

I . I . R . S . A

Implementation  
Agenda based  
on Consensus  
2005 - 2010

31 Strategic Projects on  
Integration in South America

Fifth Report // June 2009

# Introduction

The ***Fifth Report on the Implementation Agenda based on Consensus 2005-2010 (AIC, in Spanish)*** is a publication that aims towards the collection of information about the current status and the advances achieved during the implementation of the 31 strategic projects of physical integration of the AIC, according to the priorities established by the twelve South American countries, within the context of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA).

This new report, which reflects the available information in the SIGE, by the beginning of May 2009, outlines three types of information:

- a) General information about the AIC projects (typology of each project, associated Integration and Development Hub, investment amount, expected completion date and contacts for reference, among others);
- b) Current status (summing up the degree of execution achieved, financing sources and general remarks) and;
- c) Critical stages identified in the implementation of the projects and deadline for the execution of the works. In the case of those critical stages that have already been completed, the dates mentioned correspond to the completion date. Also, there is a reference to the difficulty level that is present in each stage, and, to restrictions (if there were any) that cause or could cause trouble to the progress of a project, with the purpose of enabling and speeding the necessary management for its development.

The information of each project has been generated in each country member of the Initiative (National Coordinations and Managers appointed by them for the Projects of the AIC), as a result of an intense agenda of activities within the framework IIRSA, supported by the task that is being developed through the Information System for Strategic Management (SIGE, in Spanish).

# Implementation Agenda based on Consensus 2005-2010

The “**Implementation Agenda based on Consensus 2005-2010**” (AIC, in Spanish) is formed by a first set of 31 integration projects agreed by the countries from the results achieved during the phase of territorial planning and organization of the IIRSA Project Portfolio and that, according to its characteristics, has a high impact on the physical integration of South America. This Agenda, was approved by the Executive Steering Committee of IIRSA in November 2004 and presented to the Presidents of South America during the Cusco Summit Meeting in December 2004.

The projects that integrate the agenda imply a total investment estimated in US\$ 10,375.9 millions in the transport, energy and communication areas (most of them are being implemented).

Of the 31 projects, 10 are being prepared, 19 are being performed and 2 are completed. In order to support the AIC, it was adopted a modality based on the intensive and focused management of the projects. For this purpose, a new result-oriented model was established. Based on the progress verified in the fulfillment of the critical stages and the overcoming of financial, technical and institutional restrictions (individually identified for each project), the projects of the AIC can be grouped under the following qualitative classification:

- Projects under adequate progress: where all their critical stages were or are completed within the previously scheduled terms.
- Projects with some delay: those in which some of the identified critical stages have not been completed as scheduled or are being developed with some difficulty.
- Projects with restrictions (R): those in which particular situations of sectoral, national or multilateral nature have been identified and have prevented the fulfillment of any of the critical stages.

There follows a general map of location of the 31 AIC projects, a summary chart of said projects and the complete files for each of them.

Recovering of Meta River navigability

Pasto-Mocoa road

Francisco de Orellana port

Paita-Tarapoto-Yurimaguas road, ports and logistic centers

Lima-Tingo María-Pucallpa road, ports and logistic centers

Bridge over the Acre River

Paving of the Iñapari-Puerto Maldonado-Inambari, Inambari-Juliaca / Inambari-Cusco leg

Desaguadero border center

Toledo-Pisiga road

Rehabilitation of the Iquique-Colchane road

Building of the Salvador Mazza-Yacuiba binational bridge

Northeast Argentina gas pipeline

International Route 60-CH (Valparaiso-Los Andes leg)

Los Andes-Mendoza railway project

Remodeling of the Rio Branco-Montevideo-Colonia-Nueva Palmira corridor



Cúcuta-San Antonio del Táchira border crossing

Improvements in Nieuw Nickerie-Paramaribo-Albina leg and international bridge over the Marowijne River

Venezuela (Ciudad Guayana)-Guyana (Georgetown)-Suriname (Paramaribo) road (first stage)

Boa Vista-Bonfim-Lethem-Georgetown highway (first stage: studies)

Bridge over the Takutu River

Rehabilitation of the El Sillar leg

Building of the Pailón-San José-Puerto Suárez road

Building of the Cañada Oruro-Villamontes-Tarija-Estación Abaroa road (first stage)

São Paulo railway ring (North and South legs)

Infante Rivarola-Cañada Oruro border crossing

Puerto Presidente Franco-Porto Meira new bridge and border center

Duplication of the Palhoça-Osorio leg (Rodovia Mercosur)

Duplication of Route 14 between Paso de Los Libres and Gualeguaychú

Building of the Jaguarão-Rio Branco international bridge

Exports through postal services for SMEs

Implementation of a roaming agreement in South America

## Implementation Agenda based on Consensus 2005-2010

N°	PROJECTS	HUB/PROCESS	MILLIONS OF US\$	COUNTRIES
1	Duplication of Route 14	MERCOSUR-Chile	780.00	AR (BR)
2	Remodeling of the Rio Branco-Montevideo-Colonia-Nueva Palmira Corridor	MERCOSUR-Chile	247.50	UY (AR-BR)
3	Building of the Jaguarão-Rio Branco International Bridge	MERCOSUR-Chile	35.00	BR-UY
4	Duplication of the Palhoça-Osorio Leg (Rodovia Mercosur)	MERCOSUR-Chile	989.00	BR (AR-UY)
5	Los Andes-Mendoza Railway Project	MERCOSUR-Chile	3,000.00	AR-CH
6	International Route 60 CH (Valparaíso-Los Andes Leg)	MERCOSUR-Chile	280.00	CH (AR)
7	Northeast Argentina Gas Pipeline	MERCOSUR-Chile	1,000.00	AR (BO)
8	Building of the Salvador Mazza-Yacuiba Binational Bridge	Capricorn	10.00	AR-BO
9	Presidente Franco-Porto Meira New Bridge and Border Center	Capricorn	60.00	PY-BR
10	Building of the Pailón-San José-Puerto Suárez Road	Central Interoceanic	417.00	BO (BR-CH-PE)
11	São Paulo Railway Ring (North and South)	Central Interoceanic	400.00	BR
12	Infante Rivarola-Cañada Oruro Border Crossing	Central Interoceanic	1.70	BO-PY
13	Building of the Cañada Oruro-Villamontes-Tarija-Estación Abaroa Road (First Stage)	Central Interoceanic	60.00	BO (PY)
14	Toledo-Pisiga Road	Central Interoceanic	93.00	BO (CH)
15	Rehabilitation of the Iquique-Colchane Road	Central Interoceanic	52.00	CH (BO)
16	Rehabilitation of the El Sillar Leg	Central Interoceanic	120.00	BO (CH-PE)
<b>Subtotal</b>			<b>7,545.20</b>	

The neighboring country/ies influenced by the project is/are identified between parenthesis.

N°	PROJECTS	HUB/PROCESS	MILLIONS OF US\$	COUNTRIES
17	Desaguadero Binational Center for Border Service	Andean	7.50	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 Road	Amazon	332.00	CO
21	Paita-Tarapoto-Yurimaguas Road, Ports and Logistic Centers	Amazon	338.00	PE (BR)
22	Lima-Tingo María-Pucallpa Road, Ports and Logistic Centers	Amazon	542.80	PE (BR)
23	Francisco de Orellana Port	Amazon	314.20	EC
24	Paving of the Iñapari-Puerto Maldonado-Inambari, Inambari-Juliaca/Inambari-Cusco Leg	Peru-Brazil-Bolivia	1,053.00	PE (BR)
25	Bridge over the Acre River	Peru-Brazil-Bolivia	12.00	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)-Suriname (Paramaribo) Highway (First Stage)	Guianese Shield	0.80	VE-GY-SU
29	Improvements in Nieuw Nickerie-Paramaribo-Albina Leg and International Bridge over the Marowijne River	Guianese Shield	105.00	SU-GY
30	Exports through Postal Services for SMEs	ICTs	2.50	Regional
31	Implementation of a Roaming Agreement in South America	ICTs	0.40	Regional
<b>Subtotal</b>			<b>2,831.50</b>	
<b>TOTAL</b>			<b>10,376.70</b>	



In preparation







In execution



Completed

# References

## Project Cycle Life

-  Critical stages are developed in the planned terms
-  Critical stages are developed with difficulty
-  Critical stages are not being accomplished within the planned terms
-  Critical stages accomplished

1

# Duplication of Route 14 between Paso de los Libres and Gualeguaychú



Integration Hub  
**MERCOSUR-Chile**

Group 1

Belo Horizonte - Border:  
Argentina/Brazil - Buenos Aires

Country

Argentina (Brazil)



- Type of project  
**Transportation/Road**

- Total estimated investment  
**US\$ 780 millions**

- Financing sources  
**IDB**  
**National Treasury**

- Modality  
**Public**

- Expected completion  
**2° semester of 2010**

- Executing entity  
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DNV, in Spanish)**

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# 1

## Duplication of Route 14 between Paso de los Libres and Gualeguaychú

- **Objective**

To provide the road transportation flow in the MERCOSUR-Chile Hub with higher road-safety conditions.

- **Proposed solution**

To increase road capacity through the construction of a second road (7.30 m wide; 452 km long); the construction of 87 bridges (10.8 m wide); level separations and distributors.

- **Current status – 04/27/09**

Construction of a second road. Section: Ceibas - Junction: Provincial Road (PR) N° 16, under execution by the Concessionaire Firm. From the junction with Provincial Road N° 16, in Entre Rios, up to Paso de los Libres, in Corrientes (450 km), 8 sections have been bidden by the NRA (DNV, in Spanish), with an investment of US\$ 2,460 millions. All the sections are being built.

Double-road works, from the intersection with route 16 up to provincial road 20. The firm: Chediack should complete the works within 24 months with a budget of US\$ 8 millions.

# 2

## Remodeling of the Corridor: Rio Branco-Montevideo-Colonia-Nueva Palmira



**Integration Hub**  
**MERCOSUR-Chile**

**Group 2**

**Porto Alegre - Border:**  
**Argentina/Uruguay - Buenos Aires**

**Country**

**Uruguay (Argentina - Brazil)**



- **Type of project**  
**Transportation/Road**
  
- **Total estimated investment**  
**US\$ 247.5 millions**
  
- **Financing sources**  
**National Treasury**  
**IDB - CAF - BM - FOCEM**  
**Private Sector**

- **Modality**  
**Public**
  
- **Expected completion**  
**2° semester of 2010**
  
- **Executing entity**  
**Uruguay Road Corporation**  
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- **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.

- **Current status – 03/12/09**

The project is currently being executed, with initiated works under tendering procedures, and other works being subjected to the completion of studies. Considering 2003 as the starting year, approximately 40% of the works have been completed, 35% of the works are being executed and about to be completed and the remaining 25% are being subjected to bidding processes.

