

## Introduction

The Sixth 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 July 2010, outlines two 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;

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\$ 14,023.0 millions in the transport, energy and communication areas (most of them are being implemented).

Of the 31 projects, 2 projects are in the profiling stage, 8 are in the pre-execution stage, 19 are in the execution stage 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.

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.

IMPROVEMENT OF NAVIGATION CONDITIONS ON THE META RIVER

TUMACO - PASTO - MOCOA - PUERTO ASÍS ROAD CORRIDOR

FRANCISCO DE ORELLANA PORT

PAITA - TARAPOTO - YURIMAGUAS ROAD, PORTS AND LOGISTICS CENTERS

LIMA - TINGO MARÍA - PUCALLPA ROAD, PORTS AND LOGISTICS CENTERS

BRIDGE OVER THE ACRE RIVER

PAVING OF IÑAPARI - PUERTO MALDONADO - INAMBARI ROAD, AND INAMBARI - JULIACA / INAMBARI - CUSCO ROADS

DESAGUADERO BINATIONAL BORDER SERVICE CENTER

TOLEDO - PISIGA ROAD

PAVING AND IMPROVEMENT OF THE IQUIQUE - COLCHANE ROAD

CONSTRUCTION OF THE SALVADOR MAZZA - YACUIBA BINATIONAL BRIDGE AND BORDER CENTER

NORTHEASTERN ARGENTINA GAS PIPELINE

INTERNATIONAL ROUTE CH-60 (BETWEEN VALPARAÍSO AND LOS ANDES)

RAILWAY PROJECT LOS ANDES - MENDOZA (CENTRAL TRANSANDEAN RAILWAY)

UPGRADE WORKS OF THE RÍO BRANCO - MONTEVIDEO - COLONIA - NUEVA PALMIRA ROAD CORRIDOR



CÚCUTA - SAN ANTONIO DEL TÁCHIRA BORDER CROSSING

IMPROVEMENT OF NIEUW NICKERIE - PARAMARIBO - ALBINA ROAD AND INTERNATIONAL CROSSING ON THE MAROWIJNE RIVER

VENEZUELA (CIUDAD GUAYANA) - GUYANA (GEORGETOWN) - SURINAME (PARAMARIBO) ROAD (FIRST STAGE)

BOA VISTA - BONFIM - LETHEM - GEORGETOWN ROAD (FIRST STAGE: STUDIES)

BRIDGE OVER THE TAKUTU RIVER

REHABILITATION OF EL SILLAR ROAD SECTION

CONSTRUCTION OF PAILÓN - SAN JOSÉ - PUERTO SUÁREZ ROAD

CONSTRUCTION OF THE CAÑADA OROURO - VILLAMOMTES - TARIJA - ESTACIÓN ABAROA ROAD (FIRST STAGE)

SÃO PAULO RING RAILWAY (NORTHERN AND SOUTHERN SECTIONS)

INFANTE RIVAROLA - CAÑADA OROURO BORDER CROSSING

NEW PRESIDENTE FRANCO - PORTO MEIRA BRIDGE, WITH A PARAGUAY - BRAZIL BORDER CENTER

UPGRADE OF THE PALHOÇA - OSORIO ROAD SECTION TO A FOUR-LANE ROAD (RODOVIA MERCOSUR)

