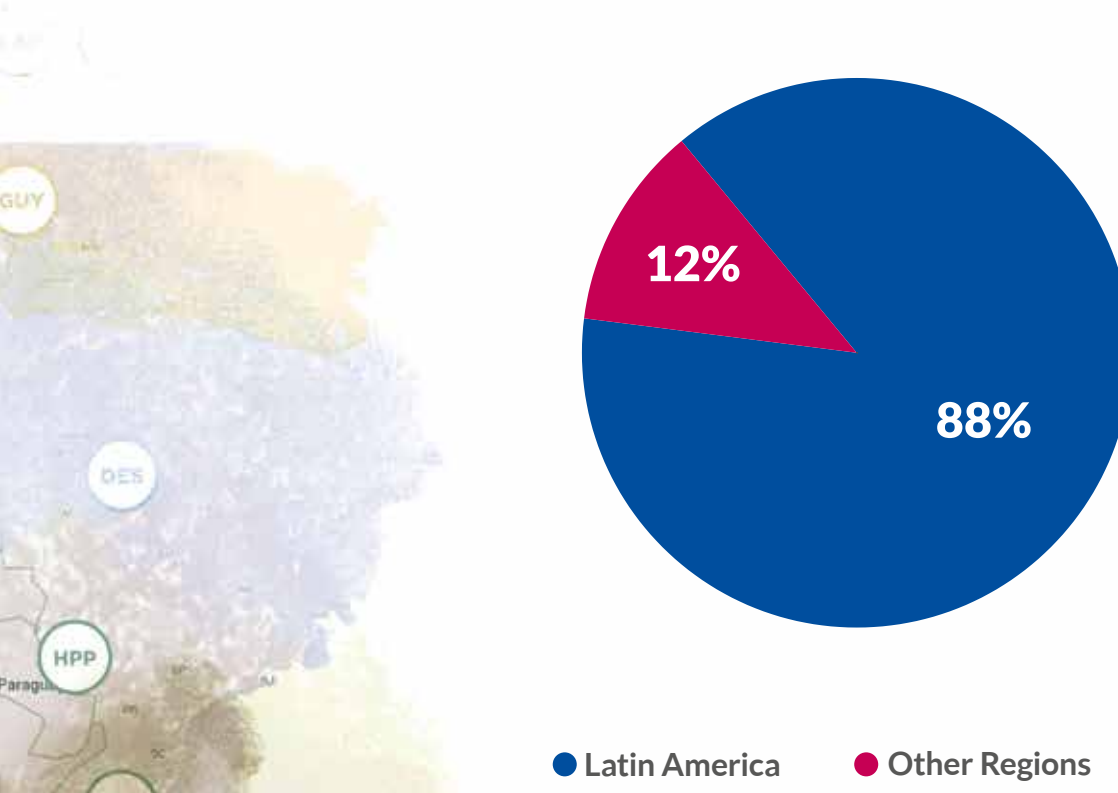
Website and Project Information System
Publications
Technical Documents
Dissemination Videos

Website and Project Information System
www.iirsa.org

IIRSA website is the main means to make IIRSA Technical Forum and COSIPLAN activities known. Between January and November 2015, **IIRSA website** received **more than 54,000 visits**, a 29% increase vis-à-vis 2014. The same trend was observed in terms of **number of users, which increased by more than 30%**.



The number of pages visited on the website was more than **197 thousand**. The most visited sections were, in order of importance, Integration and Development Hubs, Documents, and COSIPLAN. The region of **Latin America** accounted for **88% of the visits to the website**, which means a 26% increase in the number of visits compared to 2014. Nearly 90% of the website users are Latin Americans.



WHAT WERE THE IMPROVEMENTS MADE TO THE WEBSITE?

Over the years, the section on Integration and Development Hubs has been the most visited, which reveals a great interest in this information on the part of the users. For this reason, in 2015 this section was redesigned and its content updated. As for the display of information, a more user-friendly browsing experience was provided in a modern environment linked to georeferencing tools. Two information blocks were incorporated to the contents:

1. Online links to the COSIPLAN Project Information System to display the projects included in the portfolio of each Hub.

