

Implementation Agenda based on Consensus 2005 - 2010

31 STRATEGIC PROJECTS OF INTEGRATION IN SOUTH AMERICA

First Semi Annual Report - July 2005



I . I . R . S . A

Introduction

This report was prepared by the presidency of the Executive Steering Committee (CDE) with the support of the Technical Coordination Committee (CCT) and the IIRSA National Coordinators. This report comes up as a consequence of the mandate granted to the IIRSA Initiative in the VI Meeting of the CDE held in November 2005 in Lima. The “Implementation Agenda based on Consensus 2005-2010” was launched in the mentioned meeting, and it is integrated by 31 strategic projects, which involve the 12 countries participating into the Initiative. The “Agenda” has the aim to accelerate the obtaining of results, through a monitoring mechanism for the execution of those projects using a management information system that captures in real time the state of implementation of each one of the projects.

The information presented in this document is updated until July 31st 2005, and it is about the state of progress of the 31 strategic projects and the monitoring of critical stages for their implementation, which were identified between the months of April and May of the current year.

The data presented in this first report was obtained through the IIRSA National Coordinators and the executive managers of each project included in the “Agenda”. The report would be published twice a year. The second report will be presented on the occasion of the VII Meeting of the CDE that will be held in Asunción on next December.

Implementation Agenda based on Consensus 2005-2010

The IIRSA Initiative was consolidated as an important opportunity for the Region's countries to build a common agenda of actions and projects for the physical integration of South America. Now it is necessary to face the challenge of fostering the execution of strategic integration projects identified under the regional vision of the twelve South American countries.

The "2005-2010 Implementation Agenda based on Consensus" comprises a first set of 31 integration projects agreed upon by the countries on the basis of the results achieved during the territorial planning phase of the IIRSA Project Portfolio. Due to their characteristics, they have a high impact on South American physical integration (mostly "anchor projects" and related ones). This Agenda of 31 strategic projects was approved by the IIRSA Executive Steering Committee in November 2004 and submitted to the South American Presidents at the Cusco Summit, in December 2004.

This "2005-2010 Implementation Agenda based on Consensus" will focus the attention and efforts of the twelve South American countries and of the multilateral agencies on the search for visible results within the IIRSA context, taking advantage of the synergies and opportunities for coordination and consensus-building within the Initiative.

The fact of focusing attention on a limited set of projects enhances execution possibilities since it facilitates the setting of priorities by governments, in some cases within a context of fiscal restrictions, a limited capacity for public indebtedness, and a participation of the public sector in infrastructure development that needs to be reinforced.

In order to support the "2005-2010 Implementation Agenda based on Consensus", an intensive and focused management system is being adopted for the projects, by establishing a special project monitoring system for the "Agenda" which will allow the creation of information and monitoring mechanisms at the highest governmental levels.

Implementation Agenda based on Consensus 2005-2010

Strategic Projects of Integration in South America

N°	PROJECTS	HUB	IN MILLIONS OF US\$	COUNTRIES
1	Duplication of Route 14	MERCOSUR-Chile	370.00	AR (BR) ¹
2	Adaptation of Rio Branco-Montevideo-Colonia Corridor	MERCOSUR-Chile	163.00	UY (AR-BR)
3	Building of Jaguarão-Rio Branco International Bridge	MERCOSUR-Chile	12.00	BR-UY
4	Duplication of Palhoça-Osorio Stretch (Rodovia Mercosur)	MERCOSUR-Chile	800.00	BR (AR-UY)
5	Los Andes-Mendoza Railway Project	MERCOSUR-Chile	251.00	AR-CH
6	International Road 60 CH (Valparaíso-Los Andes Stretch)	MERCOSUR-Chile	286.00	CH (AR)
7	Argentine Northeast Gas Pipeline	MERCOSUR-Chile	1 billion	AR (BO)
8	Building of Salvador Mazza-Yacuiba Binational Bridge	Capricorn	10.00	AR-BO
9	Presidente Franco-Porto Meira New Bridge and Border Center	Capricorn	55.00	PY-BR
10	Building of Pailón-San José-Puerto Suárez Highway	Interoceanic	435.00	BO (BR-CH-PE)
11	São Paulo Railway Ring (North and South)	Interoceanic	300.00	BR
12	Infante Rivarola-Cañada Oruro Border Crossing	Interoceanic	1.2	BO-PY
13	Building of Cañada Oruro-Villamontes-Tarija-Estación Abaroa Highway (first stage)	Interoceanic	60.00	BO (PY)
14	Toledo-Pisiga Highway	Interoceanic	76.00	BO (CH)
15	Rehabilitation of Iquique-Colchane Highway	Interoceanic	19.00	CH (BO)
16	Rehabilitation of El Sillar Stretch	Interoceanic	30.00	BO (BR-CH-PE)
Subtotal			3,868.20	

¹ The neighboring country/countries influenced by the Project are included in brackets.

N°	PROJECTS	HUB	MILLIONS OF US\$	COUNTRIES
17	Desaguadero Border Center	Andean	7.5	BO-PE
18	Cúcuta-San Antonio del Táchira Border Crossing	Andean	2.00	CO-VE
19	Recovering of Meta River navigability	Andean	108.00	CO-VE
20	Pasto-Mocoa Highway	Amazon	183.00	CO
21	Paita-Tarapoto-Yurimaguas Highway; Ports and Logistic Centers	Amazon	285.00	PE (BR)
22	Lima-Tingo María-Pucallpa Highway, Ports and Logistic Centers	Amazon	514.00	PE (BR)
23	Francisco de Orellana Port	Amazon	40.00	EC
24	Paving of Iñapari-Puerto Maldonado-Inambari, Inambari-Juliaca/ Inambari-Cusco	Peru-Brazil-Bolivia	694.00	PE (BR)
25	Bridge over the Acre River	Peru-Brazil-Bolivia	10.00	BR-PE
26	Boa Vista-Bonfim-Lethem-Georgetown Highway (first stage: studies)	Guianese Shield	3.30	GY-BR
27	Bridge over the Takutu River	Guianese Shield	10.00	GY-BR
28	Venezuela (Ciudad Guayana)-Guyana (Georgetown)-Surinam (Paramaribo) Highway (first stage)	Guianese Shield	0.80	VE-GY-SU
29	Improvements in Nieuw Nickerie-Paramaribo-Albina stretch and International Bridge over the Marowijne River	Guianese Shield	105.00	SU-GY
30	Exports through Postal Services for SMEs	ICTs	1.00	All of them
31	Implementation of a Roaming Agreement in South America	ICTs	1.00	All of them
Subtotal			1,964.60	
TOTAL			5,832.80	



In preparation



Bidding/Concession



In execution

1. Duplication of Route 14 between Paso de los Libres and Gualeguaychú

Total Investment: US\$ 370 millions

Modality: Public

Expected Completion Date: Second half of 2008

Countries: Argentina (Brazil)²

Objective

To ensure safer road conditions in the Mercosur-Chile Hub transport by highway.

Executing Agency

Dirección Nacional de Vialidad
(National Road Authority)

IIRSA National Coordinator

Graciela Oporto (Argentina)
Tel: (5411) 4349-7505/07
goporto@minplan.gov.ar
aguari@mecon.gov.ar



MERCOSUR-CHILE HUB
GROUP 1: BELO HORIZONTE - ARGENTINA/BRAZIL BORDER- BUENOS AIRES



² The neighboring country/countries influenced by the Project are included in brackets.

Current Project Status

Current stage

Contract awarded for first stretch; studies are being carried out and projects drafted for another eight stretches.

Situation summary

All studies have been commissioned and the external source duly identified (IDB Loan: Mountain crossings and Integration corridors), together with the National Treasury and Trust Funds.

2. Adaptation of Rio Branco-Montevideo-Colonia Corridor

Total Investment: US\$ 163 millions

Modality: Public

Expected Completion Date: Second half of 2009

Countries: Uruguay (Argentina and Brazil)

Objective

To improve passenger and cargo traffic along the MERCOSUR core road hub, consolidating road infrastructure so as to adjust to the new requirements of international cargo transportation and supplementing the Brazil-Uruguay-Argentina road connection in the MERCOSUR-Chile Hub.

Executing Agencies

Dirección Nacional de Vialidad
(National Road Authority)
Corporación Vial del Uruguay
(Uruguay Road Corporation)

IIRSA National Coordinator

Victor Rossi (Uruguay)
Tel: (5982) 916-0509
vrossi@mtop.gub.uy



MERCOSUR-CHILE HUB GROUP 2: PORTO ALEGRE - COLONIA - BUENOS AIRES



Note: the configuration of this group was analyzed in the GTE meeting of MERCOSUR-Chile Hub (08/02/05) at the request of Argentina and Uruguay. The changes made during the meeting will be incorporated into the next AIC report.

Current Project Status

Current stage

Works have been started on certain stretches, others are being tendered and studies are being completed on some stretches.

Situation summary

The project is underway. Certain works have started, others are being tendered and some studies are being completed. The current Uruguayan government deems it necessary to extend the corridor up to Nueva Palmira for its linkage to a physical connection option with Argentina between Zarate-Brazo Largo and Fray Bentos, which is an important center for investments related to forestry. A connection already exists with Gualeguaychú, in Argentina. Almost all works have well-defined funding, except for the projects that must still undergo feasibility studies.

3. Building of Jaguarão-Rio Branco International Bridge

Total Investment: US\$ 12 millions

Modality: Public/Private

Expected Completion Date: Second half of 2009

Countries: Uruguay and Brazil

Objective

To improve cargo and passenger transportation by highway in the region; to supplement the Brazil-Uruguay road connection in the MERCOSUR-Chile Hub, mainly for the development of the MERCOSUR.