Approximately the 70% of the works should be completed by the end of the first semester of 2009. It should be noted that on May 15th, 2006, the Executive Branch approved the new contract signed between the Ministry of Transportation and Public Works and the National Corporation for Development that serves an important part of the works associated with the corridor (72% of the amount of the works).

- **Proposed Solution**

The project comprises the following roads: 1, 11, 8, 17, 18 and 26, which link the cities of Rio Branco - Montevideo - Colonia with the complementary roads: 3, 23, 12 and 2 to reach Nueva Palmira and Fray Bentos. This project aims at improving the level of service of the stretches that comprise it, mainly with respect to condition, comfort and road safety. The improvement regarding condition and comfort is achieved through superficial treatment and structural strengthening, as well as reinforcement or substitution of works of art with the purpose of eliminating problems related to restriction of current cargo. In order to improve safety conditions, works will be carried out, which involve changes in the course of some dangerous bends, by-pass of populated centers, definition of new courses, fitting of signaling, marking, lighting and installation of other safety elements (barriers, alarms, etc.).

The current Uruguayan government considers that it is necessary to extend the corridor up to Nueva Palmira in order to link it with a physical connection alternative with Argentina, in Zarate-Brazo Largo, and the city of Fray Bentos, which is a center of important investment and also an existing interconnection site with the city of Gualeguaychú, Argentina.

# 3

## Building of the Jaguarão - Rio Branco International Bridge



**Integration Hub**

**MERCOSUR-Chile**

**Group 2**

**Porto Alegre - Border:  
Argentina/Uruguay - Buenos Aires**

**Countries**

**Brazil - Uruguay**



- **Type of project**

**Transportation/Bridge**

- **Total estimated investment**

**US\$ 35 millions**

- **Financing sources**

**National Treasury  
(Brazil and Uruguay)**

The new agreement signed between Brazil and Uruguay (02/26/2007) states that the parties will be in charge of the investment costs related to the construction of the bridge, its accesses and complementary works as well as the rehabilitation of the bridge: Barão de Mauá. As regards its approval, this agreement is subject to the necessary parliamentary endorsement by the States.

- **Modality**

**Public/Private**

- **Expected completion**

**2° semester of 2009**

- **Executing Entity**

**National Department of  
Transportation  
Infrastructure of Brazil  
(DNIT)**

**Joint Brazilian -  
Uruguayan  
Bidding Committee**

**Ministry of Transportation  
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Uruguay**

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# 3

## Building of the Jaguarão - Rio Branco International Bridge

- **Objective**

To improve road traffic for international cargo and passengers transportation; to complement road connection, allowing a more intense integration of the economic-commercial potentials and the socio-cultural permeability with neighboring countries; to detour traffic of the road Chuí/Chuy in order to preserve the Taim Ecological Reserve and lighten traffic in the section Pelotas/Rio Grande (BR-392/RS); to preserve the coast road for light and tourism traffic; and to reduce the distance in the section Montevideo/Porto Alegre by 53 km.

- **Proposed solution**

Building of a second road bridge (840 m approx.) on the river Jaguarão, near the cities of Jaguarão (BR-116/RS) and Rio Branco (Route 26), for international cargo and passengers transportation, including 8 km-accesses (4.5 km in Brazilian territory and 3.5 km in Uruguayan territory) and revamping of the current bridge Barão de Mauá, kept for border local traffic.

- **Current status – 04/29/09**

Due to the fact that this is a poorly attractive project to be built or explored under a concession regime, without minimum traffic guarantee, the governments of Brazil and Uruguay gave priority to the construction of a second bridge under the public work regime and also agreed to refit "Barão de Mauá". As a consequence, the Parties agreed the measures that originate two new Agreements, which were signed on February 26th, 2007. Said agreements substituted the one signed on November 21st, 2000.

The Joint Brazilian-Uruguayan Bidding Committee was established on April 14th, 2004, and its members have met on four occasions (May, 2004; September, 2004; January, 2006 and August, 2007).

A Bilateral Agreement for the construction of the mentioned special work of art is being discussed satisfactorily in the Brazilian Parliament (The Legislative Decree Bill (SF) N° 282, 2008, will be submitted to the Plenary of the Federal Senate and after being approved, it will be enacted.

# 3

## Building of the Jaguarão - Rio Branco International Bridge

On July 30<sup>th</sup>, 2008, the Bidding Notice (Nº 328/00-08) was published in the DOU in order to select the specialized company to perform two feasibility studies regarding technical, economic and environmental topics as well as the executive project related to the engineering for the construction of a second international bridge over Jaguarão River.

On September 22<sup>nd</sup>, 2008, the opening of the following documents took place: Habilitation, Technical Proposals and Price Proposals. The following companies presented said proposals: ENECON S.A. Engenheiros e Economistas Consultores, Consórcio ENESCIL Engenharia de Projetos Ltda./VETEC Engenharia Ltda., Consórcio ETEL-Estudos Técnicos Ltda./ENGEMIN-Engenharia e Geologia Ltda. and Consórcio PRISMA/ANTRANIG.

On December 9<sup>th</sup>, 2008, the results were known and all the companies above mentioned were approved. On January 8<sup>th</sup>, 2009, the technical proposals were opened.

On February 2<sup>nd</sup>, 2009, the results of the analysis of the technical. Consórcio ETEL-Estudos Técnicos Ltda/Engemin-Engenharia received the best score.

As regards the bridge Barão de Mauá, a Permanent Bidding Commission of the DNIT stated that the Consórcio AZAMBUJA PATRIMONIUM, composed of the firms: Azambuja Engenharia e Geotecnia Ltda and Patrimonium Arquitetura e Restauro Ltda., had been granted the works (published in DOU on February 14<sup>th</sup>, 2009). Bidder Price: R\$ 663,938.21. Execution Term: 150 days. Phase: service order issuing.

The new international bridge will be 600 m long and 16.85 m tall. The accesses are 8.3 km long, (5 km in Brazilian territory and 3.2 km in Uruguayan territory). Its structure, made of concrete and steel, will be made in successive projections. The border complex will have buildings, parking areas and return roads, as well as areas for the control of physical verification (Federal Police, Federal Treasury, Sanitation Department, etc.).

# 4

## Duplication of the Section: Palhoça-Osorio (Mercosur Road)



**Integration Hub**  
**MERCOSUR-Chile**

**Group 1**

**Belo Horizonte - Border:**  
**Argentina/Brazil - Buenos Aires**

**Country**

**Brazil (Argentina - Uruguay)**



- **Type of project**

**Transportation/Road**

- **Total estimated investment**

**US\$ 989 millions**

- **Financing sources**

**National Treasury**

**IDB**

**Private Sector**

- **Modality**

**Public/Private**

- **Expected completion**

**4º quarter of 2012**

- **Executing entity**

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# 4

## Duplication of the Section: Palhoça-Osorio (Mercosur Road)

- **Objective**

To improve the traffic flow in the Mercosur Corridor and reduce the number of road accidents. Besides promoting the expansion of the capacity through the duplication of the section, the project will restore the existing track and incorporate different devices in order to increase road safety in a significant manner, emphasizing the measures that are necessary to achieve the organization of local traffic (vehicles and pedestrians), seeking the minimization or even removal of current conflicts with long distance road traffic.

- **Proposed solution**

Duplication and refitting of the existing lane (BR-101/SC/RS) -348 km of which 99.5 km belong to the state of Rio Grande do Sul and 248.5 km belong to the state of Santa Catarina- and performance of three big special works of art (tunnel for transposition of Morro do Formigão, bridge to cross Imaruí lagoon and tunnel or viaduct in Morro dos Cavalos).

The investment will be carried out with public-private resources and under the concession modality.

- **Current status – 04/21/09**

Due to the strong floods that have taken place recently in the State of Santa Catarina, the works in km 235, in Morro dos Cavalos are interrupted. BR-101/SUL - Section: SC (Duplication: Palhoça-Divisa SC/RS). Works included in the Growth Acceleration Program (or PAC: *Programa de Aceleración del Crecimiento*) and executed by the DNIT. Foreseen investment for 2007-2012: R\$ 1,517 millions.

The duplication should be completed by the end of 2009. Tunnel of Morro dos Cavalos: the executive project must be completed up to 02/15/2010; the bidding process for the works must be carried out up to 03/15/2010, the start of the works is planned for 06/30/2010 and the works must be completed up to 06/30/2012; Imaruí Lagoon Bridge: the basic project must be completed up to 11/30/2008; the bidding process for the works must be carried out up to 02/28/2009, the start of the works is planned for 06/30/2009 and the works must be completed up to 12/30/2011.

Tunnel of Morro do Formigão: the executive project must be completed up to 11/15/2008; the bidding process for the works must be carried out up to 09/30/2009; the start of the works is planned for 02/28/2010 and the works must be completed up to 02/28/2012. 67 km have been refitted and 8 km more of the old road are being executed.

30 km of the new road have been opened to the traffic. Completed: 72 km of pavement, 74 km of embankment, 6.4% of the tunnel that corresponds to the Morro Agudo detour, 15 bridges, 15 underground crossings and 18 viaducts. Under execution: 48 special works of art, 70 km of embankment and 55 km of pavement. BR-101/SUL - SECTION: RS - Duplication: Divisa SC/RS - Osório, works included in the PAC (Growth Acceleration Program).



# 4

## Duplication of the Section: Palhoça-Osorio (Mercosur Road)

The DNIT is the executing entity. Investment for 2007-2010: R\$ 542 millions. New road: plots 1, 2 and 3. Works re-started: 06/16/2008. Refitting works were started in plot 3 and refitting of plot 4 was completed. The remaining works in plots 1 and 2 are being developed or executed. Duplication works in the 4 plots may be completed by 12/30/2009 and the works that correspond to the tunnel in Morro Alto may be completed by 05/30/2010. Completed: 28 km of embankment, 22 km of pavement, 9 bridges, 18 viaducts, 3 crossings. Under execution: 44 special works of art (passengers, bridges and viaducts). The drilling in the tunnel of Morro Alto (1,840 m) was completed and the lowering of the road was started. Plot 4: the section Osório-Aguapés (16.4 km) was completed and opened to the traffic. Old road.



**Integration Hub**  
MERCOSUR-Chile

**Group 3**

**Valparaíso - Buenos Aires**

**Countries**

**Argentina - Chile**



- **Type of project**  
**Transportation/Railway**
- **Total estimated investment**  
**US\$ 3,000 millions**
- **Financing sources**  
**Private Sector**
- **Modality**  
**Private**
- **Expected completion**  
**1° stage in 2020**
- **Executing entity**  
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- **Objective**

To extend transportation capacity in the border crossing: "Cristo Redentor System" in such a way that it can be adapted to the growing load traffic flow between Argentina and Chile, and to strengthen the transportation system in the MERCOSUR-Chile Integration and Development Hub.