2. Socioeconomic and environmental information on the Hubs, based on the characterization and update work conducted for each of them between 2013 and 2015.

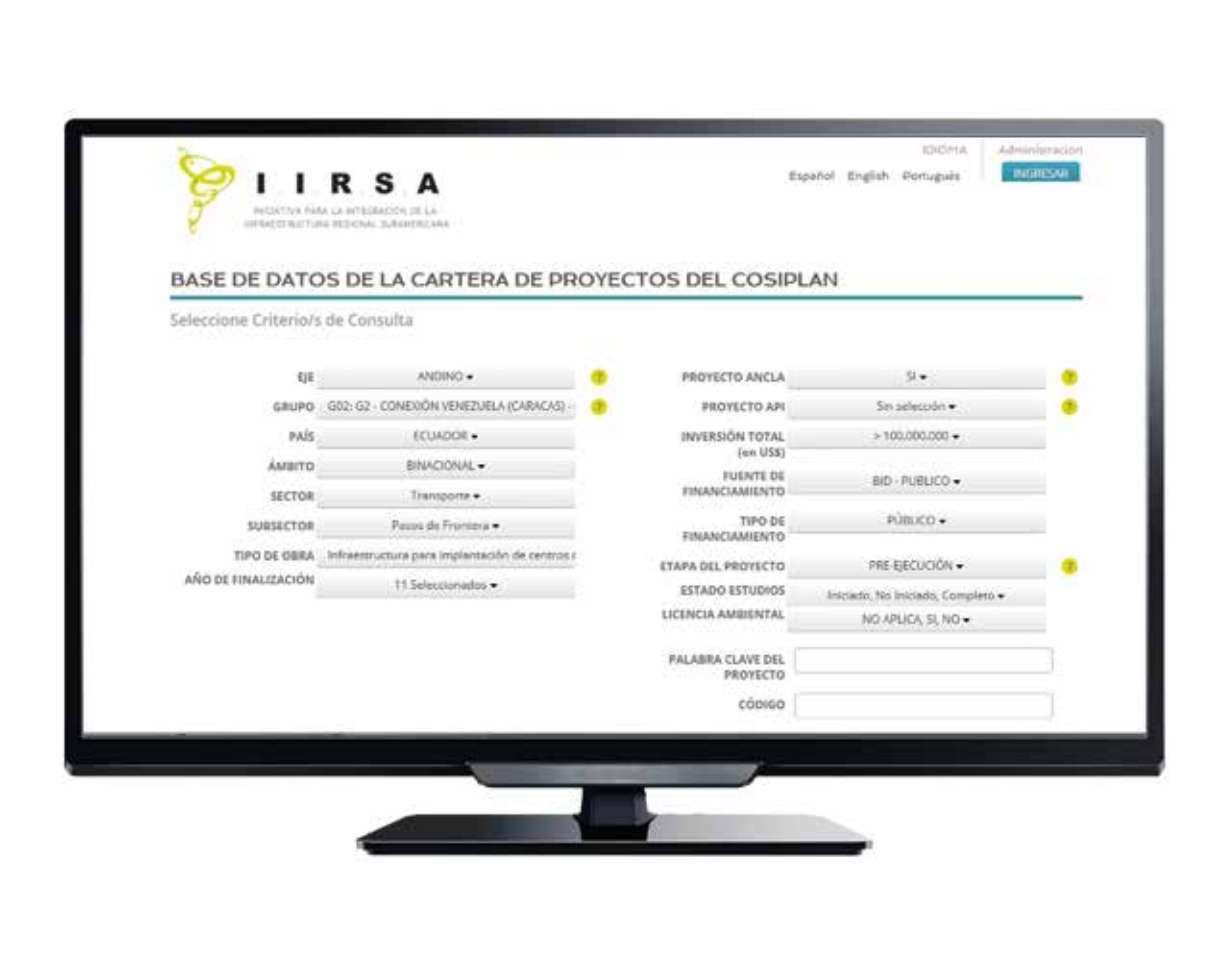
Finally, more shortcuts were added, the sections Recent Events and Latest News on the home page were updated, and the videos were adapted to the new website design and can be seen on the home page.