Executing Agencies

Comissão Mixta Brasileira – Uruguaya de Licitação (Joint Brazilian-Uruguayan Bid Committee)

Departamento Nacional de Infraestrutura de Transporte (DNIT) (National Department of Infrastructure Transport, DNIT)

Ministerio de Transporte y Obras Públicas de Uruguay (Dirección Nacional de Vialidad) (National Road Authority)

IIRSA National Coordinators

Ariel Garces Pares (Brasil)

Tel: (5561) 3429-4080, 3223-3862

ariel.pares@planejamento.gov.br

leandro.couto@planejamento.gov.br

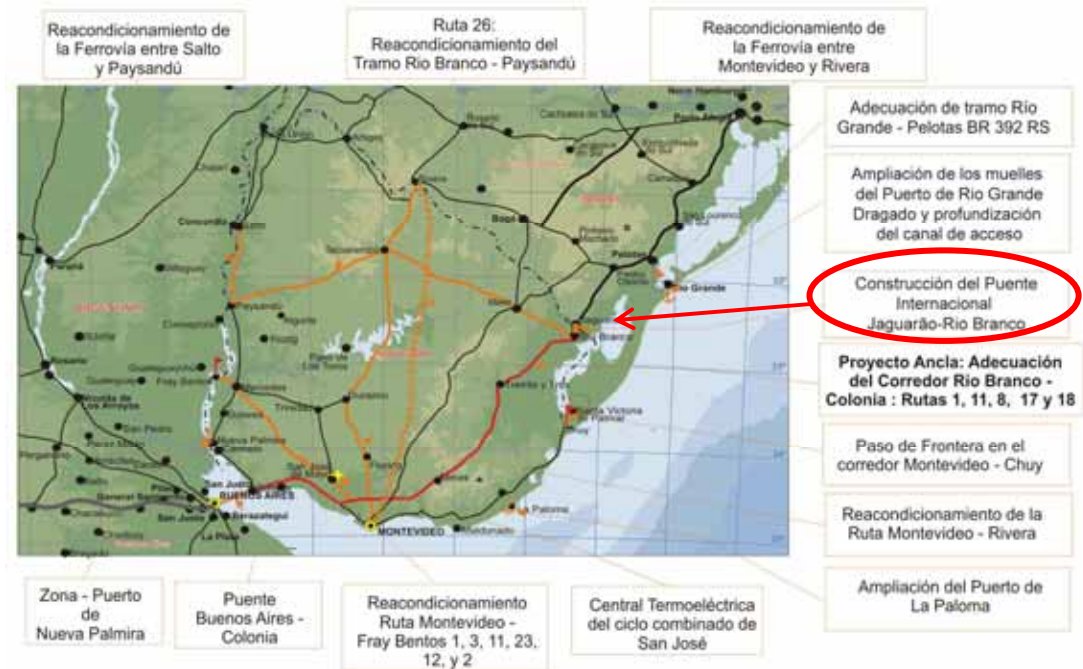
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MERCOSUR-CHILE HUB GROUP 2: PORTO ALEGRE - COLONIA - BUENOS AIRES



Note: the configuration of this group was analyzed in the GTE meeting of MERCOSUR-Chile Hub (08/02/05) at the request of Argentina and Uruguay. The changes made during the meeting will be incorporated into the next AIC report.

Current Project Status

Current stage

Pre-feasibility.

Situation summary

Both countries attach priority to the project's development. Political-institutional measures have already been taken. The agreements between both countries were signed and endorsed by the pertinent Parliaments. The Joint Brazilian-Uruguayan Bid Committee was created. It has met twice (in May 2004 and in September 2004). The project for the restoration of the Maua Bridge was submitted. There is a draft (agreed minutes) for regulating the Commission's work. At the September 2004 meeting, the Joint Committee agreed that the new bridge would be for vehicles, but have not excluded the possibility for the parties to decide on implementing a railway service in the future. Given the current traffic flow, there are great probabilities that the funding be bi-national and public in nature during the construction phase, granting a concession for the future operation of the works.

4. Duplication of Palhoça-Osorio Stretch (Rodovia MERCOSUR)

Total Investment: US\$ 800 millions

Modality: Public/Private

Expected Completion Date: March 2010

Countries: Brazil (Argentina and Uruguay)

Objective

To improve the flow of cargo by road in the MERCOSUR corridor and reduce the amount of accidents on the road.

Executing Agency

Departamento Nacional de Infraestrutura de Transporte (DNIT) (National Department of Infrastructure Transport, DNIT)

IIRSA National Coordinator

Ariel Garces Pares (Brasil)
 Tel: (5561) 3429-4080, 3223-3862
ariel.pares@planejamento.gov.br
leandro.couto@planejamento.gov.br



MERCOSUR-CHILE HUB GROUP 1: BELO HORIZONTE – ARGENTINA/BRAZIL BORDER – BUENOS AIRES



Current Project Status

Current stage

Works underway.

Situation summary

The project is divided into two stages: building of the highway and construction of three roadworks in the Morro dos Cavalos, Formigão and Lagoa Imaruí. The building of the highway is underway and the roadworks will be included in the competitive bidding for granting the concession to operate the highway and will be carried out by the concessionaire. The project is included in the list of investment pilot projects negotiated with the IMF which shall guarantee the fiscal environment for disbursements. A 60% of the works' funding is being negotiated with IDB. The private sector must bear the cost of \$ 82million for roadworks, which will be considered a counterpart contribution.

5. Los Andes-Mendoza Railway Project

Total Investment: US\$ 251 millions

Modality: Private

Expected Completion Date: June 2008

Countries: Argentina and Chile

Objective

To enhance the transportation capacity of the "Cristo Redentor System" at the Border Crossing so as to adapt it to the growing flow of cargo traffic between Argentina and Chile and reinforce the MERCOSUR-Chile Hub's transport system.

Executing Agency

Subsecretaría de Transporte Ferroviario (Secretaría de Transporte) y Ministerio de Planificación Federal (Argentina) (Undersecretariat of Railway Transport, Transport Secretariat, and Ministry of Federal Planning, Argentina)
Coordinación General de Concesiones - Ministerio de Obras Públicas (Chile) (General Office for Concession Coordination, Ministry of Public Works, Chile)

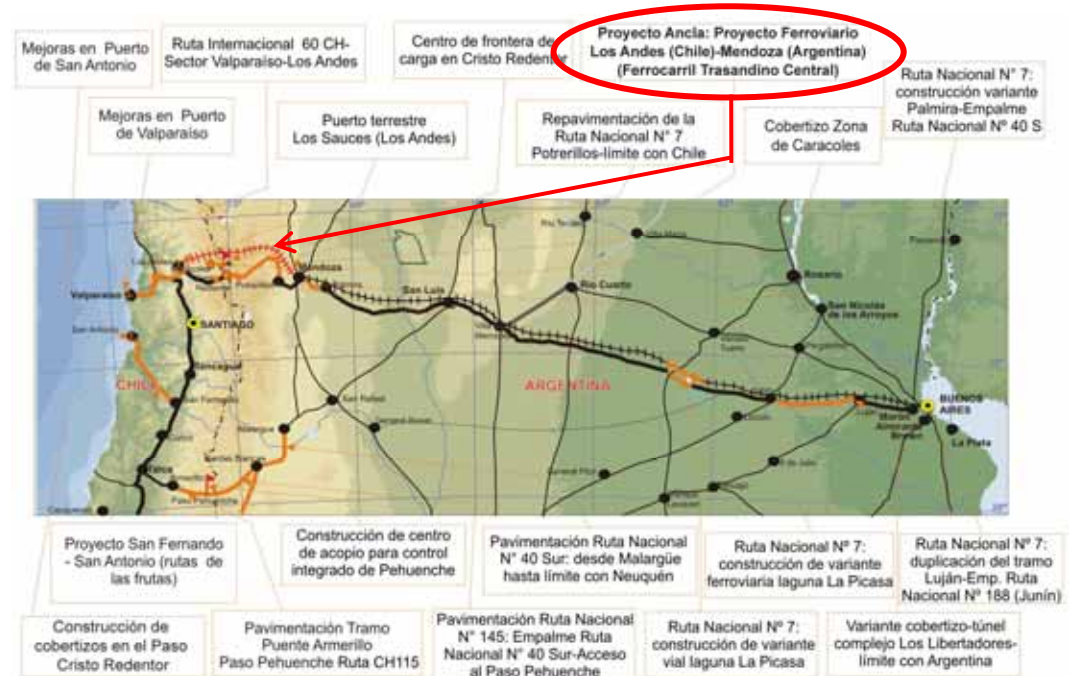
IIRSA National Coordinators

Graciela Oporto (Argentina)
 Tel: (5411) 4349-7505/07
goporto@minplan.gov.ar
aguari@mecon.gov.ar

Eric Martin González (Chile)
 Tel: (562) 449-5306
eric.martin@moptt.gov.cl



MERCOSUR-CHILE HUB GROUP 3: VALPARAÍSO - BUENOS AIRES



Current Project Status

Current Stage

Tender conditions under preparation.

Situation Summary

Both countries' concession teams are coordinating tender conditions.

6. International Road 60 CH (Valparaíso - Los Andes Stretch)

Total Investment: US\$ 286 millions

Modality: Private

Expected Completion Date: June 2008

Countries: Chile (Argentina)

Objective

To increase the capacity and upgrade the standard of International Road 60 CH so as to absorb the growth in traffic demand. It is a structuring highway which cuts across Chile, starting at the Chilean-Argentine border, in the Cristo Redentor tunnel area, and running to the West, towards Valparaíso Port.

Executing Agency

Sociedad Concesionaria Autopista de los Andes S.A.
(Highway Concessionaire)

IIRSA National Coordinator

Eric Martin González (Chile)

Tel: (562) 449-5306

eric.martin@moptt.gov.cl



MERCOSUR-CHILE HUB GROUP 3: VALPARAÍSO - BUENOS AIRES



Current Project Status

Current stage

Works underway.

Situation summary

The concession started on 22 July 2004. Construction began on 27 January 2005. The private sector is negotiating the funding.

7. Argentine Northeast Gas Pipeline

Total Investment: US\$ 1 billion

Modality: Public/Private

Expected Completion Date: Second half of 2007

Countries: Argentina (Bolivia)

Objective

To ensure natural gas supply to the northern and central regions of Argentina, that is to say, the area which includes the provinces of Salta, Formosa, Chaco, Misiones, Corrientes, Entre Ríos, Santa Fe and Buenos Aires.