The solution regarding a railway tunnel at low height is aimed at getting a ground connection that can be operated under any weather conditions.

- **Proposed solution**

Building and exploitation of a railway tunnel, at low height, and reactivation and exploitation of the railway load transportation system that links the cities of Mendoza, in Argentina, and Los Andes, in Chile, reopening the railway connection through the building or re-building of the necessary infrastructure; also, the building of a low-height tunnel at both sides of the border and the provision of rolling material for the proper rendering of the service.

- **Current status – 04/20/09**

In August, 2008, the government of the Republic of Chile stated that the work was considered to be of public interest. The government of the Argentine Republic did the same in September, 2008.

The first financial, economic and railway studies, as well as the ones related to the tunnel, were presented in April, 2009.

The study on demand sets out a minimum of 10 millions tons/year and 52 millions for the year 2045.

On that basis, the development of the project will adapt itself with the construction of a single-line tunnel for the year 2020, in order to adjust to demand, up to the time a double tunnel with 4 lines.

The initial investment will be: US\$ 2,000 millions. Additionally, US\$ 3,100 millions will be invested, according to the progress of the project.

# 6

## International Route 60 CH (Sector: Valparaíso-Los Andes)



Integration Hub  
MERCOSUR-Chile

Group 3  
Valparaíso - Buenos Aires

Country  
Chile (Argentina)



- Type of project  
**Transportation/Road**

- Total estimated investment  
**US\$ 280 millions**

- Financing sources  
**Public-Private Partnership**

- Modality  
**Concession**

- Expected completion  
**December, 2011**

- Executing entity  
**Highway Concessionaire  
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# 6

## International Route 60 CH (Sector: Valparaíso-Los Andes)

- **Objective**

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

- **Current status – 04/16/09**

International route under concession. The concession was initiated on July 22<sup>nd</sup>, 2004. Construction began on January 27<sup>th</sup>, 2005. Financed by the private sector. Planned completion: 2011.

Works carried out to date: 75%.

Complete: road 5 CH.

- **Proposed solution**

Improvement of the international road 60 CH (approx. length: 90.5 km, design speed: 100 km/h, in most of the sections). It includes the extension to second lanes, crossings at different levels and secondary streets.

The project is divided into two sectors. The first sector starts at 6.5 km (west of Las Vizcachas bridge), commune of Los Andes, and finishes in Route 5 North (length: 52 km); the second sector is located between the joint El Olivo, in Road 5 North, commune of La Calera, and finishes in the Troncal Sur joint (length: 38.5 km) connecting through Troncal Sur with Valparaíso port.

In the sectors where the project crosses populated centers, detours related to the current road are taken into consideration. They are as follows: (a) Sauce, between Los Andes and San Felipe (length: 19.5 km long), where the road is located in the north section of the Aconcagua river; (b) the Panquehue sector (length: 25 km long), of which 7 km are located on the north section of the Aconcagua river and 18 km on the south section of the river; and (c) a detour in the Quillota west joint (length: 16 km long).



Integration Hub  
MERCOSUR-Chile

Group 5  
Energy group

Country  
Argentina (Bolivia)



- Type of project  
Energy/Gas pipeline

- Total estimated investment  
US\$ 1,000 millions

- Financing sources  
Public-private partnership

Through a transport concession regime carried out by means of an international public bidding, it is foreseen a participation of the private sector close to 75% of the established investment.

- Modality  
Public/Private

- Expected completion  
Being reprogrammed

- Executing entity  
Ministry of Federal Planning, Public Investment and Services of Argentina

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- **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 y Santa Fe.

- **Proposed solution**

The main gas pipeline will be 1,500 Km. long, and will have a diameter of 30 inches. It will operate at a pressure of 95 bars. The work will comprise the Main Gas Pipeline and the provincial branches, which will stem from it, as well as the corresponding compression, regulation and measurement plants, surface installations and other complementary Works (civil, electricity and communication works). In this respect, the mentioned works will comprise the ones referred to the electronic data transmission, remote operation, telemetry, etc.

As regards the Main Gas Pipeline, it will allow the link between the gas reserves located in the north of Argentina and in Bolivia with the National Interconnected System of Main Gas Pipelines, which will be carried out in the vicinity of the city of Santa Fé. This interconnection will allow the injection of important volumes in the zones of the country where there is more consumption. Additionally, it will allow the expansion of gas availability to the mentioned provinces, some of which do not have, at this moment, the possibility of using such resources, and to other provinces that, at present, have said resources but in an insufficient way and where gas is not suitable to ensure the economic development that the region needs.

- **Current status – 04/16/09**

The studies related to the technical and economic prefeasibility of the project is already done as well as the engineering project.

By means of Decree 267/2007, the company: Energía Argentina Sociedad Anónima (ENARSA) is granted the concession of gas transportation for the term of 35 years in order to construct, operate and render the service of gas transportation.

The International Public Bidding with a basic engineering bill was carried out in order to buy the set of pipes for the 1,500 km.

The work related to the Engineering, Equipment and Material Supply, and Construction of the Gas Pipeline and its Control and Communication System is subject to the bidding process as of February 27<sup>th</sup>, 2008.

The bidding is divided into 4 items and has a Total Official Budget of: \$ 2.618.594 millions.

Up to this moment, the date for the opening of the envelopes is unknown.



Integration Hub

Capricorn

Group 2

Interconnection: Argentina -  
Bolivia - Paraguay

Countries

Argentina - Bolivia



- Type of project

Transportation/Bridge

- Total estimated investment

US\$ 10 millions

- Financing sources

Public through Public and  
Multilateral Entities

Under negotiation among the countries. Actions by the Argentine Republic for the incorporation of the Project in the operation cycle of FONPLATA.

- Modality

Public

- Expected completion

2° semester of 2010

- Executing entity

Binational Commission  
(Management Committee  
for the Argentina-Bolivia  
Agreement)

### National Coordinator

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- **Objective**

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

- **Proposed solution**

Building of a new bridge, a new border center and new accesses. As a result of the study carried out by SETEC, the building of a new international bridge, west of the current crossroad, constitutes an alternative to solve the difficulties in the area. Also, the road accesses to the bridge from both countries and an integrated control border center will be carried out, the only head will be placed in the Argentinean territory. The current bridge will be used exclusively for pedestrian crossing. The characteristics of the works for the new crossroad are the following: Road Accesses total length: 9.7 km (5.5 km in Argentinean territory and 4.2 km in Bolivian territory); International Bridge: 30 m long, 2 lanes; Ground movement: Fill: 228,536 m<sup>3</sup> and Cut 293,741 m<sup>3</sup>, Border Center: 24.8 hectares. (ground). Buildings for the control tasks will be constructed for both countries. Moreover, the building of three parking areas has been foreseen, which will house up to 100 lorries, for vehicles that transport general cargo, and a parking area for vehicles that transport dangerous cargo, in the area of each country, with a capacity for 20 vehicles.

- **Current status – 04/27/09**

According to what was established in the meeting held in the city of Buenos Aires, on May 9<sup>th</sup>, 2007, both delegations agreed on the need of keeping the structure of the existing bridge. Also, the delegation from Argentina pledged to present to the Bolivian authorities a document that takes the following into consideration:

- 1) Proposal and possible schedule for the works aimed at the improvement of the existing bridge and;
- 2) Possible schedule for the tasks aimed at the execution of works of the new bridge to be built, for the access works and for the integrated control border center, according to the agreement signed between both countries on June 29<sup>th</sup>, 2006.

Also, it was agreed to perform simultaneously the works detailed in points 1 and 2.

Under study. bilateral negotiation Process.



Integration Hub

Capricorn

Group 3

Interconnection: Paraguay -  
Brazil

Countries

Brazil - Paraguay



- Type of project

Transportation/Bridge

- Total estimated investment

US\$ 60 millions

- Financing sources

Public through Public and  
Multilateral Entities

The costs derived from the development of the studies, projects and from the construction of the bridge will be covered by the government of the Federative Republic of Brazil. Each part will be responsible for the respective accesses to the bridge, the complementary works and the necessary expropriations.

- Modality

Public

- Expected completion

1° semester of 2012

- Executing entity

Ministry of Public Works  
and Communications of  
Paraguay

National Department of  
Transportation  
Infrastructure of Brazil  
(DNIT, in Spanish)

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- **Objective**

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

- **Proposed solution**

Building of a second international bridge over Paraná river, which will be approximately 600 m long, including its accesses and complementary infrastructure, between Porto Meira (Foz do Iguacu) and Presidente Franco Port, and implementation of an integrated border control system in the joint of Puente de la Amistad complex and the new bridge.

In principle, it will be a suspension bridge, which will operate with unidirectional vehicular, binary system, including Puente de la Amistad (bridge). The distance between the two bridges will be approximately 6 km.

The operation in the binary system will make it easier for the control entities to act. Said entities will not be obliged to create two control centers. Each country will be responsible for their respective accesses, border facilities and expropriations.

- **Current status – 04/20/09**

The bridge that will be used to make commerce more dynamic, mainly between Paraguay and Brazil, and that will have a positive impact on transportation in the MERCOSUR, is approved by both States.

To date, the works were authorized by the Congresses of Paraguay and Brazil, in May and September of 2008, respectively.

The works are planned to be started by 2009.

Financing: it was estimated a cost of US\$ 60 millions, payed by Brazil, which includes the Growth Acceleration Program (PAC: Programa de Aceleración del Crecimiento, in Spanish).

The project will be 800 m long and 17,5 m tall; it should be completed in 2012.



Integration Hub

Central Interoceanic

Group 3

Connection: Santa Cruz - Puerto  
Suárez - Corumbá

Country

Bolivia (Brazil - Chile - Perú)



- Type of project  
**Transportation/Road**
- Modality  
**Public**
- Total estimated investment  
**US\$ 417 millions**
- Expected completion  
**2° semester of 2009**
- Financing sources  
**Public through Public and  
Multilateral Entities**
- Executing entity  
**Bolivian Road Agency  
(Administradora Boliviana  
de Carreteras - ABC)**

#### National Coordinator

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- **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 Perú and Chile, on the Pacific, and the Brazilian ports on the Atlantic, cutting across Bolivia.

- **Proposed solution**

Rigid and/or flexible paving of two ways in 600 km (width: 7.3 m and shoulders: 1 m, each side). Resources for socio - environmental mitigation programs are foreseen.