Project Information System – www.iirsa.org/proyectos
The Project Information System (SIP) received 43,451 visits, 86% of them from Latin America, and the average of visits per day in 2015 was 141.

WHAT WERE THE IMPROVEMENTS MADE TO THE SIP?

In 2015, the functional improvements to the SIP, as scheduled in 2014, were completed, and a comprehensive revision of the tool was performed. The new version of the SIP went online in the second half of the year.

In addition, a diagnosis of the information entered by the countries in the Sector, Subsector, and Type of Works descriptive fields was made; the Continuous Monitoring System (CMS) was applied to the projects at the execution stage; and information was entered in the module on completed projects.



Publications

COSIPLAN PROJECT PORTFOLIO REPORT 2015

Fifth Report on the COSIPLAN Project Portfolio. It provides an overall assessment of the Portfolio and reflects the results of the territorial planning work conducted by the countries; organizes the COSIPLAN Project Portfolio into three sections: the total portfolio, the active portfolio, and the completed projects; and describes the projects of each of the nine Integration and Development Hubs.

API PROGRESS REPORT 2015

Fourth Report on the Integration Priority Project Agenda (API). It presents the evolution of the API projects as well as an overall assessment of the Agenda; outlines the results of the work carried out by the countries in updating and analyzing the projects; and details the current status and progress of each one of the 31 API structured projects classified according to the different Integration and Development Hubs to which they belong.

COSIPLAN PORTFOLIO AND API FILES BY HUB AND COUNTRY

They contain important information about the COSIPLAN Project Portfolio and the Integration Priority Project Agenda (API), organized according to each of the nine Integration and Development Hubs and to the twelve South American countries.

COSIPLAN ACTIVITY REPORT 2015

First Report on the COSIPLAN Activities. It presents the background to and the objectives and actions of COSIPLAN within the framework of UNASUR, and provides a detailed description of the activities carried out in 2015 by the Council's working bodies, including a complete list of the meetings, publications, technical documents and other dissemination activities developed in 2015.

Technical Documents

COSIPLAN GEOGRAPHIC INFORMATION SYSTEM

This document presents the COSIPLAN GIS. It is addressed in particular to those government officials and professionals who may potentially be users of the system, and acknowledges the efforts made by a team of authorities, public officials, executives, professionals, technicians, and specialists from all the UNASUR Member States in order to reach this initial achievement. The document outlines the main features, contents, forms of access, and benefits of the GIS.

AGUA NEGRA BINATIONAL TUNNEL INTEGRATION TERRITORIAL PROGRAM

Between 2014 and 2015, Argentina's and Chile's National Coordination teams, with the technical assistance of the CCT, designed an Integration Territorial Program associated with the Agua Negra Binational Tunnel. The document goes through the PTI design process, describes the results of each stage in the work plan, and presents the PTI action plan, including the plans, programs and projects selected for implementation in the first phase.

CASE STUDIES ON AIR CARGO TERMINALS IN AIRPORTS OF THE UNASUR MEMBER STATES

This document analyzes the trends in air freight in the UNASUR Member States. It examines the performance indicators of air freight terminals in leading Asian airports and proposes a series of performance indicators for air cargo terminals in airports of the UNASUR countries. Furthermore, it undertakes four case studies in the airports of Santiago de Chile, Lima, Manaus, and Viracopos, and establishes fifteen strategic recommendations for improving performance and promoting the development of air freight logistics centers in airports of the UNASUR Member States.