Executing Agency

Ministerio de Planificación Federal
(Federal Planning Ministry)

IIRSA National Coordinator

Graciela Oporto (Argentina)
Tel: (5411) 4349-7505/07
goporto@minplan.gov.ar
aguari@mecon.gov.ar



MERCOSUR-CHILE HUB GROUP 5: ENERGY PROJECTS



Current Project Status

Current stage

Drafting of tender conditions.

Situation summary

The project depends on the definition of supply conditions. An Open International Competition is envisaged. Argentina must define the funding mechanism for public sector contributions.

8. Building of Salvador Mazza – Yacuiba Binational Bridge

Total Investment: US\$ 10 millions

Modality: Public

Expected Completion Date: December 2008

Countries: Argentina and Bolivia

Objective

To solve the complex situation of the border crossing and allow a fluent communication of the means of transportation for international cargo. The border crossing is part of the main road corridor between Argentina and Bolivia.

Executing Agency

Comisión Binacional (Comisión Administradora del Acuerdo Argentina-Bolivia) (Bi-national Committee, Management Committee for the Argentina-Bolivia Agreement)

IIRSA National Coordinators

Graciela Oporto (Argentina)

Tel: (5411) 4349-7505/07

goporto@minplan.gov.ar

aguari@mecon.gov.ar

Mauricio Navarro (Bolivia)

Tel: (5912) 237-1395

mnavarro@oopp.gov.bo



CAPRICORN HUB GROUP 2: ARGENTINA - BOLIVIA – PARAGUAY INTERCONNECTION

Proyecto Complementario:
Carretera
Abapó - Camiri
(Conexión Santa Cruz -
Yacuiba)

Rehabilitación ferrocarril
Jujuy - La Quiaca



Proyecto Ancla:
Puente Binacional
Salvador Mazza-
Yacuiba y
Centro de Frontera

Pavimentación
Tartagal-Misión,
La Paz-Pozo Hondo-
Mariscal Estigarribia

Current Project Status

Current stage

Technical, economic and environmental feasibility study and engineering project are ready.

Situation summary

On 19 March 2004 the countries signed an agreement for building the bridge and defined its location, basic works' characteristics, cost distribution and execution system. Such agreement, which will have to be ratified by the countries, in turn, defines that the management and evaluation of the agreement will be carried out through a Management Committee (YASMA Committee) with the authority to call for bids. Based on the evaluation by the countries of the feasibility studies, the YASMA Committee must agree on the final project and establish the location of the Integrated Border Center.

9. Presidente Franco - Porto Meira New Bridge and Border Center

Total Investment: US\$ 55 millions

Modality: Public/Private

Expected Completion Date: Fourth quarter of 2008

Countries: Brazil and Paraguay

Objective

To decongest traffic on the Puente de la Amistad bridge between Foz de Iguacu and Ciudad de Este; to promote urban planning at border cities, deviating heavy-vehicle traffic to a road in the outskirts so as to have quicker and more efficient connections between the bi-national transport systems; and to optimize the integrated border control system.

Executing Entity

Departamento Nacional de Infraestructura de Transporte (DNIT) (National Department of Infrastructure Transport, DNIT)
Ministerio de Obras Publicas de Paraguay (Ministry of Public Works, Paraguay)

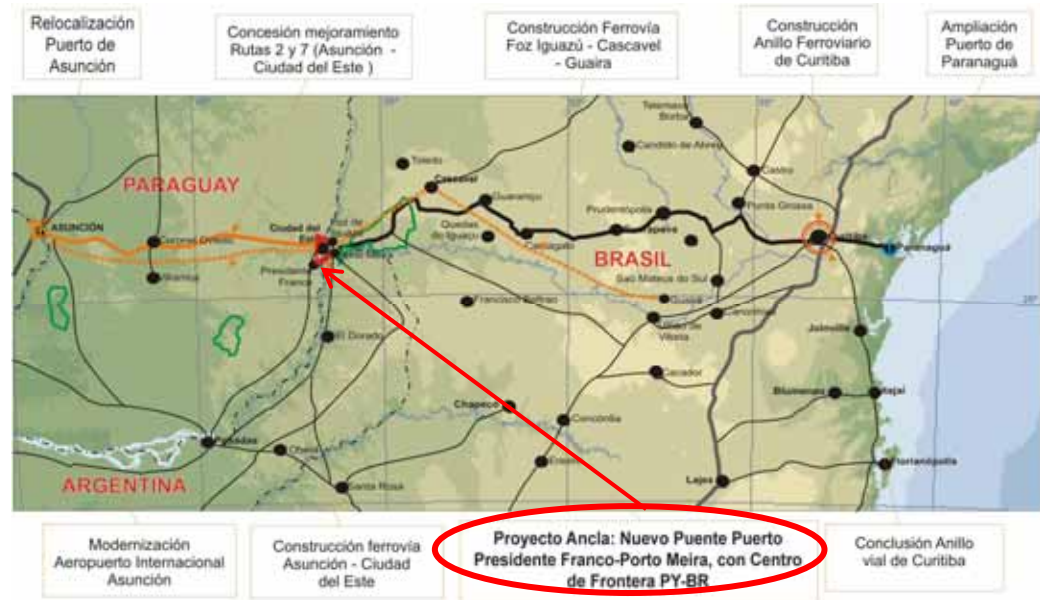
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ariel.pares@planejamento.gov.br
leandro.couto@planejamento.gov.br

Roberto Salinas (Paraguay)
Tel: (59521) 414-9612, 414-9845
rsalinas@pol.com.py
iirsa@mopc.gov.py



CAPRICORN HUB GROUP 3: PARAGUAY – BRASIL INTERCONNECTION



Current Project Status

Current stage

Development of technical, economic and environmental feasibility studies.

Situation summary

An agreement was signed between both countries (in September 1992), approved by the pertinent Parliaments, and updated through a Memorandum of Understanding of 14 October 2003 which ratifies the willingness to build a new international bridge. A Joint Brazilian- Paraguayan Committee was created through the MOU for carrying out the project's technical studies and award the contract for the works.

10. Building of Pailón - San José - Puerto Suárez Highway

Total Investment: US\$ 435 millions

Modality: Public

Expected Completion Date: June 2008

Countries: Bolivia (Brazil, Chile and Peru)

Objective

The Pailón-Puerto Suárez highway is part of the main Bolivian Integration Corridor, which joins the East with the West, and lodges an important percentage of the country's population and economic activity. It supplements regional integration between the ports of Peru and Chile on the Pacific and the Brazilian ports on the Atlantic, cutting across Bolivia.

Executing Agency

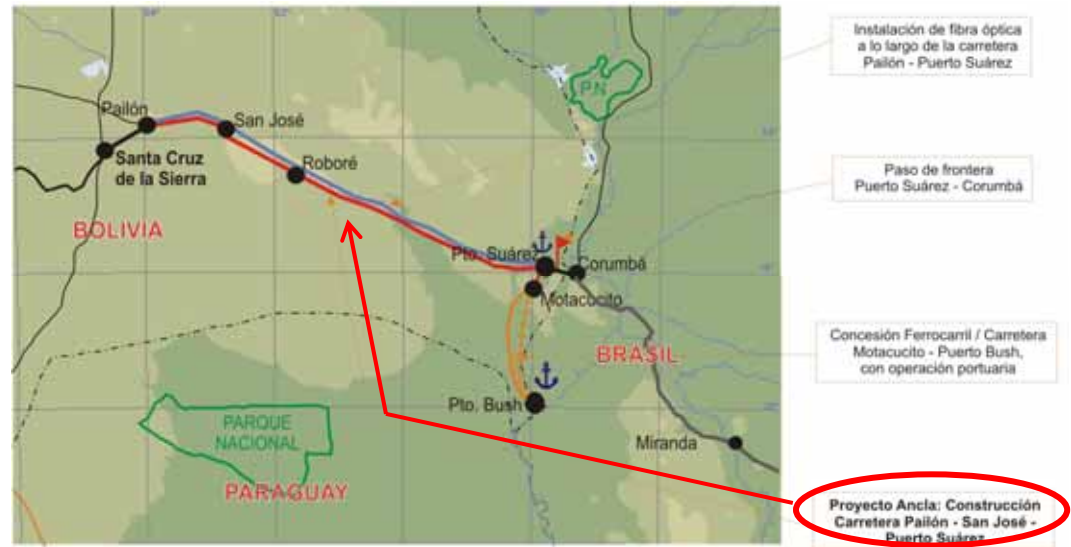
Servicio Nacional de Caminos
(National Road Authority)

IIRSA National Coordinator

Mauricio Navarro (Bolivia)
Tel: (5912) 237-1395
mnavarro@oopp.gov.bo



CENTRAL INTEROCEANIC HUB GROUP 3: SANTA CRUZ - PUERTO SUÁREZ - CORUMBÁ CONNECTION



Current Project Status

Current stage

Contract for works has been awarded, save for two stretches which are currently in the process of being awarded and tendered, respectively.

Situation summary

The paving of the Pailón-Puerto Suárez highway comprises six important stretches: a) the 1.2-km long Pailón Bridge, US\$ 25.3 million; b) Paraíso-El Tinto, a 124-km stretch, an investment of US\$ 60 million, with concessional funding from IDB, in the process of being awarded; c) El Tinto-San José, 82 km long, with an investment of US\$ 45 million, with European Union funding ensured, currently being tendered; d) San José-Roboré, 144 km long, with an investment of US\$ 74 million, with CAF funding, 60% progress in the works; e) Roboré-El Carmen, 140 km long, with an investment of US\$ 118 million, in process of being funded through the PROEX, Banco do Brasil and CAF; and f) El Carmen-Puerto Suárez-Arroyo Concepción, 108 km long, with a US\$ 93 million investment, in the process of being financed by the PROEX, Banco do Brasil and CAF. The Project also includes a social and environmental component of US\$ 20 million, funded by IDB.