- **Current status – 05/06/09**

- A. Pailas bridge: 1.4 m long, it is being built with an investment of: US\$ 30 millions.
- B. Section Paraíso - El Tinto: 125 km long, it is being built with an investment of: US\$ 65 millions.
- C. Section El Tinto - San José: 82 km long, it is being built with an investment of: US\$ 49 millions.
- D. Section San José - Taperas - Roboré: 138 km long, it was completed and is operating; investment: US\$ 82 millions.
- E. Section Roboré - El Carmen: 140 km long, it is being built with an investment of: US\$ 97 millions.
- F. Section El Carmen - Arroyo Concepción: 108 km long, it is being built with an investment of: US\$ 78 millions. Section Roboré - El Carmen: 15 bridges are being built with an investment of: US\$ 16 millions.



Integration Hub

Central Interoceanic

Group 2

Optimization of the Corridor:  
Corumbá - São Paulo - Santos -  
Rio de Janeiro

Country

Brazil



- Type of project

Transportation/Railway

- Total estimated investment

US\$ 400 millions

- Financing sources

Public - Private Partnership

- Modality

Public/Private

- Expected completion

December of 2011

- Executing entity

Government of Brazil

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- **Objective**

Paulo metropolitan region (RMSP, its Spanish acronym). This will allow reduction of conflicts between cargo and passenger traffic and also 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 Itaguaí (RJ).

- **Proposed solution**

Restructuring of the railway network in Great São Paulo through the building of a railway ring and the articulation with the highway system and logistics centers in the State of São Paulo. The projects foresees the building of a railway (66 km) between Campo Limpo Paulista and Engenheiro Manoel Feio (North stretch).

- **Current status – 04/30/08**

In January of 2008, after the agreement between the Federal Government and the Licensee MRS, the project for the building of the north section of the Railway Ring of São Paulo was completed in the Growth Acceleration Program (*PAC*, in Spanish).

- **Restrictions**

The implementation of the Railway Ring Project depends on the completion of the analysis and the validation of its studies and modeling.

Deadline: 03/30/2007

Status: **OVERCOME**



Integration Hub

Central Interoceanic

Group 1

Connection: Chile - Bolivia -  
Paraguay - Brazil

Countries

Bolivia - Paraguay



- Type of project

Transportation/Border crossing

- Total estimated investment

US\$ 1.7 millions

- Financing sources

National Treasury

Paraguay will finance the 100% with its own resources.

- Modality

Public

- Expected completion

1° semester of 2011  
(First Stage)

- Executing entity

Ministry of Public Works  
and Communications of  
Paraguay

Joint Paraguayan -  
Bolivian Committee

Ministry of Services and  
Public Works of Bolivia

### National Coordinator

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- **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 Control Border Center.

- **Proposed solution**

Building of the infrastructure for the installation of an Integrated Border Control Center, with access and cargo verification zones, cargo retention areas, data processing and telecommunication systems and a phytozoosanitary control laboratory.

- **Current status – 04/16/09**

The governments of the Republic of Paraguay and the Republic of Bolivia agreed on establishing facilities for integrated controls in the border crossing Infante Rivarola - Cañada Oruro, last March 19<sup>th</sup>.

Both countries will be able to manage the necessary funds and will adopt the corresponding administrative measures for the construction of the facilities in their respective territories.

Also, it was agreed the creation of a Mixed Technical group to boost the physical integration projects between both territories.

Paraguay, through the MOPC, started the second Call for National Tender considering that the previous call (first call) for the execution of the works was declared void, in November of 2008.

The works will start in approximately 90 days, and the first stage is worth US\$ 1 million for the only head on the Paraguayan side.

The works should be completed within 24 months.

# Building of Cañada Oruro-Villamontes-Tarija- Estación Abaroa Road (1st stage)



**Integration Hub**  
**Central Interoceanic**

**Group 1**

**Connection: Chile - Bolivia -  
Paraguay - Brazil**

**Country**

**Bolivia (Paraguay)**



- **Type of project**  
**Transportation/Road**

- **Modality**  
**Public**

- **Total estimated investment**  
**US\$ 60 millions**

- **Expected completion**  
**December of 2009**

- **Financing sources**  
**National Treasury**  
**Prefecture of Tarija**  
**CAF**

- **Executing entity**  
**Bolivian Road Agency**  
**(Administradora Boliviana**  
**de Carreteras - ABC)**

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Manager to be appointed

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## Building of Cañada Oruro-Villamontes-Tarija- Estación Abaroa Road (1st stage)

- **Objective**

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

- **Proposed solution**

Paving (asphalt concrete or rigid) of the connection: Villamontes - Hito/Bulón BR 94 (georeferencial point - Paraguayan border), length: 120 km.

- **Current status – 05/14/09**

Under execution. Sections: Puerta del Chaco - Canaletas, Entre Ríos - Palos Blancos, Palos Blancos - Carapari; Río Isiri - Villamontes; Canaletas - Entre Ríos, Carapari - Campo Pajoso, Palos Blancos - Río Isiri, Villamontes - Palo Marcado slope. The Prefecture of Tarija will be in charge of said sections. Section: Palo Marcado - Hito/Bulón BR94, awarded and under execution with local contribution and also with contribution by the CAF

Section Hito Br94 - Palo Marcado, 75 km long; it is being built with an investment of: US\$ 26 millions.

Section: Palo Marcado - Villamontes, 52 km long; it is being built by the Prefecture of Tarija.

Section: Villamontes - Junacas, 64 km long; its surface is made of gravel.

Section: Junacas - Tarija, 54 km long; it is paved and is being operated.

Section: Tarija - El Puente, 106 km long; it is being built (included in the project: Potosí - Tarija).

Section: El Puente - Tupiza, 103 km long; its surface is made of gravel.

Section: Tupiza - Uyuni, 200 km long; phase: starting of the studies.



### Integration Hub

#### Central Interoceanic

#### Group 5

Connections from the Hub to the Pacific: Ilo/Matarani - Desaguadero - La Paz + Arica - La Paz + Iquique - Oruro - Cochabamba - Santa Cruz

#### Country

Bolivia (Chile)



- **Type of project**  
Transportation/Road
- **Modality**  
Public
- **Total estimated investment**  
US\$ 93 millions
- **Expected completion**  
2° semester of 2010
- **Financing sources**  
National Treasury  
Government of Italy  
CAF
- **Executing entity**  
Bolivian Road Agency  
(Administradora Boliviana de Carreteras - ABC)

#### National Coordinator

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- **Objective**

To supplement the linkage of Bolivia and the Interoceanic Hub countries with Iquique port, 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.

- **Proposed solution**

Rigid paving of the complement of Oruro - Toledo road is promoted (connection: Ancavari - Pisiga, 142 km) and flexible paving (connection: Toledo - Ancavari: 52 km) due to the potential high flow of heavy cargo.

- **Current status – 04/21/09**

The project has 4 sections:

Section 1: Oruro-Toledo, 39 km long; with an investment of: US\$ 15 millions, funded by the CAF (completed).

Section 2: Toledo-Ancaravi, 52 km long; with an investment of: US\$ 25 millions. The government of Italy will provide funds for the works (completed).

Section 3: Ancaravi-Huachacalla, 70 km long; with an investment of: US\$ 28 millions, funded by the CAF (completed).

Section 4: Huachacalla-Pisiga, 72 km With an investment of: US\$ 25 millions, funded by the CAF (under execution). The works started in July of 2007 will be completed by the end of 2009.

The following sections are completed: Oruro - Toledo and Ancaravi - Huachacalla, which account for the 47% of the Oruro - Pisiga road.



#### Integration Hub

#### Central Interoceanic

#### Group 5

Connections from the Hub to the Pacific: Ilo/Matarani - Desaguadero - La Paz + Arica - La Paz + Iquique - Oruro - Cochabamba - Santa Cruz

#### Country

Chile (Bolivia)



- **Type of project**  
**Transportation/Road**
- **Modality**  
**Public**
- **Total estimated investment**  
**US\$ 52 millions**
- **Expected completion**  
**December of 2010**
- **Financing sources**  
**National Treasury**  
Regional and sectoral investment
- **Executing entity**  
**Ministry of Public Works of Chile**

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- **Objective**

To enhance the capacity and upgrade the design the International Road 15-CH. This project has the possibility of connecting the Iquique port with areas in the South and Center of Bolivia, such as Oruro and Cochabamba, as well as 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.

- **Proposed solution**

Rehabilitation of a section of the road 15-CH, between Huará and Colchane, in different stages total length: 163 km.

The project is included in the "*Programa de Obras Bicentenario y Convenio de Programación Regional*". It will be carried out in different stages. Currently, the works are being carried out in the sections: km 50 to km 67.5; km 84 to km 87.5; km 102 to km 113 and km 144 to km 163. With the improvement in these sections, the corridor will be completely paved during 2010. The amount of the investment that corresponds to all these sections is: US\$ 42 millions.

- **Current status – 04/27/09**

In the project, the sections: km 50 to km 67.5; (COMPLETED: MARCH 2009), km 102 to km 113.5 and km 144 to km 163 are being executed.

These sections will be paved using asphalt.

The section: km 84 to km 87.5 is regionally and sectorally funded and the works were started in 2009.

The construction of the sections will be completed during 2010.

The rest of the sections are being discussed.



#### Integration Hub

#### Central Interoceanic Group 5

Connections from the Hub to the Pacific: Ilo/Matarani - Desaguadero - La Paz + Arica - La Paz + Iquique - Oruro - Cochabamba - Santa Cruz

#### Country

Bolivia (Chile - Perú)



- **Type of project**  
Transportation/Road
- **Modality**  
Public
- **Total estimated investment**  
US\$ 120 millions
- **Expected completion**  
2° semester of 2010
- **Financing sources**  
Public through Public and Multilateral Entities  
IDB  
Prefecture of Cochabamba
- **Executing entity**  
Bolivian Road Agency  
(Administradora Boliviana de Carreteras - ABC)

#### National Coordinator

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#### Project Manager

Manager to be appointed

#### CCT Responsible (FONPLATA)

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- **Objective**

To solve the problems in the critical sector of the new road Santa Cruz-Cochabamba (4,000 vehicles/day), where there are failures related to geology, draining, topography, etc., which are bigger in rainy seasons due to the rises in the nearby river (Espíritu Santo), that make it more difficult the fluid interconnection, at a national level as well as at an international level. Strategic project to link western heights in Bolivia with the planes in the eastern region and its connection to Puerto Suárez-Corumbá.

- **Proposed solution**

Rehabilitation of a stretch of the new Santa Cruz - Cochabamba road (30 km long), between Paracti - Villa Tunari, which is a changeable zone in rainy seasons. The project includes the improvement of the current stretch and the definition of a new alternative for a new road or a road that uses, partially, the existing road.