STUDY ON AIR CONNECTIVITY BETWEEN THE COUNTRIES OF THE GUIANESE SHIELD HUB AND SOUTH AMERICA

This document investigates the main causes of the constraints to regional air connectivity between the countries of the Guianese Shield Hub (Brazil, Guyana, Suriname and Venezuela) and the other UNASUR Member States. It reviews the current connectivity levels, and focuses on the different possible constraints that could explain the poor connectivity, including the state and the cost of the airport infrastructure, the institutional arrangement and the aviation policy in each one of the countries, and a market analysis. It also proposes specific recommendations for improving connectivity.

SOCIOECONOMIC AND ENVIRONMENTAL CHARACTERIZATION OF THE CENTRAL INTEROCEANIC HUB

This document contains up-to-date information on territorial, social, economic, and environmental aspects as well as on the infrastructure in place and planned, collected from official sources of the countries involved in the Central Interoceanic Hub, the United Nations system, and other multilateral institutions.

SOCIOECONOMIC AND ENVIRONMENTAL CHARACTERIZATION OF THE PERU-BRAZIL-BOLIVIA HUB

This document contains up-to-date information on territorial, social, economic, and environmental aspects as well as on the infrastructure in place and planned, collected from official sources of the countries involved in the Peru-Brazil-Bolivia Hub, the United Nations system, and other multilateral institutions.

SOCIOECONOMIC AND ENVIRONMENTAL CHARACTERIZATION OF THE SOUTHERN HUB

This document contains up-to-date information on territorial, social, economic, and environmental aspects as well as on the infrastructure in place and planned, collected from official sources of the countries involved in the Southern Hub, the United Nations system, and other multilateral institutions.

SOCIOECONOMIC AND ENVIRONMENTAL CHARACTERIZATION OF THE GUIANESE SHIELD HUB

This document contains up-to-date information on territorial, social, economic, and environmental aspects as well as on the infrastructure in place and planned, collected from official sources of the countries involved in the Guianese Shield Hub, the United Nations system, and other multilateral institutions.

Dissemination Videos

COSIPLAN INSTITUTIONAL VIDEO

This audiovisual production presents the background to and the main objectives of the COSIPLAN action within the framework of UNASUR, including its main achievements in regional integration infrastructure planning and implementation.

PERU-ECUADOR CONNECTIVITY VIDEO

This documentary video goes through the road connectivity progress made on the border between Ecuador and Peru, on the basis of strong agreements between the high authorities of both countries, taking into account the territorial planning developed in the context of COSIPLAN-IIRSA.

SOURCES CONSULTED

Arciniegas Serna, H. 2014. "Local and Regional Development, and Cross Border Cooperation," in: *Integration & Trade Journal* No. 38. Buenos Aires: IDB-INTAL.

Barbero, J. A. 2010. "Freight Logistics in Latin America and the Caribbean: An Agenda to Improve Performance." Inter-American Development Bank, Technical Note No. IDB-TN-103.

Brasilia Communiqué. 2000. First Summit of South American Presidents. September 1. Brasilia, Brazil.

Constitutive Treaty of the Union of South American Nations. 2008. I Meeting of the Council of Heads of State and Government of UNASUR. May 23. Brasilia, Brazil.

COSIPLAN Statutes. 2010. I Ordinary Meeting of COSIPLAN Ministers. June 18. Quito, Ecuador.

COSIPLAN Regulations. 2010. I Ordinary Meeting of COSIPLAN Ministers. June 18. Quito, Ecuador.

COSIPLAN-IIRSA. 2015. COSIPLAN Project Portfolio 2015. December. Montevideo, Uruguay.

_____. 2015. API Progress Report 2015. December. Montevideo, Uruguay.

Declaration of Paramaribo. 2013. VII Meeting of the Council of Heads of State and Government of UNASUR. August 30. Paramaribo, Suriname.

Declaration of the Council of Heads of State and Government of the Union of South American Nations. 2010. IV Meeting of the Heads of State and Government of UNASUR. November 26. Georgetown, Guyana.