11. São Paulo Railway Ring (North and South)

Total Investment: US\$ 300 millions

Modality: Public/Private

Expected Completion Date: October 2009

Countries: Brazil

Objective

Rearrangement and expansion of cargo flows which have their origin, destination and transit through the São Paulo metropolitan region (RMSP, its Spanish acronym). This will allow reducing conflicts between cargo traffic and metropolitan passenger trains and a greater participation of the railway in those flows in transit through the RMSP, besides facilitating access to the ports of Santos and São Sebastião (SP) and Sepetiba (RJ).

Executing Agency

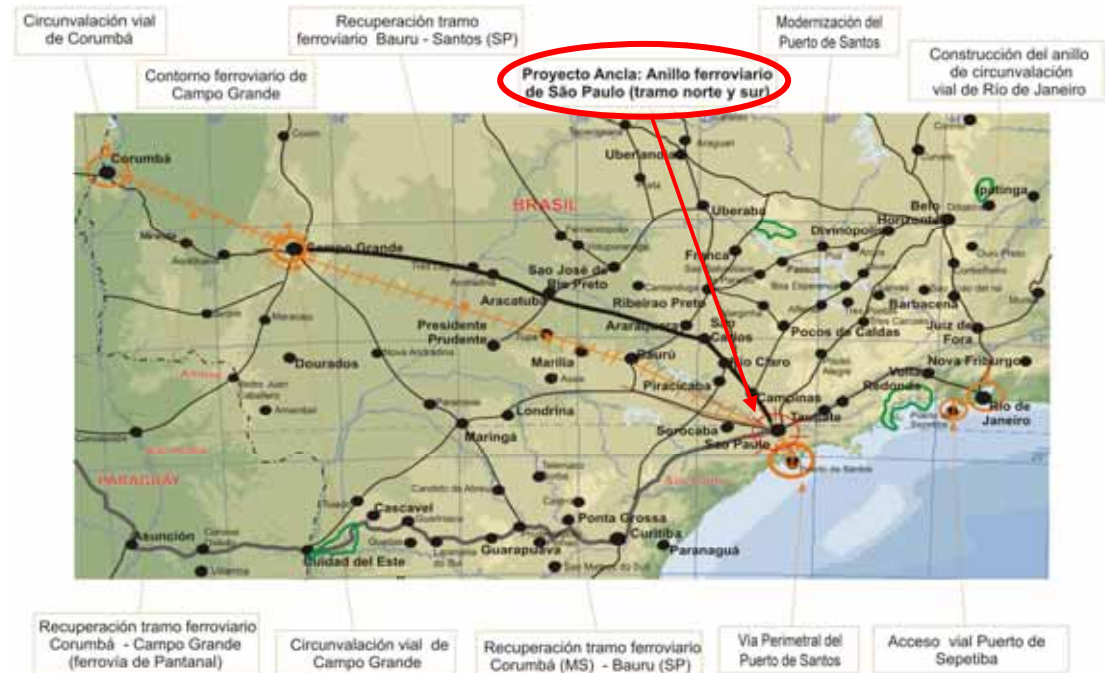
Departamento Nacional de Infraestrutura de Transporte (DNIT) (National Department of Infrastructure Transport, DNIT)

IIRSA National Coordinator

Ariel Garces Pares (Brasil)
Tel: (5561) 3429-4080, 3223-3862
ariel.pares@planejamento.gov.br
leandro.couto@planejamento.gov.br



CENTRAL INTEROCEANIC HUB GROUP 2: OPTIMIZATION OF THE CORRIBÁ - SÃO PAULO - SANTOS - RIO DE JANEIRO



Current Project Status

Current stage

Project environmental studies and overall planning underway.

Situation summary

The authority granting the concession, through the National Agency of Land Transport (ANTT, its Spanish acronym) is in the process of reviewing the existing regulations regarding operational and commercial integration among the five concessionaires acting within the São Paulo State (América Latina Logística-all, Novoeste, Ferrobán, FCA and MRS Logística).

12. Infante Rivarola - Cañada Oruro Border Crossing

Total Investment: US\$ 1,2 millions

Modality: Public

Expected Completion Date: First half of 2007

Countries: Bolivia and Paraguay

Objective

To develop the necessary infrastructure and services to allow efficient passenger and cargo traffic between Bolivia and Paraguay, through the building and installation of an Integrated Border Control Center.

Executing Agency

Comisión Mixta Paraguaya – Boliviana
(Joint Paraguayan-Brazilian Comité)
Ministerio de Obras Públicas de Paraguay
(Ministry of Public Works, Paraguay)
Ministerio de Obras Públicas de Bolivia
(Ministry of Public Works, Bolivia)

IIRSA National Coordinators

Mauricio Navarro (Bolivia)
Tel: (5912) 237-1395
mnavarro@oopp.gov.bo

Roberto Salinas (Paraguay)
Tel: (59521) 414-9612, 414-9845
rsalinas@pol.com.py
iirsa@mopc.gov.py



CENTRAL INTEROCEANIC HUB GROUP 1: CHILE - BOLIVIA - PARAGUAY – BRASIL CONNECTION



Current Project Status

Current stage

Resources are being hired for the pre-feasibility study.

Situation summary

Technical cooperation for up to US\$ 30 million has been requested from IDB to carry out pre-feasibility studies (including a study for locating the border center) based on the profile and draft project prepared by MOPC, Paraguay. A no-objection will be requested from Bolivia for carrying out the pertinent studies. The completion of works for paving the Paraguayan stretch (Mariscal Estigarribia-Infante Rivarola) is estimated for the second half of 2006. Paving between Villamontes-Hito BR 94 (Bolivia) is expected to start in the middle of 2005 and to be completed at the end of 2006.

13. Building of Cañada Oruro-Villamontes-Tarija-Estación Abaroa Highway (1st stage)

Total Investment: US\$ 60 millions

Modality: Public

Expected Completion Date: March 2007

Countries: Bolivia (Paraguay)

Objective

To develop the necessary infrastructure and services to allow efficient passenger and cargo traffic between Bolivia and Paraguay, by building and installing an Integrated Border Control Center.

Executing Agency

Servicio Nacional de Caminos
(National Road Authority)

IIRSA National Coordinator

Mauricio Navarro (Bolivia)
Tel: (5912) 237-1395
mnavarro@oopp.gov.bo



**CENTRAL INTEROCEANIC HUB
GROUP 1: CHILE - BOLIVIA - PARAGUAY – BRASIL CONNECTION**



Current Project Status

Current stage

Works in the final stage of tendering.

Situation summary

Technical studies completed, environmental license granted and financing model defined. The works' financing conditions shall be defined upon completion of the bidding process. Offerors will propose to the government of Bolivia funding under concessional or similar conditions, under a "turnkey" contract modality, with a fixed term and cost for the works, including oversight.

14. Toledo-Pisiga Highway

Total Investment: US\$ 76 millions

Modality: Public

Expected Completion Date: Second half of 2007

Countries: Bolivia (Chile)

Objective

To supplement the linkage of Bolivia and the Inter-oceanic Hub countries with the Port of Iquique, in a quest for reactivating the economy and social development of a very important mining and trade area in Bolivia, connecting with the Atlantic through Oruro-Cochabamba-Santa Cruz-Puerto Suárez-Santos.

Executing Agency

Servicio Nacional de Caminos
(National Road Authority)

IIRSA National Coordinator

Mauricio Navarro (Bolivia)
Tel: (5912) 237-1395
mnavarro@oopp.gov.bo



CENTRAL INTEROCEANIC HUB GROUP 5: CHILE-BOLIVIA CONNECTION: ARICA-LA PAZ + IQUIQUE-ORURO-COCHABAMBA



Current Project Status

Current stage

Works underway in one stretch, being tendered in another, while funding is being negotiated for still another stretch.

Situation summary

The project is structured into three stretches: Toledo-Ancaravi-Huachacalla-Pisiga. The first, Toledo-Ancaravi is 52.8 km long, requiring an investment of US\$ 23 million, to be financed through an Italian government grant. The second, Ancaravi-Huachacalla, 72 km long, requiring an investment of US\$ 23 million, has CAF funding currently underway. The last stretch, Huachacalla-Pisiga is 77 km long, with an investment of US\$ 30 million requested from the Millennium account within the framework of a Social Projects' Plan (grant).

15. Rehabilitation of Iquique-Colchane Highway

Total Investment: US\$ 19 millions

Modality: Public

Expected Completion Date: December 2008

Countries: Chile (Bolivia)

Objective

To enhance the capacity and upgrade the design-standard of Road A-55. This project has the possibility of connecting the Port of Iquique with areas in the South and Center of Bolivia, such as Oruro and Cochabamba, besides allowing connectivity through these roads with the eastern areas of Santa Cruz and Puerto Suárez. This connection will facilitate the development of southern Bolivia, allowing its access to the demand for goods in the city of Iquique and a direct exit to third countries through the port.

Executing Agency

Ministerio de Obras Públicas
(Ministry of Public Works)

IIRSA National Coordinators

Mauricio Navarro (Bolivia)
Tel: (5912) 237-1395
mnavarro@oopp.gov.bo

Eric Martin González (Chile)
Tel: (562) 449-5306
eric.martin@mopt.gov.cl



CENTRAL INTEROCEANIC HUB GROUP 5: CHILE-BOLIVIA CONNECTION: ARICA-LA PAZ + IQUIQUE-ORURO-COCHABAMBA



Current Project Status

Current stage

Works underway in one stretch and engineering studies being undertaken in another stretch.

Situation summary

The project is being executed in two stages. From km 0 to 50, the road has been repaved with double layer of asphalt. From km 50 to 102, a double layer of asphalt is being placed by stretches, with an expected date of completion in December 2006. From km 102 to 173 engineering studies will be carried out and budgetary resources are still to be allocated for execution of the works.