- **Current status – 04/21/09**

Studies requested to IDB, completed in 2008. The funds for the construction phase of the work is being discussed.



**Integration Hub**  
**Andean**

**Group 8**  
**Connection: Perú - Bolivia**

**Countries**  
**Bolivia - Perú**



- **Type of project**  
**Transportation/Border Crossing**
- **Total estimated investment**  
**US\$ 7.5 millions**
- **Financing sources**  
**Public through Public and Multilateral Entities**

Peruvian module: IDB and counterpart local resources (5% Treasury).  
Estimated investment: US\$ 4.1 millions.

Bolivian module: To be defined (IDB or CAF) and counterpart local resources (20% Treasury).

- **Modality**  
**Public**
- **Expected completion**  
**1° quarter of 2010**
- **Executing entity**  
**Ministry of Foreign Affairs and Foreign Trade of Bolivia**  
**Ministry of Foreign Affairs of Perú**  
**Ministry of Transportation and Communications of Perú**  
**Ministry of Public Works, services and Housing of Bolivia**

#### **National Coordinator**

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#### **CCT Responsible (CAF)**

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- **Objective**

To install an integrated binational control center in the Desaguadero border crossing to facilitate people, goods and vehicles flow between Perú and Bolivia. This border crossing is the most important between both countries so the start-up of CEBAF Desaguadero will have, among others, a significant dynamic effect on the economic and commercial relations at a bilateral level as well as a regional level.

- **Proposed solution**

To build and operate integrated control modules in each country (double-head juxtaposed modality), the same that within the framework of Resolution 502 of the CAN, will form the Integrated Binational Border Service Center (CEBAF, in Spanish) in the new international bridge of Desaguadero.

To set rules, standardize and harmonize the administrative and data recording processes and procedures among the institutions from both countries so that they operate coordinately in the Desaguadero border crossing, controlling in an integrated manner the flow of people, goods, and vehicles.

The solution includes the appropriate equipment for the start-up of the integrated control model in this border crossing and the support to the reengineering and the development of the necessary processes and procedures.

The aim is also the training of the officials responsible for carrying out the controls under the new scheme as well as the users and operators of the border crossing. The involvement of the private sector and the social parties relevant in the zone will be promoted in order to contribute with the appropriate integration of the center and the complementary services generated with the economic activities of the local people.

Finally, there is the proposal to identify the opportunities for logistic development in Desaguadero related to the CEBAF-type border crossing as well as to deploy concrete actions, which allow to promote the development of the local offer regarding services to support carriers.

- **Current status – 04/15/09**

The Desaguadero border crossing includes the new Desaguadero International Bridge, over the river of the same name, between the homonymous towns in Bolivia and Perú. This is the most important border crossing between Bolivia and Perú. The 90% of the commerce between both countries is carried out through Desaguadero. Within the IIRSA context, the Desaguadero Border Crossing has been selected as one of the five pilot experiences for the modernization of the International Customs Traffic. Also, in the project grouping process, CEBAF-Desaguadero has been considered as an Anchor Project.

In the Peruvian side, the loan of US\$ 4 millions, managed by the IDB, has been approved by resolution (D.S.) 181-2007-EF. This has allowed the signing of the contract between the government of Perú and the mentioned entity.

So, the project has funds for the construction of modern border control facilities, acquisition of equipment and machinery as well as for the training of officials. To date, the MRE (Ministry of Foreign Affairs) of Perú, through the National Bureau of Border Development, acting as the Executing Unit, has started the execution of the project implementing the Coordinating Unit of the Project and is also performing activities related to the preparatory stage of the investment. The execution of the project is planned for the end of 2009 and the beginning of 2010.



Integration Hub

Andean

Group 2

Connection: Venezuela - Colombia  
- Ecuador (current road)

Countries

Colombia - Venezuela



- Type of project  
**Transportation/Border Crossing**

- Total estimated investment  
**US\$ 2 millions**

- Financing sources

**Public through Public and  
Multilateral Entities**

**IDB**

**CAF**

The amount of the investment will be  
subject to the result of the designs.

- Modality

**Public**

- Expected completion

**1° semester of 2010**

- Executing entity

**Ministry of Transportation  
of Colombia**

**Ministry of Infrastructure  
of Venezuela**

**Binational Venezuela -  
Colombia Transportation  
Table**

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- **Objective**

To facilitate the passage of vehicles, goods and people across the Cúcuta - San Antonio/Ureña border crossing.

- **Proposed solution**

Implementation of an Integrated Border Control System according to resolution 502 of the CAN. The work would be carried out using the existing infrastructure but an Integrated Control System would be used in order for the authorities of both countries to be able to automatically share the data regarding traffic flows. Taking into consideration the studies performed, the possibility of building an additional complementary infrastructure could be assessed.

- **Current status – 04/16/09**

Colombia proposed a methodology for the harmonization of control procedures that is subject to discussion with Venezuela and is also subject to joint approval. The Bolivarian Republic of Venezuela is developing a proposal related to a Binational Agreement on Land Transportation, which will be revised by the Republic of Colombia.

- **Restrictions**

The withdrawal of Venezuela from the CAN generates the need of a binational agreement on transportation, where the conditions for the integrated border control centers (June 4<sup>th</sup>, 2007).

Deadline: 12/31/2007

**Status: PENDING**

Venezuela is considering the revision of the objective, as well as of the proposed solution, critical stages and focus, by virtue of the Presidential Declarations and the creation of the Border Integration Zone between the North Department of Santander and the State of Táchira.

Deadline: 10/01/06

**Status: PENDING**



**Integration Hub**

**Andean**

**Group 4**

**Connection: Pacífico - Bogotá -  
Meta - Orinoco - Atlántico**

**Country**

**Colombia - Venezuela**



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- **Type of project**  
**Transportation/River**
- **Total estimated investment**  
**US\$ 108 millions**
- **Financing sources**  
**Public through Public and  
Multilateral Entities**  
**IDB**  
**CAF**  
**Government of Brazil**  
**National contributions**

- **Modality**  
**Public**
- **Expected completion**  
**November of 2009**
- **Executing entity**  
**Ministry of Transportation  
of Colombia**  
**Ministry of Infrastructure  
of Venezuela**  
**Ministry of the  
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\* The progress of the project corresponds to the Colombian sector.

- **Objective**

To develop an intermodal transportation corridor, recovering navigability of 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.

- **Proposed solution**

The project comprises:

*From the environmental point of view:*

Talks with the corresponding environmental authorities to adopt Programs and Plans for Environmental Management in the Meta River Basin as well as its tributaries, taking as a base an Environmental Diagnosis of the Basin.

Performance of the actions identified in the Plans for Environmental Management and in the Environmental Impact Studies for the project related to the recovery of the Waterway.

*In the Waterway:*

Execution of the channeling works to guarantee navigability during most of the year. After that, maintenance works related to: signaling, clear-cutting, cleaning and maintenance dredging, as well as monitoring activities of the channel and works built.

In ports: Building of transfer ports and regional docks.

In transportation: To foster the setting of efficient transportation firms, according to demand.

- **Current status – 04/16/09**

The Conpes 3393 document, of 2005, declared that the project for the recovery of navigability along Meta River was strategic for the country and also approved resources for US\$ 19 millions to execute the following works:

Upgrading of designs and construction of La Banqueta dock: the project has environmental licenses. Poling board: completed. Filler: under execution. The final dock enclosure is pending as well as the access for small boats (US\$ 3.5 millions). The resources destined to the project only cover the poling board, the ramps and the maneuver yard.

Starting date: December of 2006 - Completion date: September of 2009. Progress: 90%

Studies, designs and extension of Cabuyaro dock: all the activities related to the dock were completed and the approximation blocks for the dock are built, as well as the hexapods and the paving stones for the accesses. (US\$ 1.3 millions). Starting date: January of 2007 - Completion date: May of 2009. Progress: 90%.

Study for the improvement and extension of Puerto Carreño dock: the studies and designs were completed. The pilework of the loading dock was also completed as well as the building of the floating dock and the building of the gangways of the floating dock. The upper block of the dock is being melted and the filling works are being carried out (US\$ 2.2 millions). Starting date: February 2007 - Completion date: April 2009. The resources established for the project are enough to carry out the works related to pilework, platform and loading dock protection. Filling of a part of the maneuver yard and building of a yard ramp.



Building of a new floating dock for passengers, which will be installed. Progress: 60%.

Study, design and improvement of the access to La Banqueta dock: the studies are completed. The activities have been mainly focused on the extension of the way in the low sector of Meta river, K18 to K22+180, and on the shaping and compaction of the way from K4+000 to K22+180.

Drainage works have been carried out along the road corridor. Said works are as follows: 9 boxes of 3 x 3 (double), 1 box of 3 x 3 (single), 1 multiple box with 4 lights and 14 extensions for the existing sewers.

Building of deposits. The work started with the creation of a deposit zone of Hacienda La Nirvana K5 + 600, left side. Compaction work in 16 kilometers of road. Resources are enough only to carry out compaction works on the road (US\$ 6.5 millions).

Starting date: December of 2006. Completion date: July of 2009. Progress: 88%.

Construction of channeling works in Meta River: Monitoring of the river between Cabuyaro and the mouth of Manacacias River.

Monitoring of the river section between Cabuyaro and the mouth of Manacacias River (135 km approx.), in order to comply with the environmental license. (Before the starting of the works).

Construction of the following structures in guadua (a kind of bamboo), arm closings (only low water closings): 1, 1A, 2 and 3.

Located between the Cabuyaro and downstream of the loading dock of La Banqueta.

Construction of more than 21 submerged structures, each one composed of 6 to 8 3 meter-long structure units (in guadua).

Development and installation of 941 brace keys (Kellener or Jacks type).

Closing structure number 4 is moved forward, in the El Arenal sector, which is more than 600 m long.

The second hydrosedimentological campaign was carried out with very favorable results in relation to the works performed (US\$ 5.2 millions). Starting date: February of 2007 - Completion date: August of 2009. Progress: 66%.

#### • Restrictions

The proposed solution for the project must be agreed by both parties.

Deadline: 01/02/2007

Status: **PENDING**

Gathering of resources for the construction of the works.

Deadline: 01/12/2006

Status: **OVERCOME**



Integration Hub

Amazon

Group 1

Access to the Putumayo  
Waterway

Country

Colombia



- Type of project

Transportation/Road

- Total estimated investment

US\$ 332 millions

- Financing sources

The sources must be set with  
national counterpart from the  
Colombian Treasury

- Modality

Public/Private

- Expected completion

December of 2014

- Executing entity

Ministry of Transportation  
of Colombia

National Institute of  
Roads of Colombia

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- **Objective**

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

- **Proposed solution**

The Pasto-Mocoa road, called Anchor Project, is part of the intermodal corridor: Tumaco-Pasto-Mocoa-Puerto Asís-Belem do Pará (Brazil) and, once construction and improvement works in the road are over, it will allow to shape the transportation corridor that crosses South America from west to east, and it will promote the development of the infrastructure related to: transportation, energy and communications under a regional vision, fostering the physical integration of the 12 South American countries and the achievement of an equitable and sustainable territorial development pattern.