Declaration of the VI Ordinary Meeting of the Council of Heads of State and Government of UNASUR. 2012. VI Meeting of the Council of Heads of State and Government of UNASUR. November 30. Lima, Peru.

ECLAC-OECD. 2012. *Latin American Economic Outlook 2013: SMEs policies for structural change.*

Institute for the Integration of Latin America and the Caribbean (INTAL). 2014a. "Freight Transport and Logistics in South America: Advances in Policies and Institutions," in: INTAL Monthly Newsletter No. 217. Buenos Aires: September.

_____. 2014b. "South American Air Transport and Integration in the COSIPLAN Agenda," in: INTAL Monthly Newsletter No. 217. Buenos Aires: September.

_____. 2014c. "Border Integration and Facilitation in South America," in: INTAL Monthly Newsletter No. 219. Buenos Aires: November.

_____. 2014d. "Trade Integration through Postal Services for MSMEs in South America," in: INTAL Monthly Newsletter No. 218. Buenos Aires: October.

_____. 2015a. "The Incorporation of Disaster Risk Management in Integration Infrastructures in South America: Chile and Peru—A Test Case," in: INTAL Monthly Newsletter No. 222. Buenos Aires: February.

_____. 2015b. "PTIs: The Case of the Agua Negra Tunnel," in: INTAL Monthly Newsletter No. 223. Buenos Aires: March.

_____. 2015c. "Investment in Ports and Waterways for the Development of Logistics," in: INTAL Connection No. 230. Buenos Aires: October.

_____. 2015d. "Trade Integration through Postal Services for SMEs," in: INTAL Connection No. 230. Buenos Aires: October.

Márquez Fariña, M. and Volpe Martincus, C. 2014. "The Double Challenge of Borders: Security and Facilitation," in: INTAL Monthly Newsletter No. 38. Buenos Aires: IDB-INTAL.

Strategic Action Plan 2012-2022. 2011. II Ordinary Meeting of COSIPLAN Ministers. November 30. Brasilia, Brazil.