16. Rehabilitation of El Sillar Stretch

Total Investment: US\$ 30 millions

Modality: Public

Expected Completion Date: Third quarter of 2009

Countries: Bolivia (Brazil, Chile and Peru)

Objective

Strategic Project for joining the western heights of Bolivia with the region's eastern plains and establishing their connection with Puerto Suárez-Corumbá, which seeks a solution to the critical sector of the new Santa Cruz-Cochabamba highway (4,000 vehicles/day), where there are geological, drainage, topographical and other failures, worsened in the rainy season due to the rise in the level of the nearby river (Espíritu Santo) which hinders fluent national and international interconnection.

Executing Agency

Servicio Nacional de Caminos
(National Road Authority)

IIRSA National Coordinator

Mauricio Navarro (Bolivia)
Tel: (5912) 237-1395
mnavarro@oopp.gov.bo



CENTRAL INTEROCEANIC HUB GROUP 5: CHILE-BOLIVIA CONNECTION: ARICA-LA PAZ + IQUIQUE-ORURO-COCHABAMBA



Current Project Status

Current stage

Preliminary works underway which will allow a decision to be made on whether to execute the studies on technical alternatives or not.

Situation summary

The current highway has interruptions in its paving because of the undermining produced by the Espíritu Santo river which makes the country's trunk roads impassable during the rainy season (November-March). This problem has extended to 14 of the highway's stretches which are between 100 m and 1.5 km long, beyond El Sillar towards Santa Cruz, deteriorating the asphalt due to undermining and drainage problems. Between 2001 and 2004 rigid paving was placed in a section of approximately 22 km (besides the drainage improvement works) with a grant from USAID. Rigid paving works and drainage improvement are planned along the whole of the El Sillar stretch with an USAID grant (8 km) during the second half of 2005, to then evaluate the effects which will allow a decision to be made on whether the study on technical alternatives will be carried out or not.

17. Desaguadero Border Center

Total Investment: US\$ 7,5 millions

Modality: Public

Expected Completion Date: Second half of 2007

Countries: Bolivia and Peru

Objective

To install an integrated and agile bi-national control center for people, goods and vehicles between Peru and Bolivia and other countries of the region to facilitate trade flow and empower economic relations between the Andean regions of Peru and Bolivia, that operate through existing paved roads which are to be extended to the central Andean region of Peru and the northwestern Andean region of Argentina.

Executing Agency

Ministerio Relaciones Exteriores (ambos países) (Ministry of Foreign Affairs in both countries)

Ministerio de Transportes y Comunicaciones (Perú) (Ministry of Transport and Communications, Peru)

Ministerios de Hacienda y de Servicios y Obras Públicas (Bolivia) (Ministry of Economy, Public Works and Services, Bolivia)

IIRSA National Coordinators

Mauricio Navarro (Bolivia)

Tel: (5912) 237-1395

mnavarro@oopp.gov.bo

Mario Velez Malqui (Perú)

Tel: (511) 311-2774, 975 51355

mvelez@rree.gov.pe



ANDEAN HUB GROUP 8: PERU – BOLIVIA CONNECTION



Current Project Status

Current stage

Pre-bidding (Peru and Bolivia).

Situation summary

The Desaguadero border crossing point is located on the Desaguadero International Bridge, on the namesake river, between the two namesake localities in Bolivia and Peru, and is the most important border crossing between Bolivia and Peru. Around 90% of trade between Bolivia and Peru travels through Desaguadero. Within the IIRSA context, the Desaguadero border crossing point has been selected as one of the five pilot experiences for streamlining International Customs Traffic, an experience which will be replicated in other countries of the region. On the Peruvian side, the project is in its final stages of funding negotiations with IDB for its execution while in Bolivia, the project is at an initial stage of funding negotiations with IDB and CAF for its execution.

18. Cúcuta - San Antonio del Táchira Border Crossing

Total Investment: US\$ 2 millions

Modality: Public

Expected Completion Date: (*)

Countries: Colombia and Venezuela

Objetive

To facilitate the passage of vehicles, goods and people across the Cúcuta-San Antonio/Ureña border crossing, through the implementation of an Integrated Border Control System.

Executing Agency

Ministerio de Transporte (Colombia) (Ministry of Transport, Colombia)

Ministerio de Infraestructura (Venezuela) (Ministry of Infrastructure, Venezuela)

Mesa Binacional de Transporte Venezuela – Colombia (Bi-National Venezuela-Colombia Transport Table)

IIRSA National Coordinators

Lyda Milena Esquivel (Colombia)

Tel: (571) 596-0300 extensión 2160

lesquivel@dnv.gov.co

Ángel Salazar (Venezuela)

Tel: (58212) 507-0805/0804

angelsalazar@hotmail.com

asalazar@mpd.gov.ve



ANDEAN HUB GROUP 2: VENEZUELA - COLOMBIA - ECUADOR CONNECTION (CURRENT ROAD)



(*) To be defined in the studies

Current Project Status

Current stage

Studies and diagnoses for implementing the Integrated Border Control System.

Situation summary

The Cúcuta-San Antonio Border Crossing is part of the border crossings selected as a pilot experience of the Work Plan for the Sectoral Integration Process to Facilitate Border Crossing within the IIRSA Initiative. The IIRSA Technical Coordination Committee (CCT, its Spanish acronym) has set up a specialized technical team for supporting the work related to diagnoses and solution design for the selected pilot border crossing points. This technical team met with Venezuelan authorities involved in the different aspects of the Cúcuta-San Antonio Border Crossing management. There is a meeting still pending with Colombian authorities. The Bi-National Transport Table will be the technical counterpart for the diagnoses and design work, according to indications for the required studies.

19. Recovering of Meta River Navigability

Total Investment: US\$ 108 millions (Colombia)

Modality: Public

Expected Completion Date: November 2009

Countries: Colombia and Venezuela

Objective

To develop an international transport corridor, recovering navigability of the Río Meta river in a sustainable manner, to foster trade between Colombian and Venezuelan regions and integrate remote regions to distribution and consumption centers so as to improve the living standards of their inhabitants.

Executing Agency

Ministerio de Transporte (Colombia)

(Ministry of Transport, Colombia)

Ministerio de Infraestructura (Venezuela)

(Ministry of Infrastructure, Venezuela)

Ministerios de Ambiente de ambos países (Ministries of Environment of both countries)

IIRSA National Coordinators

Lyda Milena Esquivel (Colombia)

Tel: (571) 596-0300 extensión 2160

lesquivel@dnpc.gov.co

Ángel Salazar (Venezuela)

Tel: (58212) 507-0805/0804

angelsalaz@hotmail.com

asalazar@mpd.gov.ve



ANDEAN HUB GROUP 4: PACÍFICO - BOGOTÁ - META - ORINOCO – ATLÁNTICO CONNECTION



Bogotá-Buenaventura
Tramo Buga-Buenaventura

Proyecto Ancla: Navegabilidad
del Río Meta

Tramos faltantes de
pavimentación entre
Villavicencio y Puerto
López

Paso de frontera
en Puerto Carreño

Current Project Status

Current stage

Updating of technical studies, pre-bidding (part of the project), negotiations started for full project financing (Colombia), environmental technical studies being defined (Venezuela).

Situation summary

In Colombia, part of the technical studies are being updated, the pre-bidding process is being started for part of the project and negotiations are being initiated for full project funding. Meanwhile, in Venezuela, environmental technical studies are being defined on the basis of the guidelines of the Bi-National River Basin Committee.

20. Pasto-Mocoa Highway

Total Investment: US\$ 183 millions

Modality: Public

Expected Completion Date: December 2010

Countries: Colombia

Objective

To promote greater integration of the Colombian transport infrastructure network with Ecuador, Peru and Brazil, by upgrading communication by land among the countries to allow the consolidation of the Tumaco-Puerto Asís-Belem do Pará inter-modal transport corridor as an efficient mechanism in the promotion of development in the South of Colombia and North of Ecuador, Peru and Brazil, reinforcing trade among the Amazon Hub countries.

Executing Agency

Instituto Nacional de Vías
(National Road Institute)

IIRSA National Coordinator

Lyda Milena Esquivel (Colombia)
Tel: (571) 596-0300 extensión 2160
lesquivel@dnv.gov.co



AMAZON HUB GROUP 1: ACCESS TO PUTUMAYO WATERWAY



Current Project Status

Current stage

Completion of the final design for the main stretches. Granting of environmental licenses in the near future.

Situation summary

This highway was built in the decade of the 30s, last century, and has very low technical specifications which have limited the flow of vehicles and thus hindered the region's trade and economic development. The lack of a road with better specifications has limited the integration of the southern region of Colombia with the neighboring regions of Ecuador, Peru and Brazil.

21. Paita-Tarapoto-Yurimaguas Highway, Ports and Logistic Centers

Total Investment: US\$ 285 millions

Modality: Public/Private

Expected Completion Date: December 2008 (*)

Countries: Peru (Brazil)

Objective

To improve infrastructure and operation of the inter-modal hub, promoting the streamlining of logistics services and ports which operate throughout the hub, to consolidate the coast-mountain-jungle corridor of the northern region of Peru and its regional complementariness with the Amazon State of Brazil, to thus promote international trade.