The Project will be implemented through the execution of construction, improvement and paving works of the Pasto-Mocoa road, in two stages:

The first stage corresponds to the improvement, correction, paving and maintenance of the current road between Pasto-Mocoa, which at the moment is 143 km. long and is being executed by the Instituto Nacional de Vías (INVIAS or National Road Institute).

The second stage corresponds to the construction of the detour between San Francisco and Mocoa (sector that currently is 78 km long; in this sector, the surface and the alignment are in bad conditions). Said detour will be approximately 47 km long. The cost of the detour is estimated to be: US\$ 150 millions.

- **Current status – 04/16/09**

Currently, the Pasto - Mocoa road is approximately 145 km long and, once the project is completed, it is expected to be 114 km long.

Phase III engineering studies and Environmental Impact Studies (EIA, in Spanish) for the construction of the San Francisco – Mocoa detour: Updating and complementation of studies. Technical counseling to INVIAS for the socialization with communities and achievement of environmental licenses (US\$ 3 millions - National resources). Starting date: December of 2006 - Completion date: July of 2008. As regards this topic, the environmental license was achieved by the end of 2008 and the Environmental Impact Studies (EIA) were completed.

Regional Environmental Assessment (Evaluación Ambiental Regional or EAR, in Spanish): Analysis of cumulative and synergistic impacts due to an increase in the corridor traffic. Opportunities for environmental and socio-cultural management. (US\$ 152 millions - IDB resources). Starting date: July of 2007 - Completion date: March of 2008. This assessment was already performed.

Basic Environmental and Social Management Plan (Plan Básico de Manejo Ambiental y Social or PMAS, in Spanish) of the forest reserve – high basin of Mocoa River: To set tools for the management and control of the forest reserve. Measurements and technical specifications for the design, construction and operation of the detour. (US\$ 730,000 - IDB resources). Starting date: March of 2007 - Completion date: June of 2008.

The PMAS was completed. Supervision of the Environmental Management Plan: Sustainability related to the measures recommended in the studies. (US\$ 92,000 - IDB resources: 39%) Start date: June 2007 - Compl. date: December 2008.

Economical Feasibility and Base Line: Cost-Benefit Analysis of the construction and operation of the detour. Detailed traffic studies. (US\$ 185,000 - IDB resources) Starting date: June of 2008.

Resettlement Program: Relocation of the people moved out by the local government. Possible funding for the study. (US\$ 150,000) Starting date: June of 2007.

Currently, the improvement of Pasto - Mocoa road is being carried out (sector: El Encano - Santiago), for the amount of \$ 44,601.1 millions. The work started on March 1<sup>st</sup>, 2007 and the completion date is planned for April 30<sup>th</sup>, 2009. Until February 28<sup>th</sup>, 2009, 17.62 km have been paved.

- **Restrictions**

Socialization of the project - Phase I  
Deadline: 12/01/2007  
Status: **OVERCOME**

Environmental License  
Deadline: 12/31/2007  
Status: **OVERCOME**



**Integration Hub**

**Amazon**

**Group 3**

**Access to Huallaga - Marañón  
Waterway**

**Country**

**Perú (Brazil)**



- **Type of project**  
**Transportation/Road**
- **Total estimated investment**  
**US\$ 338 millions**
- **Financing sources**

**Public and Private through  
Licensees, Public and  
Multilateral Entities**

In the case of the Paita - Yurimaguas road, Empresa Concesionaria IIRSA Norte S.A. will provide the funds. The project will be repaid by the Peruvian state during a period of 25 years. Paita port is planned to be offered under concession, so the private sector would be in charge of gathering the necessary funds. The logistics studies as well as the studies related to the rivers are managed through public funds.

- **Modality**  
**Public/Private**
- **Expected completion**  
**December of 2012**
- **Executing entity**

**Ministry of transportation  
and Communications of  
Perú**

**National Port Authority of  
Perú (APN, in Spanish)**

**Agency for the Promotion  
of Private Investment  
(PROINVERSIÓN) - Perú**

**Licensees of roads**

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### **CCT Responsible (IDB)**

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- **Objective**

To improve infrastructure and operation of the intermodal 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 Perú and its regional complementariness with the Amazon State of Brazil, to thus promote international trade.

- **Proposed solution**

To rehabilitate and improve the existing road infrastructure in Paita-Tarapoto-Yurimaguas Hub, providing as a complement the necessary services for the efficient flow of cargo and people.

To streamline the ports of: Paita, Iquitos and Yurimaguas, promoting private investment and management in order to increase productivity.

To set up the Zones for Logistics Activities in Paita and Iquitos, promoting private investment and management in order to organize and optimize the activities and processes of the logistic chains involved.

To assess and implement the project: North Waterway (Hidrovía Norte).

- **Current status – 04/15/09**

Between April of 2006 and April of 2007, the sections: Paita - Piura (54km) and Piura - Dv Olmos (168 km) have been rehabilitated, with an investment of US\$ 77.2 millions. In April of 2008, the works that correspond to the second stage were started. The second stage includes the following works: river protection, slope stabilization, improvement of works of art and drainages, environmental protection, reconstruction of 5 bridges and rehabilitation of the asphalt layer in critical sectors in the following sections: Corral Quemado - Rioja and; Rioja - Tarapoto. The works that correspond to the second stage must be completed in April of 2010.

Until February of 2009, the works in the section Rioja - Corral Quemado have experienced a physical progress of 38.3% and in the section Rioja - Tarapoto, 75.6%.

As regards Paita port, on April 11<sup>th</sup>, of 2008 PROINVERSION put Integral Projects out to tender for the license of the PT in Paita. On March 31<sup>st</sup> of 2009, the *Buena Pro* (Good Standing) was granted to Terminales Portuarios Euroandinos (TPE). The investment (US\$ 127.8 millions for the first and second stage) stated in the contract as well as US\$ 100 millions (execution of complementary works) will be aimed at the building of a new dock and yard for containers and at the acquisition of portal and wharf cranes.

Also, in order to complement the development of Paita port, PROINVERSION has created (in 2008) the feasibility study called "Zones for Logistics Activities in Paita". According to said study, the required investment is: US\$ 47.0 millions.



### Integration Hub

Amazon

Group 4

Access to the Ucayali Waterway

Country

Perú (Brazil)



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- **Type of project**

**Transportation/Road**

- **Total estimated investment**

**US\$ 542.8 millions**

- **Financing sources**

**Public and Private through Licensees and Public Entities**

Investment required in Lima-Pucallpa road and in the south dock of Callao port will be carried out through the private sector, via licenses. The studies and the access to the waterway will be carried out using public funds as well as the Logistics Centers, if necessary.

- **Modality**

**Public/Private**

- **Expected completion**

**December of 2014**

- **Executing entity**

**Ministry of Transportation and Communications of Perú**

**National Port Authority of Perú (APN)**

**Licensees of roads, ports and logistics centers of Perú**

- **Objective**

To increase competitiveness of the coast-mountain-jungle integration road in the central corridor in Perú, interconnecting the country's main urban and industrial center, its central area and the Amazon and Acre States in Brazil. Also, to boost the interconnection of the inner part of the continent with the Pacific Basin.

- **Proposed solution**

To provide the Lima - Tingo María - Pucallpa Hub with an appropriate road infrastructure and the necessary services for an efficient vehicular flow. To modernize El Callao and Pucallpa ports (with an estimated investment of US\$ 16.7 millions), mainly through private investment in order to increase competitiveness.

To set up an Intermodal Logistics Center in Pucallpa in order to facilitate cargo and storage flows, rehabilitating and improving asphalt levels as well as work-of-art works, drainage systems and slope stabilization.

- **Current status – 04/15/09**

The following sections have been completed: Tingo María - Pumahuasi bridge (15.2 km); Chino bridge - Aguaytía (42.3 km), Aguaytía - San Alejandro (50.5 km) and; Neshuya - Pucallpa (58.8 km), with a total investment of: US\$ 152 millions.

The following sections are being built: Pumahuasi bridge - Chino bridge (36.6 km) and San Alejandro - Neshuya (50.1 km), with a total investment of: US\$ 127 millions. Expected completion: December of 2009.

The Tingo María - Aguaytía - Pucallpa road is part of the license of the hub: Amazonas Centro Lima - Amazon Central Lima (Ricardo Palma) - La Oroya - Pucallpa. The new call for tender and granting are planned for 2009.

As regards the port of Pucallpa, PROINVERSION has started the promotion process to license the port to the private sector. Granting is planned for the fourth quarter of 2009.

Also, PROINVERSION continues updating the study on economic feasibility of the project in order to determine the amount of co-financing that corresponds to the State.

The land lots that will be expropriated are being priced.





Integration Hub

Amazon

Group 2

Access to Napo Waterway

Country

Ecuador



- Type of project

Transportation/Port

- Total estimated investment

US\$ 314.2 millions

- Financing sources

**Public and Private through Licensees, Public and Multilateral Entities**

Public resources and from International Financing Entities (CAF / IDB). Gathering of funds from the private sector if the studies indicate a possible concession of the port.

- Modality

Public/Private

- Expected completion

December of 2012

- Executing entity

**Government of Ecuador  
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- **Objective**

To make trade easier among the countries of the Pacific Basins and the Amazon Basin, fostering sustainable growth in the Ecuadorian provinces of: Esmeraldas, Manabí, Guayas, El Oro, Carchi, Imbabura, Pichincha, Cotopaxi, Tungurahua, Chimborazo, Sucumbios, Orellana, Napo; in Perú: Loreto; in Colombia: Nariño and Putumayo and in Brazil, the Amazon state.

- **Proposed solution**

Construction of the river port for high-efficiency and performance cargo transfer over the left side of Napo river, Belén sector, in the Ecuadorian provinces of Orellana/Sucumbios. For this purpose, complementary works are necessary, such as the improvement of the Shushufindi-El Triunfo-Belén road, which will connect the state road network with the mentioned place in the port, as well as the supply of electric power and telecommunications necessary for the operation of the port.

The port facilities will be built in El Belén, in a 160,000 m<sup>2</sup> area, which will have: docks, multipurpose terminal, solid bulk terminal, dangerous cargo terminal, container consolidation and de-consolidation area, administrative area, port equipment, customs area, port authority, migration, security, phy-zoosanitary controls and a logistics center that will make trade flow more dynamic.