WEBSITES

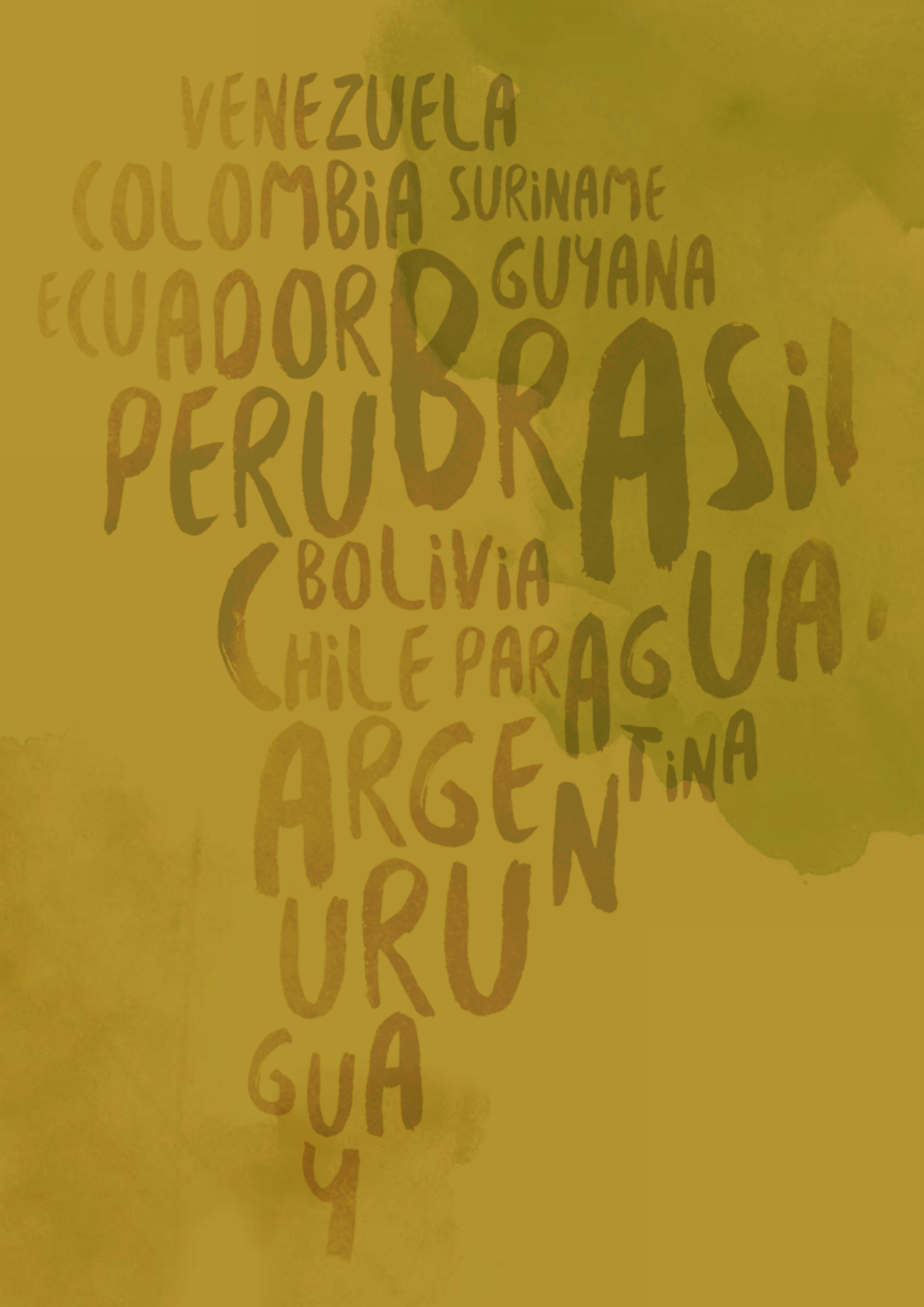
Initiative for the Integration of Regional Infrastructure in South America – IIRSA
www.iirsa.org

COSIPLAN Project Information System
www.iirsa.org/proyectos

Union of South American Nations –UNASUR
www.unasursg.org

ACRONYMS AND ABBREVIATIONS

API	Integration Priority Project Agenda
CAF	Development Bank of Latin America
CCT	Technical Coordination Committee
CEF	Economy and Finance Council
CFBC	Central Bioceanic Railway Corridor
CMS	Continuous Monitoring System
COSIPLAN	South American Infrastructure and Planning Council
DRM	Disaster Risk Management
EASE	Strategic Environmental and Social Evaluation
FIC	UNASUR Common Initiatives Fund
FONPLATA	Financial Fund for the Development of the Plata Basin
GDP	Gross Domestic Product
GIS	COSIPLAN Georeferenced Information System
GTE	Executive Technical Group
ICTs	Information and Communications Technologies
IDB	Inter-American Development Bank
IIRSA	Initiative for the Integration of Regional Infrastructure in South America
IPrLg	Production Integration and Logistics
MERCOSUR	Southern Common Market
MSMEs	Micro, Small and Medium Enterprises
PAE	Strategic Action Plan 2012-2022
SIP	COSIPLAN Project Information System
PPT	Presidency Pro Tempore
PSI	Sectoral Integration Process
PTI	Integration Territorial Program
UNASUR	Union of South American Nations
WG	Working Group
WSG	Working Subgroup


VENEZUELA
COLOMBIA
SURINAME
ECUADOR
GUYANA
PERU
BRASIL
BOLIVIA
CHILE
PARAGUA
ARGENTINA
URUGUA
Y

UNASUR
COSIPLAN

IDB

CAF
DEVELOPMENT BANK
OF LATIN AMERICA

FONPLATA

VI Ordinary Meeting of COSIPLAN Ministers