Executing Agency

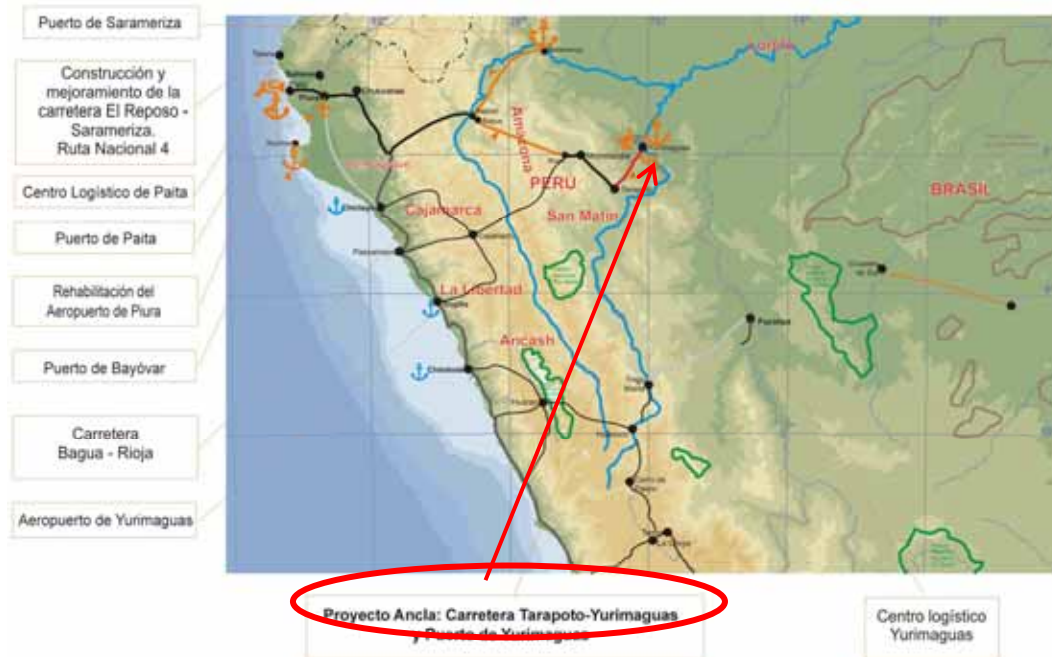
Ministerio de Transportes y Comunicaciones (MTC)
(Ministry of Transport and Communication)
Autoridad Portuaria Nacional (APN) (National Port Authority, APN)
Empresas concesionarias de carreteras, puertos y centros logísticos (Concessionaires of highways, ports and logistics centers)

IIRSA National Coordinator

Mario Velez Malqui (Perú)
Tel: (511) 311-2774, 975 51355
mvelez@rree.gov.pe



AMAZON HUB GROUP 3: ACCESS TO HUALLAGA-MARAÑÓN WATERWAY



(*) Completion date for the last project (Iquitos Logistics Center)

Current Project Status

Current stage

Most road concessions have been granted. The remaining projects require studies, save for Puerto de Paita which is expected to be granted in concession soon.

Situation summary

In May 2005 the concession of the Northern Branch of the Amazon Hub was granted. The concession scheme comprises execution by the concessionaire of the Paita-Piura stretch (58.7 km), Piura-Dv Olmos (163 km), Naranjitos-Corontochaca (40 km), Rioja-Tarapoto (31 km, critical sectors) and improvement of the Tarapoto-Yurimaguas highway (114 km), requiring a total investment of US\$ 158 million. Likewise, public resources and external indebtedness are being used to execute stretches of the Olmos-Corral Quemado highway (to be completed in May 2005, with a total investment of US\$ 60 million) and the km 114 stretch-Yurimaguas of the Tarapoto-Yurimaguas highway (with a total investment of US\$ 6 million). On 10 March 2005, the National Port Development Plan was approved (DS No. 006-2005-MTC), prepared by the National Port Authority (APN) and approved by the MTC. Different sectoral trade unions and business associations made contributions and gave their opinions in this regard. The above Plan is an essential tool to start port modernization. Furthermore, PROINVERSION and the National Port Authority signed an agreement to promote private investment in ports.

22. Lima–Tingo María–Pucallpa Highway, Ports and Logistic Centers

Total Investment: US\$ 514 millions

Modality: Public/Private

Expected Completion Date: December 2008 (*)

Countries: Peru (Brazil)

Objective

To increase competitiveness of the coast-mountain-jungle central corridor in Peru, interconnecting the country's main urban and industrial center, the central area and the Amazon and Acre States in Brazil; and furthermore promote the interconnection of the inner part of the continent with the Pacific Basin.

Executing Agency

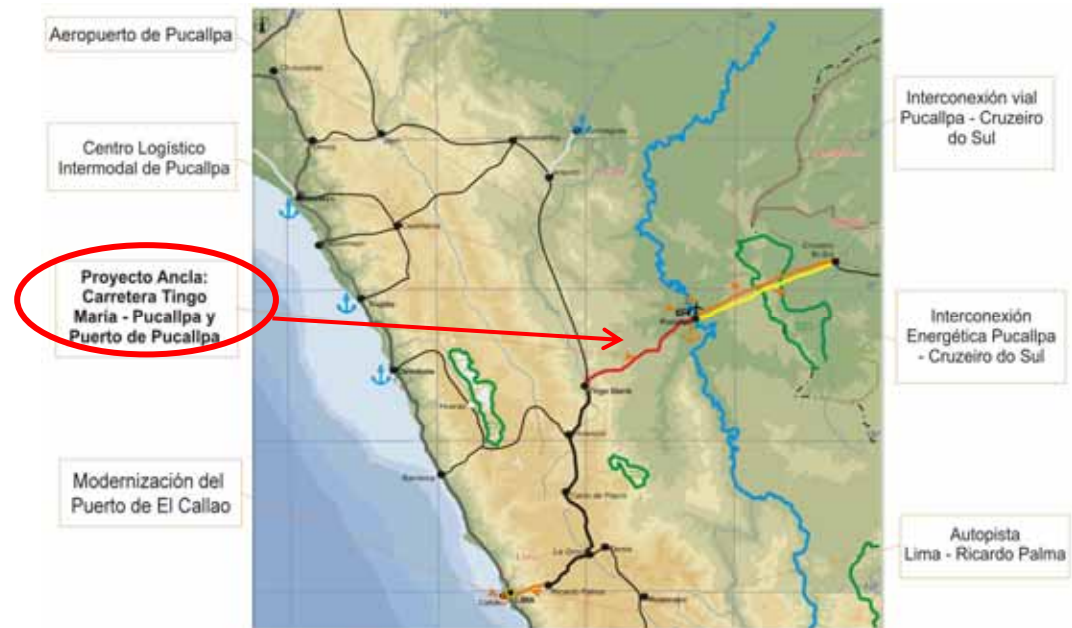
Ministerio de Transportes y Comunicaciones (MTC)
(Ministry of Transport and Communication)
Autoridad Portuaria Nacional (APN) (National Port Authority, APN)
Empresas concesionarias de carreteras, puertos y centros logísticos (Concessionaires of highways, ports and logistics centers)

IIRSA National Coordinator

Mario Velez Malqui (Perú)
Tel: (511) 311-2774, 975 51355
mvelez@rree.gov.pe



AMAZON HUB GROUP 4: ACCESS TO UCAYALI WATERWAY



(*) Completion date for the last project (Pucallpa Port modernization)

Current Project Status

Current stage

Almost all stretches of the road project are underway or being tendered. Studies must be carried out on the remaining projects.

Situation summary

The concession of the IIRSA Central Amazon Hub will be awarded in July 2005. The concession scheme comprises execution by the concessionaire of the stretches Puente Pumahuasi-Puente Chino (35.4 km) and San Alejandro-Neshuya (50 km) with a total investment of US\$ 65 million. Likewise, public resources and external indebtedness are being used to improve, rehabilitate and maintain several stretches, so as to make this highway passable. On 10 March 2005, the National Port Development Plan was approved. It was prepared by the National Port Authority (APN) and approved by the MTC. Different sectoral trade unions and business associations made contributions and gave their opinions in this regard. The above Plan is an essential tool to start port modernization. Furthermore, PROINVERSION and the National Port Authority signed an agreement to promote private investment in ports.

23. Francisco de Orellana Port

Total Investment: US\$ 40 millions

Modality: Public

Expected Completion Date: (*)

Country: Ecuador

Objective

To promote trade between the Pacific basins and the Amazon regions of Ecuador, Peru and Brazil, and the socioeconomic development of the provinces of Esmeraldas, Manabí, Guayas, El Oro, Carchi, Imbabura, Pichincha, Cotopaxi, Tungurahua, Chimborazo, Sucumbíos, Orellana, Napo, in Ecuador, the Loreto Department in Peru and the Departments of Nariño and Putumayo in Colombia.

Órgano Ejecutor

Ministerio de Obras Públicas y Comunicaciones (Ministry of Public Works and Communications)

IIRSA National Coordinator

Alfredo López Caicedo (Ecuador)

Tel: (5932) 222-2125

subsemop@mop.gov.ec



AMAZON HUB GROUP 2: ACCESS TO NAPO WATERWAY



(*) To be defined in the studies

Current Project Status

Current stage

Profile completed. Resources are being sought for pre-feasibility and feasibility studies.

Situation summary

This project is at a profiling stage. The following step will be to undertake pre-feasibility and feasibility studies. Currently, the location of the port has been defined through bathymetric, topographic and basic services surveys in potential areas.

24. Paving of Iñapari-Puerto Maldonado-Inambari, Inambari-Juliaca / Inambari-Cusco

Total Investment: US\$ 694 millions

Modality: Public/Private

Expected Completion Date: December 2008

Countries: Peru (Brazil)

Objective

To improve and rehabilitate road infrastructure in the macro southern region of Peru which connects to the Acre and Rondonia States in Brazil; and facilitate the flow of passengers and cargo between such regions and the international markets accessed through the Pacific Basin, thus promoting the regional integration process.

Executing Agency

Ministerio de Transportes y Comunicaciones (MTC) (organismo concedente) (Ministry of Transport and Communications, MTC, agency granting the concession)

Agencia de Promoción de la Inversión Privada (PREINVERSIÓN) (organismo promotor de la concesión) (Private Investment Promotion Agency, PROINVERSION, agency promoting the concesión)

Organismo Supervisor de la Inversión en Infraestructura de Transporte de uso Público (OSITRAN) (organismo upervisor de la concesión) (Oversight Agency for Investment in Public Transport Infrastructure, OSITRAN, agency supervising the concession)

Empresas concesionarias de carreteras (ejecutoras del proyecto) (Highway concessionaires, project executing agencies)

IIRSA National Coordinator

Mario Velez Malqui (Perú)

Tel: (511) 311-2774, 975 51355

mvelez@rree.gov.pe



PERU - BRAZIL – BOLIVIA HUB GROUP 1: PORTO VELHO – RIO BRANCO – PUERTO ASSIS – PUERTO MALDONADO – CUSCO / JULIACA – PACIFIC PORTS CORRIDOR



Current Project Status

Current stage

Project concession was granted in June 2005. Project execution is expected to start in the second half of 2005.