- **Current status – 04/16/09**

The Multimodal Manta-Manaos Hub has been selected as a priority project. Here, the Francisco de Orellana port is identified. So, the priorities and objectives of the project will be rethought.

This project is important because of the physical integration between Manta port, in Ecuador, and the city of Manaus, in Brazil. This will allow the integration of the Amazon and Andean regions and will also make bioceanic interconnection easier.

The Multimodal Manta-Manaos Hub means the implantation of a trade and sustainable development corridor based on a multimodal transportation system (road, river and air transportation).

The notice by means of which the IDB is authorized to prepare contractual documents and hiring processes for the studies of navigability of Napo river was sent to the IDB.

On October 31<sup>st</sup>, the minister of Transportation and Public Works sent the IDB the Notice of No Objection, which will allow said entity to invite consulting firms from the countries that are member of the Bank to participate in the Navigability Studies. In this way, the project Francisco de Orellana would be started and it will allow us to plan the studies of the project.

The IDB has informed the goodwill list of the companies that participated in the bidding process. The license will be granted by the end of March, so the studies will be started.

Finally, the IDB informs that the consulting firm "SERMAN-CSI", an Uruguayan-Argentinean consortium, will sign the agreement within 8 days so that the studies on the navigability of Napo River can be started.

## Paving of Iñapari-Puerto Maldonado-Inambari, Inambari-Juliaca/Inambari-Cusco



### Integration Hub

Perú-Brazil-Bolivia

### Group 1

Corridor: Porto Velho - Rio Branco -  
Puerto Asís - Puerto Maldonado -  
Cusco/Juliaca - Ports in the Pacific

### Country

Perú (Brazil)



- **Type of project**  
**Transportation/Road**
- **Total estimated investment**  
**US\$ 1,053 millions**
- **Financing sources**  
**Public and Private through Licensees and Public and Multilateral Entities**  
The projects are expected to be financed by the licensees for each section; the project will be repaid by the State during a period of 25 years.
- **Modality**  
**Public/Private**
- **Expected completion**  
**July of 2010**
- **Executing entity**  
**Government of Perú**  
**Ministry of Transportation and communications of Perú**  
**Agency for the Promotion of Private Investment**  
**Supervising Agency of Investment in Public Transportation Infrastructure Facilities (OSITRAN, in Spanish)**  
**Licensees of roads in Perú**

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- **Objective**

To improve and rehabilitate road infrastructure in the macro southern region of Perú, 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.

- **Proposed solution**

To carry out the paving works of the sections: Urcos - Pte. Inambari, Pte. Inambari - Iñapari and Pte. Inambari - Azangaro.

To rehabilitate asphalt in the road sections: San Juan de Marcona - Urcos and Matarani - Juliaca - Azángaro/Ilo - Puno - Juliaca.

To provide the road with the necessary infrastructure to render the services efficiently and offer a quality service for users.

- **Current status – 04/15/09**

Improvement works in relation to the asphalt in the sections: 2, 3 and 4 in the Interoceanic Road have been started from the point of view of the agreement in July of 2006, for a total period of 48 months. To date, the works that correspond to the first stage have been completed and the works that correspond to the second stage are being built.

Until February of 2009, 556 km have asphalt layer, which represents 55% of the total length of the three sections (1,009 km). The plan is to complete the works in July of 2010. The updated investment of the works amount to US\$ 1,342 millions.

In the section: Iñapari - Puerto Maldonado – Inambari, Billinghurst bridge is being built, over Madre de Dios river (772 m long and an investment of US\$ 26 millions). In November of 2007, the execution of the work was cancelled because the metallic structure was not complete.

In 2008, there was a call for tenders in relation to the assembling of the bridge, but the process was declared void because nobody was present. Currently, a call for tender is being prepared. The plan is to start the works in the second semester of 2009 and complete them by the end of 2010. The cost of the assembling amounts to US\$ 7.6 millions.

It is worth mentioning that in the sections that have been improved, traffic level has risen notably (in the section: Urcos - Puerto Maldonado up to 500%) and travel times have been reduce significantly (average: 50%).



#### Integration Hub

Perú-Brazil-Bolivia

#### Group 1

**Corridor: Porto Velho - Río Branco -  
Puerto Asís - Puerto Maldonado -  
Cusco/Juliaca - Ports in the Pacific**

#### Countries

**Brazil - Perú**



- **Type of project**

**Transportation/Bridge**

- **Total estimated investment**

**US\$ 12 millions**

- **Financing sources**

**Public through Public Entities**

Resources from the Brazilian government (Ministry of Transportation / National Department of Transportation Infrastructure) and counterpart from the government of the Acre State.

- **Modality**

**Public**

- **Expected completion**

**Bridge: Completed  
in January of 2006**

- **Executing entity**

**Acre Road Department of  
Brazil (DERACRE, in  
Portuguese)**

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- **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 Perú access to the Peruvian maritime ports of Ilo, Matarani and San Juan on the Pacific, and vice versa .

To implement border control centers with integrated control systems in both sides of the bridge over Río Acre.

- **Proposed solution**

Building of an International Bridge over the Acre river, on road BR-317, between the cities of Asís (Brazil/Acre) and Iñapari (Perú/Madre de Dios), including their accesses and complementary works. Building of Border Control Centers in both sides of the bridge, which must be appropriate for the implementation of integrated control systems.

- **Current status – 04/15/09**

**Bridge completed and inaugurated on January 21<sup>st</sup>, 2006.**

## Boa Vista-Bonfim-Lethem-Georgetown Road (1st Stage: Studies)



Integration Hub  
Guianese Shield

Group 2

Interconnection: Brazil - Guiana

Countries

Brazil - Guiana



- Type of project  
**Transportation/Road**

- Total estimated investment  
**US\$ 3.3 millions**

- Financing sources  
**Public through Public and Multilateral Entities**

- Modality  
**Public**

- Expected completion  
**2° semester of 2008**

- Executing entity  
**Ministry of Public Works and Communications of Guiana**

### National Coordinator

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- **Objective**

To provide connection in transportation between Brazil and Guiana to make trade easier as well as cultural exchange between both countries. The improvement of this road will interconnect and facilitate trade with the state of Roraima, in Brazil and will also provide complete integration of the countries in the Guianese Shield Hub, since it intersects with the proposed East-West transportation network, joining Venezuela with Guiana, Suriname and French Guiana.

- **Proposed solution**

To provide paving to the existing road between Lethem (Guiana), located in the border of the Brazilian state of Roraima, and Linden. The Implementation Agenda only takes into consideration the first phase of this important project, which limits itself to the updating of the feasibility and environmental studies and to the engineering design of the section: Lethem-Georgetown.

- **Current status – 05/09/08**

The government of Guiana considers that it is important to complete the first stage: updating of the feasibility and environmental studies and completion of the engineering studies. The agreement related to the pre-feasibility study (Stage I) is in progress Mott MacDonald in association with CEMCO Inc. Expected results: technical and cost options, feasibility alternatives, environmental and social factors, financing mechanisms and terms of reference for the feasibility studies.

The feasibility study is planned to start on November 5<sup>th</sup>, 2008.

*Note: Status not updated in 2009.*



Integration Hub  
Guianese Shield

Group 2

Interconnection: Brazil - Guiana

Countries

Brazil - Guiana



- **Type of project**  
**Transportation/Bridge**
- **Modality**  
**Public**
- **Total estimated investment**  
**US\$ 10 millions**
- **Expected completion**  
**Bridge Completed in July of 2008**
- **Financing sources**  
**Public through Public Entities**  
Ministry of Transportation of Brazil
- **Executing entity**  
**Brazilian Army Engineers**

#### National Coordinator

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- **Objective**

The building of the international bridge over Río Takutu is aimed at allowing the road interconnection between Brazil and Guiana in order to fulfill the needs related to traffic and trade exchange between both countries, with direct benefits for the neighboring towns (national production to other markets).

- **Proposed solution**

Building of an international road bridge over Río Takutu, which links Bonfim, in Brazil, with Lethem, in Guiana (230 m long and 14 m wide, including the left side lane in the respective accesses). That work is part of BR-401 (Boa Vista/Bonfim/Normandia), a Brazilian federal route in the state of Roraima.

- **Current status – 04/21/09**

**Bridge work completed in July of 2008.**

Pending: Completion of paving of the one-mile access in Guiana side and the inverse-direction viaduct to guarantee traffic security.

# Venezuela (Ciudad Guayana)-Guiana (Georgetown)-Suriname (Paramaribo) Road (1st Stage)



Integration Hub

Guianese Shield

Group 3

**Interconnection: Venezuela (Ciudad Guayana) - Guiana (Georgetown) - Suriname (Paramaribo)**

Countries

**Guiana - Suriname - Venezuela**



- **Type of project**

**Transportation/Road**

- **Total estimated investment**

**US\$ 0.8 million**

- **Financing sources**

**Public through Public and Multilateral Entities**

Only section 2 (San Martín de Turumbang-Linden) has received funds from the CAF for the pre-feasibility and environmental impact study, within the framework of a Lending Agreement.

- **Modality**

**Public**

- **Expected completion**

**Pending**

- **Executing entity**

**Ministry of Infrastructure of Venezuela**

**Ministry of Transportation of Guiana**

**Binational Technical Committee (Venezuela - Guiana)**

## National Coordinator

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## • Objective

To create an integration road corridor: interconnection Venezuela (Ciudad Guayana)-Guiana (Georgetown)-Suriname (Paramaribo) in order to increase road trade exchange among these countries, allowing the consolidation of an integral transportation system to fulfill the needs of the region. Venezuela's proposal: to extend the objective beyond the trade exchange "to promote integration, human development and trade exchange".

## • Proposed solution

The project is aimed at the construction, rehabilitation and/or improvement of several road segments and their respective works of art. In the Implementation Agenda based on Consensus, the first stage is the development of feasibility and environmental impact studies, according to the specific requirements in each country.

The project has the following sections:

- Ciudad Guayana-Tumeremo-San Martín de Turumbang: Improvement of the existing road.
- San Martín de Turumbang-Bártica (293 km): Building of road. The plan is to start the pre-feasibility and environmental impact study of the section: San Martín de Turumbang-Eterinbang-Bártica (first stage), based on the preliminary existing road. This section involves Venezuela and Guiana. In this section, the final road will be developed presenting the road alternatives (at least 2), whose comparative technical-economic and environmental assessment will be performed at the end of the preliminary stage of the study.

- Bártica-Linden: Improvement in the existing road and building of two new bridges over the rivers: Mazaruni and Esequibo and improvement of the existing bridge over Río Demerara.

- Linden-Orealla: Building of a new road and bridge over Río Berbice.