Situation summary

This project is part of the development of the Inter-oceanic Hub in the South of Peru which envisages the improvement, rehabilitation and maintenance of the road stretches which make up a corridor that is 2,586 km long and links the Peru-Brazil (Acre and Rondonia States) border with the ports on the Pacific (Ilo and Matarani). On 19 January 2005 a call for bids was launched to grant a concession on the project stretches which require improvement (paving) along 1,009 km, for a total amount of US\$ 694 million. Approval was granted in June 2005. The concession comprises the formulation of a final study and execution of the works.

25. Bridge over the Acre River

Total Investment: US\$ 10 millions

Modality: Public

Expected Completion Date: December 2005

Countries: Brazil and Peru

Objective

To promote the development of physical infrastructure and cross-border integration in South America and, furthermore, to provide Brazil and the macro region in southern Peru access to the Peruvian maritime ports of Ilo, Matarani and San Juan on the Pacific, and vice versa.

Executing Agency

Departamento de Carreteras de Acre (DERACRE), con la supervisión del Departamento Nacional de Infraestructura de Transportes (DNIT) (Acre Highway Department, DERACRE, supervised by the National Department of Transport Infrastructure, DNIT)

IIRSA National Coordinator

Ariel Garces Pares (Brasil)
Tel: (5561) 3429-4080, 3223-3862
ariel.pares@planejamento.gov.br
leandro.couto@planejamento.gov.br

Mario Velez Malqui (Perú)
Tel: (511) 311-2774, 975 51355
mvelez@rree.gov.pe



PERU - BRAZIL - BOLIVIA HUB
GROUP 1: PORTO VELHO – RIO BRANCO – PUERTO ASSIS –
PUERTO MALDONADO – CUSCO / JULIACA – PACIFIC PORTS CORRIDOR

Paso de Frontera
y construcción de
CEBAF
(Perú - Brasil)

Proyecto Ancla:
Pavimentación
Inápari - Puerto
Maldonado -
Inambari, Inambari
Juliaca / Inambari -
Cusco



Puente sobre
el Rio Acre

Aeropuerto
Puerto Maldonado

Current Project Status

Current stage

The project is underway and 60% of the works have been executed.

Situation summary

The project underway and 60% of the works have been executed (micro and meso-structure 100% - superstructure, 20%) There are approved resources available on the 2005 General Budget (R\$ 7,100,000). A supplementary loan of R\$ 15 million has been requested from the Planning Ministry.

26. Boa Vista - Bonfim – Lethem - Georgetown Highway (first stage: studies)

Total investment: US\$ 3.3 millions (first stage)

Modality: Public

Expected Completion Date: March 2008

Countries: Guyana and Brazil

Objective

To provide a transportation connection between Brazil and Guyana to facilitate trade and cultural exchange between both countries. The improvement of this highway will interconnect and facilitate trade with the Roraima State in Brazil and will also provide full integration to the countries of the Guianese Shield Hub since it crosses the proposed East-West transport network connecting Venezuela with Guyana, Suriname and French Guyana.

Executing Agency

Works Services Group, Ministry of Public Works & Communication, Government of Guyana

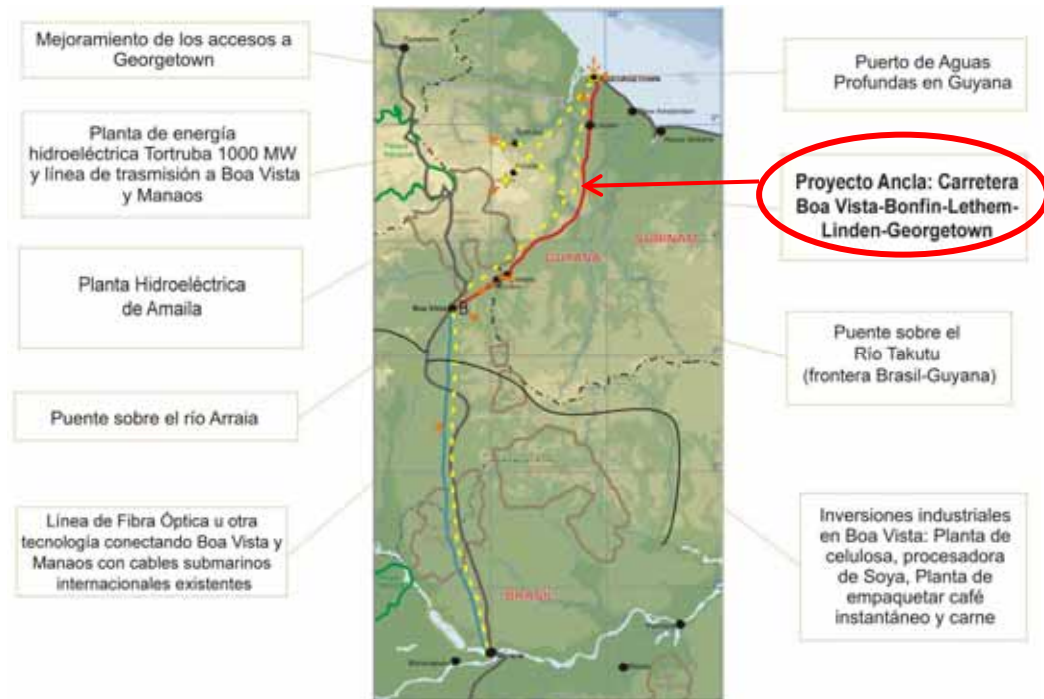
IIRSA National Coordinators

Rickford Lowe (Guyana)
Tel: (592) 226-2718, 226-0650, ext. 108
wsg@ewirelessgy.com

Ariel Garces Pares (Brasil)
Tel: (5561) 3429-4080, 3223-3862
ariel.pares@planejamento.gov.br
leandro.couto@planejamento.gov.br



GUIANESE SHIELD HUB GROUP 2: BRASIL – GUYANA INTERCONNECTION



Current Project Status

Current stage

Feasibility and environmental studies and engineering designs.

Situation summary

As a result of bilateral agreements between the Governments of Guyana and Brazil in view of the need to improve the highway connection, a feasibility study was carried out with European Union funds in 1989 and, in 1994, the Guianese government commissioned an environmental impact evaluation. A second feasibility study was carried out in 2000. The government of Guyana considers it important to complete the first stage which consists of updating the feasibility and environmental studies and completing engineering studies.

27. Bridge over the Takutu River

Total Investment: US\$ 10 millions

Modality: Public

Expected Completion date: Second half of 2006

Countries: Brazil and Guyana

Objective

To develop the interconnection of the Brazil and Guyana road systems so as to benefit the neighboring populations of these two countries. Likewise, serve traffic and trade needs between Brazil and Guyana.

Executing Agencies

Departamento Nacional de Infraestrutura de Transporte (DNIT), conjuntamente con el Cuerpo de Ingenieros del Ejército Brasileiro (National Department of Transport Infrastructure, DNIT, together with the Brazilian Army Engineers)

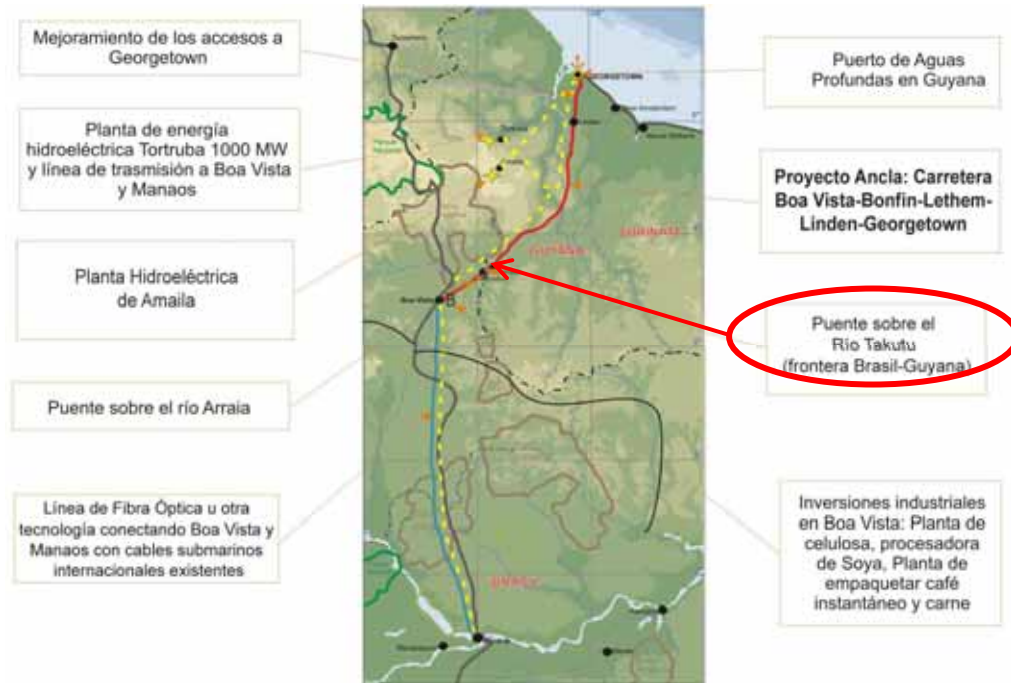
IIRSA National Coordinators

Ariel Garces Pares (Brasil)
Tel: (5561) 3429-4080, 3223-3862
ariel.pares@planejamento.gov.br
leandro.couto@planejamento.gov.br

Rickford Lowe (Guyana)
Tel: (592) 226-2718, 226-0650, ext. 108
wsg@ewirelessgy.com



GUIANESE SHIELD HUB GROUP 2: BRASIL – GUYANA INTERCONNECTION



Current Project Status

Current stage

The project is being executed, although it is currently at a standstill.

Situation summary

This project is a high priority for the governments of Brazil and Guyana, which is reflected in the joint communiqué signed by both governments, during the State visit of President Luiz Inácio Lula da Silva to Guyana, on 14-15 February 2005. Furthermore, the Brazilian government has adopted a special system for the project's follow-up as part of the set of Presidential Goals. The project came to a standstill due to the requirements of the Brazilian Legislative Branch's oversight body. The Brazilian Executive Branch is working actively to overcome this situation and has met all requests from the Oversight Body. Works will be resumed once the evaluation conclusions are ready. At the time it came to a halt, the foundations and pillars had been built and the meso-structure was being placed.

28. Venezuela (Ciudad Guayana) - Guyana (Georgetown) - Suriname (Paramaribo) Highway (1st stage)

Total Investment: US\$ 0.8 millions (1° stage – second stretch)

Modality: Public

Expected Completion date: December 2006

Countries: Guyana, Suriname and Venezuela

Objective

To create an Integration Road Corridor: interconnecting Venezuela (Ciudad Guayana)-Guyana (Georgetown)-Suriname (Paramaribo) to increase trade by road among those countries, allowing for the consolidation of a comprehensive transport system for meeting the region's needs.

Executing Agency

Ministerio de Infraestructura (Venezuela)
(Ministry of Infrastructure, Venezuela)

Ministerio de Transporte (Guyana) (Ministry of Transport, Guyana)
Comisión Técnica Binacional Venezuela – Guyana (Venezuela – Guyana Bi-national Technical Committee)

IIRSA National Coordinators

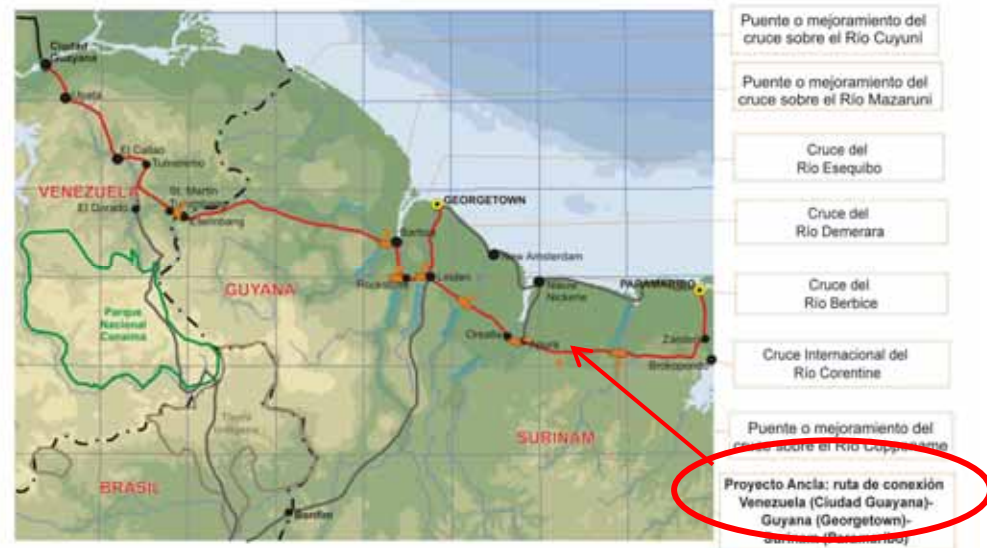
Ángel Salazar (Venezuela)
Tel: (58212) 507-0805/0804
asalazar@mpd.gov.ve

Rickford Lowe (Guyana)
Tel: (592) 226-2718, 226-0650, ext. 108
wsg@ewirelessgy.com

Lygia Kraag Keteldijk (Surinam)
Tel: (597) 472841
kabpressur@sr.net



GUIANESE SHIELD HUB GROUP 3: VENEZUELA (CIUDAD GUAYANA)- GUYANA (GEORGETOWN)-SURINAME (PARAMARIBO) INTERCONNECTION



Current Project Status

Current stage

The pre-feasibility study will be carried out soon and so will the environmental impact study for the second stretch (San Martín de Turumbamg – Bártica).

Situation summary

The Third Meeting of the Technical Committee for the Highway Hub (Group 3) was held in the city of Georgetown, Guyana, in the month of June 2004. This highway hub will link Venezuela and Guyana. The Venezuelan delegation provided, for due review and analysis, the Terms of Reference for the pre-feasibility and environmental impact study for the Tumeremo-Georgetown Highway Hub and stated its conformity with the proposed highway. The Guianese delegation defined the points of river crossings and an agreement was reached on the location of bridges. The Guyana Technical Committee indicated the existence of a basic agreement on the main elements set forth in the Terms of Reference received. The project's development is currently in the stage of transfer of resources to the Caribbean Development Bank (CDB) Once the trust fund is set up and the resources are transferred to the CDB, a bi-national technical committee will be created to call for bids to select a company or consultancy firm to carry out the study. Once the above-mentioned requirements have been fulfilled, the pre-feasibility study will start which will allow the determination of the project's economic feasibility, taking into account the pertinent environmental impact study and the strategy for connection to existing and future infrastructure.

29. Improvements in the Nieuw Nickerie-Paramaribo-Albina stretch and International Bridge over the Marowijne River

Total Investment: US\$ 105 millones

Modality: Public/Private

Expected Completion Date: (*)

Countries: Suriname and Guyana

Objective

To rehabilitate and rebuild the existing road to improve operational and safety standards in the development and integration of the country's coastline highway, so as to facilitate an increase in traffic from and to neighboring countries and local traffic, too. To build a new bridge with the purpose of eliminating bottlenecks on the existing river Marowijne crossing, by creating secure and efficient traffic across the border to foster regional and social integration and economic development.

Executing Agency

Ministry of Public Works in close cooperation with the Office of the President

IIRSA National Coordinators

Lygia Kraag Keteldijk (Surinam)

Tel: (597) 472-841

kabpressur@sr.net

Rickford Lowe (Guyana)

Tel: (592) 226-2718, 226-0650, ext. 108

wsg@ewirelessgy.com



**GUIANESE SHIELD HUB
GROUP 4: GUYANA - SURINAME -
FRENCH GUYANA- BRAZIL INTERCONNECTION**



(*) It will be defined in the studies

Current Project Status

Current stage

Obtainment of funds for feasibility and environmental studies and engineering designs.

Situation summary

To date the condition of the road has not been improved. The government of Suriname will allegedly request IDB funding for pre-investment studies (feasibility, environmental studies, final designs and bidding conditions), using the structure of the new IIRSA fund. However, it is highlighted that the Ministry of Public Works has conducted a preliminary exercise for attracting private investment for the Paramaraibo-Albina highway stretch due to the urgency of rebuilding such stretch. An offer was received from a Consortium to fund the design and building of the project, under the turnkey modality. Based on the final results, the government will request IDB funding. With reference to the bridge on the Marowijne river, the governments of Suriname and France (French Guyana) have already started negotiations on integration, of which the building of the bridge is an essential part. The framework for project implementation will be established, including the financing schemes. Consequently, there may be some funding from the European Union.

30. Exports through Postal Services for SMEs

Total Investment: US\$ 1 million (preparation)

Modality: Public/Private

Expected completion date: June 2010 (for all the countries)

Countries: All the countries of South America

Objective

To include micro, small and medium-sized South American companies in the international market, contributing to an increase of competitiveness and sustainable development in the region, through the implementation of a simplified export system through postal packages.

Executing Agency

Agencies linked to foreign trade and postal services in South American countries.

IIRSA National Coordinators (*)

Ariel Garces Pares (Brasil)
Tel: (5561) 3429-4080, 3223-3862
ariel.pares@planejamento.gov.br
leandro.couto@planejamento.gov.br

Mario Velez Malqui (Perú)
Tel: (511) 311-2774, 975 51355
mvelez@rree.gov.pe

(*) All the IIRSA National Coordinators. The National Coordinators of the first two countries involved in the project are mentioned above.

ALL THE INTEGRATION AND DEVELOPMENT HUBS
FOR ALL THE GROUPS OF THE HUBS



Current Project Status

Current stage

The project is based on a Brazilian experience and is at an initial stage of implementation in Peru.

Situation Summary

In 1999 the Government of Brazil implemented a simplified export system through postal packages, with important results regarding the participation of SMEs in foreign trade, the enlargement of the exporting company base and an increase in the markets of destination for Brazilian exports. In three years, SME's share in foreign trade increased from 1% of total exporting companies in Brazil in 1999 to 12% in 2004, with exports worth 100 million dollars through this system in 2004. The project is at an initial stage. A technical cooperation agreement was signed between Brazil and Peru in November 2004 to support the Peruvian government in implementing an export system through postal packages in 2005. Other countries have also voiced their interest in developing the system.

31. Implementation of a *Roaming* Agreement in South America

Total Investment: US\$ 1 million (preparation)

Modality: Public/Private

Expected Completion Date: December 2009

Countries: All the countries of South America

Objective

To integrate countries in South America through international roaming. To establish agreements among South American countries within the IIRSA framework to create the necessary favorable conditions to set up roaming agreements between cellular telephony operators in the different South American countries.

Executing Agencies

Ministries and communication authorities in South American countries

Secretaría Técnica del Proyecto – CITEL/OEA
(Project's Technical Secretariat – CITEL/OAS)

IIRSA National Coordinators (*)

Ariel Garces Pares (Brasil)
Tel: (5561) 3429-4080, 3223-3862
ariel.pares@planejamento.gov.br
leandro.couto@planejamento.gov.br

Mario Velez Malqui (Perú)
Tel: (511) 311-2774, 975 51355
mvelez@rree.gov.pe

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Current Project Status

Current stage

The project is at an initial stage; a pilot project was set up between Brazil and Peru.

Situation summary

The project is at an initial stage and a protocol of intent was signed between the Brazilian and Peruvian governments (pilot project) to study technical and legal aspects, to make roaming viable between both countries. The pilot project between both governments envisages the creation of two working groups. A technical working group will study and provide technically and economically feasible solutions for implementing points of contact, an anti-fraud system, payment guarantees, data recording and automatic roaming. A legal working group will evaluate, study and harmonize regulatory, tax and procedural aspects to facilitate international roaming agreements among cellular telephony operators working in South America.