- Orealla-Apura: Building of a new bridge over Río Corentyne.

- Apura-Paramaribo: Rehabilitation and improvement in 375 km of roads.

The Guianese Shield Hub was restructured in the GTE meeting (IIRSA) related to the Andean Hub, the Amazon Hub and the Guianese Shield Hub, held from June 1- 4th of 2004, in the city of Bogotá, Colombia, with the participation of 8 countries and representatives of the institutions of the Technical Coordination Committee (*Comité de Coordinación Técnica o CCT*, in Spanish).

In this meeting, the plan to include the section: Linden-Orealla-Apura-Paramaribo to the Hub of Group 3 was presented and approved, thus integrating Suriname to the Guianese Shield Hub.

Also, integration with Brazil is extended through the incorporation of Roraima and Amazonas to the region, by the interconnection with the existing road corridor: Manaus-Boa Vista-Santa Elena de Uairén-Ciudad Guayana, and with the international markets due to their relation to the integral transportation system it has. It is also planned to develop the Bolivarian Republic of Venezuela through the execution of the projects: deep water port in the state of Sucre and Railway System, section: Puerto Ordaz-Maturín-Norte in the state of Sucre.

The project is important because it promotes the physical integration of four countries: Venezuela, Guiana, Suriname and Brazil.

The road in the territory of Venezuela, which covers specifically the Forest Reserve Zone of Imataca, according to studies carried out in this area by the Venezuelan Corporation of Guiana (Corporación Venezolana de Guayana or CVG, in Spanish), in principle does not present significant problems regarding environmental impact; nonetheless, the pre-feasibility study will determine the impact that the execution of the road would have on the region.

Observation by Venezuela: the section to be studied must be updated: San Martín de Turumbang-Eterinbang-Bártica-Rockstone-Linden, by virtue of the agreement between Venezuela and Guiana in the meeting of the Venezuela-Guiana Technical Committee, held in Georgetown, Guiana, on June 15-16<sup>th</sup> of 2004.

Observation by Guiana: we agree with the note "Observation June 16<sup>th</sup>, 2004". However, we inform that the Terms of reference presented by Guiana in February of 2006 include considerations related to the alternative layouts for the road.

- **Current status – 04/30/08**

The "selection methods" to hire contractors or consultants are pending of definition in order to proceed to hire the studies. For this purpose, it is necessary to agree a meeting with the two parties involved (Section: Guiana-Venezuela).

*Note: Status not updated in 2009.*

## Improvement in Nieuw Nickerie-Paramaribo-Albina Road and International Crossing over Río Marowijne



Integration Hub

Guianese Shield

Group 4

Interconnection: Guiana -  
Suriname - French Guiana -  
Brazil

Country

Guiana - Suriname



- Type of project

Transportation/Road

- Total estimated investment

US\$ 105 millions

- Financing sources

Public and Private through  
Licensees and Public and  
Multilateral Entities

IDB

EU

Private

- Modality

Public/Private

- Expected completion

January of 2012

- Executing entity

Government of Suriname

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- **Objective**

To rehabilitate and rebuild the existing road in order to improve the operational standards and the security standards in the development and the integration of the coastal road of the country to facilitate the increase of traffic to and from neighboring countries as well as the local traffic.

To improve the crossing of Río Marowijne by means of the creation of safe and efficient border crossings to foster regional integration as well as social and economic development.

- **Proposed solution**

Road: rehabilitate the paved section (140 km) between Paramaribo and Albina and to pave the section: Nieuw Nickerie (South Drain)-Paramaribo (260 km).

Bridge over Río Marowijne: The project includes two stages. Stage 1: includes performance studies and execution of the improvements in the existing facilities. Stage 2: it will include the feasibility study and the construction of the bridge, based on an agreement with France.

- **Current status – 05/19/08**

The prefeasibility study was completed in February of 2007. The feasibility and environmental impact studies were completed in May of 2008, the final designs will be carried out in the second semester of 2008 with resources from the IDB, the European union and the French Development Agency.

The sources for the funding of the rehabilitation are being negotiated with the IDB, the French Development Agency and the European Union.

Talks between Suriname and France for the improvement of the terminal and the ferry that links Suriname and the French Guiana are planned for 2009.

*Note: Status not updated in 2009.*





- Countries that have the service
- Countries under implementation phase
- Countries with completed pre-diagnosis

- **Integration Hub**

**All the Hubs**

- **Countries**

**Regional Project**

Currently, the progress of the project is at different stages in: Argentina, Bolivia, Chile, Colombia, Ecuador, Paraguay, Perú and Uruguay.

- **Type of project**

**Communications**

- **Total estimated investment**

**US\$ 2.5 millions**  
(CO, EC, PE, UY)

- **Financing sources**

**Public through Public and Multilateral Entities**

**World Bank (PAMC-Perú), IDB (FOMIN), FONPLATA**

- **Modality**

**Public/Private**

- **Expected completion**

**January of 2012**

- **Executing entity**

**Regional level**

**Technical Executive Group (GTE, in Spanish, of the IIRSA)**

**Government of Brazil (Ministry of Communications and ECT-Correios)**

**Governments of Perú and Uruguay**  
**UPAEP - Postal Union of the Americas, Spain and Portugal (\*)**

**National level**

The project is being developed by work groups in: AR, CH, CO, EC, PE and UY with participation of governmental institutions in charge of customs, postal services, foreign trade, communications and MIPyMEs.

### National Coordination (Argentina)

*Pro Tempore Presidency - IIRSA 2009*

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(\*) UPAEP is the executing entity of the IDB-FOMIN operation to support the implementation of the project in Perú, Uruguay, Ecuador and Colombia.

- **Objective**

To include micro, small and medium-sized South American companies (MIPyMEs) 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 Services.

- **Proposed solution**

The implementation of the project, at a national level, has the following stages:

First stage: Institutional conformation

1. Creation of a work group for the implementation of the project;
2. Development of a pre-diagnosis mission in order to study the viability of the implementation of the project;
3. Articulation of the country with the regional project team and gathering of funds;

Second stage: Implementation

1. Design of the system to be implemented in each country;
2. Development of a simplified mechanism in the customs for exports through postal services;
3. Implementation of the service in the public postal operator based on the simplified mechanism;
4. Launching of the new service and training to the MIPyMEs that will use the system.

Third stage: Follow-up

1. Performance of a project accompaniment mission, 6 months after the service launching;
2. Performance of a project accompaniment mission, 12 months after the service launching;

- Current status – 05/22/09

*Regional level*

During June of 2007, a technical cooperation with the IDB/FOMIN (US\$ 1.5 M) was approved for the complete implementation of the project in Perú and Uruguay as well as some components in Ecuador and Colombia.

In the IX meeting of the CDE (Dec. of 2007), and in the context of this project, the Framework for Understanding among the IIRSA member countries and the Postal Union of the Americas, Spain and Portugal (Unión Postal de las Américas, España y Portugal - UPAEP, in Spanish) was approved. Through this document the UPAEP was invited to act as the executing entity of the above-mentioned IDB/FOMIN Technical Cooperation.

In May of 2009, the First Meeting of the Technical Executive Group (Grupo Técnico Ejecutivo or GTE, in Spanish) of the project was held. In this meeting, the progress of the project in the IIRSA member countries was presented. Also, the work methodology developed was revised and the guidelines for a work plan were presented for the Technical Group of the project, with the participation of the parties acting in the regional work group.

*National level*

Pre-diagnosis: The pre-diagnosis has been carried out in: Argentina, Chile, Colombia, Ecuador, Perú, Uruguay and Venezuela. The pre-diagnosis is planned for Bolivia and Paraguay in the second semester of 2009.

Implementation: The project has been implemented in Perú, in July of 2007. During 2008/9, the scope and number of convex services at a national level are being extended. The pilot project has also been launched in Uruguay, in March of 2009. Apart from extending the number of offices that offer the service in that country, improvements are being made to the system. Starting of the pilot implementation in Colombia and Ecuador: second semester of 2009.

Other relevant activities: In March of 2008, in Brasilia (Brazil), there was a training course for the technicians of Exporta Fácil in order to extend the group of technicians that will work at a regional level in the implementation of the project. The second training course is planned for September of 2009.



- **Integration Hub**  
**All the hubs**
- **Type of project**  
**Communications**
- **Total estimated investment**  
**US\$ 0.4 million (studies)**
- **Financing sources**  
**Public through Public and Multilateral Entities**  
**IDB**
- **Countries**  
**Regional**
- **Modality**  
**Public/Private**
- **Expected completion**  
**December of 2010**
- **Executing entity**  
**Regional level**  
**Ministry of Communications of Brazil**

**Project Manager**  
Manager to be appointed

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- **Objective**

To integrate the countries in South America through the mobile phone services. The specific objective of the project is to create the necessary and favorable conditions to establish roaming agreements among mobile phone operators in the countries that are member of the IIRSA.

- **Proposed solution**

The signature of the agreements by the countries is aimed at juggling the regulatory, tax and procedure aspects in order to facilitate the implementation of the international roaming system among the operators of mobile phones in the South American continent. Currently, the project has the following stages:

1. Preliminary study of the market related to roaming services at a regional level.
2. Comparison of the South American context with best practices in other regions in the world.
3. Presentation of results obtained and establishment of a plan with measures to be followed for the implementation of the project.
4. Gathering of technical cooperation resources to fund the measures to be implemented.

- **Current status – 06/09/09**

In December of 2007, the IDB approved funds of a regional technical cooperation (US\$ 0.4 million) for the development of a study in South America that surveys the main technical, administrative, tax and legal drawbacks that currently hinder a more efficient roaming service market in mobile telecommunication networks at a regional level.

The results of this study were presented and were thoroughly discussed in the first IIRSA Technical Executive Group (GTE, in Spanish) of the project, which was held in November of 2008, in Bogotá (Colombia). In this GTE the guidelines for an action plan for the project in 2009 and 2010 were stated.

On May 4<sup>th</sup>, 2009, in Cusco (Perú), the workshop: CITEL /Second Technical Executive Group of the IIRSA was held. The purpose of this workshop was to discuss the proposals of actions developed by regulators, operators, governmental entities and other entities related to this topic in order to improve the way the Roaming Market operates, as well as to offer initiatives to create an Action Plan with the purpose of making the regional roaming market more dynamic.

In this phase, the sectors involved in this market are expected to send their comments and observations of the workshop: CITEL/Second GTE on Roaming for the development of an Action Plan for the project in 2009-2010.

*Note: To date, critical stages have not been identified.*

## Technical Coordination Committee

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Inter-American  
Development  
Bank



Corporación  
Andina de  
Fomento



FONPLATA

Financial Fund for  
the Development  
of the Plata Basin