UPGRADE OF ROUTE 14 TO A FOUR-LANE ROAD, BETWEEN PASO DE LOS LIBRES AND GUALEGUAYCHÚ

CONSTRUCTION OF THE JAGUARÃO - RÍO BRANCO INTERNATIONAL BRIDGE

EXPORTS THROUGH POSTAL SERVICES FOR SMEs

IMPLEMENTATION OF THE SOUTH AMERICAN ROAMING AGREEMENT

## Implementation Agenda based on Consensus 2005-2010

Nº	PROJECTS	HUB/PROCESS	MILLIONS OF US\$	COUNTRIES <sup>i</sup>
1	Upgrade of Route 14 to a four-lane road, between Paso de los Libres and Gualeguaychú	MERCOSUR-Chile	780,0	AR (BR)
2	Upgrade works of the Río Branco - Montevideo - Colonia - Nueva Palmira Road Corridor	MERCOSUR-Chile	234,0	UY (AR-BR)
3	Construction of the Jaguarão - Río Branco International Bridge	MERCOSUR-Chile	35,0	BR-UY
4	Upgrade of the Palhoça - Osorio Road Section to a four-lane Road ( <i>Rodovia Mercosur</i> )	MERCOSUR-Chile	700,0	BR (AR-UY)
5	Railway Project Los Andes - Mendoza (Central Transandean Railway)	MERCOSUR-Chile	5.100,0	AR-CH
6	International Route CH-60 (Between Valparaíso and Los Andes)	MERCOSUR-Chile	286,0	CH (AR)
7	Northeastern Argentina Gas Pipeline	MERCOSUR-Chile	1.000,0	AR (BO)
8	Construction of the Salvador Mazza - Yacuíba Binational Bridge and Border Center	Capricorn	23,0	AR-BO
9	New Presidente Franco - Porto Meira Bridge With a Paraguay - Brazil Border Center	Capricorn	80,0	PY-BR
10	Construction of Pailón - San José - Puerto Suárez Road	Central Interoceanic	477,0	BO (BR-CH-PE)
11	São Paulo Ring Railway (Northern and Southern Sections)	Central Interoceanic	850,0	BR
12	Infante Rivarola - Cañada Oruro Border Crossing	Central Interoceanic	2,0	BO-PY
13	Construction of Cañada Oruro - Villamontes - Tarija - Estación Abaroa Road (First Stage)	Central Interoceanic	49,0	BO (PY)
14	Toledo - Pisiga Road	Central Interoceanic	95,0	BO (CH)
15	Paving and Improvement of the Iquique - Colchane Road	Central Interoceanic	42,0	CH (BO)
16	Rehabilitation of El Sillar road Section	Central Interoceanic	120,0	BO (CH-PE)
<b>Subtotal</b>			<b>9.873,0</b>	

## Implementation Agenda based on Consensus 2005-2010

N°	PROJECTS	HUB/PROCESS	MILLIONS OF US\$	COUNTRIES <sup>i</sup>
17	Desaguadero Binational Border Service Center	Andean	7,5	BO-PE
18	Cúcuta - San Antonio del Táchira Border Crossing	Andean	2,0	CO-VE
19	Improvement of Navigation Conditions on the Meta River	Andean	108,0	CO-VE
20	Tumaco - Pasto - Mocoa - Puerto Asis Road Corridor	Amazon	373,0	CO
21	Paita - Tarapoto - Yurimaguas Road, Ports and Logistics Centers	Amazon	681,2	PE (BR)
22	Lima - Tingo María - Pucallpa Road, Ports and Logistics Centers	Amazon	1351,3	PE (BR)
23	Francisco de Orellana Port	Amazon	105,3	EC
24	Paving of Iñapari - Puerto Maldonado - Inambari Road, and Inambari - Juliaca / Inambari - Cusco Roads	Perú-Brazil-Bolivia	1384,3	PE (BR)
25	Bridge over the Acre River	Perú-Brazil-Bolivia	12,0	BR-PE
26	Boa Vista - Bonfim - Lethem - Georgetown Road (First Stage: Studies) <sup>ii</sup>	Guianese Shield	3,3	GY-BR
27	Bridge over the Takutu River	Guianese Shield	10,0	GY-BR
28	Venezuela (Ciudad Guayana) - Guyana (Georgetown) - Suriname (Paramaribo) Road (First Stage)	Guianese Shield	0,8	VE-GY-SU
29	Improvement of Nieuw Nickerie - Paramaribo - Albina Road and International Crossing on the Marowijne River	Guianese Shield	105,0	SU-GY
30	Exports through Postal Services for SMEs	ICTs	5,0	Regional
31	Implementation of the South American Roaming Agreement	ICTs	1,3	Regional
	<b>Subtotal</b>		<b>4.150,0</b>	
	<b>Total</b>		<b>14.023,0</b>	

■ Profiling 
 ■ Pre-execution 
 ■ Execution 
 ■ Completed

**Note:** This report was prepared taking into account the project stages as classified for IIRSA Portfolio in the Project Database.

<sup>i</sup> The neighboring country or countries influenced by the project is/are in parentheses.

<sup>ii</sup> Given that only the first stage of the project is included in the AIC and that it comprises studies that have already begun, the project is deemed to be in the execution phase.

1

## Upgrade of Route 14 to a four-lane road, between Paso de los Libres and Gualeguaychú



### Type of project

- Transportation/Road

### Current status

- Execution Phase

### Estimated total investment

US\$ 780.0 million

### Financing sources

Public, through national and multilateral agencies

- National Treasury  
- IDB

### Modality

- Public

### Expected completion

- First half of 2011

### Executing agency

- National Road Authority of Argentina

### Integration Hub

MERCOSUR-Chile

### Group 1

Belo Horizonte - Argentina  
/ Brazil Border - Buenos Aires

### Country

Argentina (Brazil)

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# 1

## Upgrade of Route 14 to a four-lane road, between Paso de los Libres and Gualeguaychú

### **Purpose**

To provide road traffic in the MERCOSUR-Chile Hub with improved safety conditions.

### **Proposed solution**

Increasing road capacity through the construction of a second 7.30-meter wide, 452-kilometer long carriageway; the building of eighty-seven 10.8-meter wide bridges, grade separations, and interchanges.

### **Current status – May 10, 2010**

The National Route No. 14 capacity enhancement project will upgrade this road into a four-lane divided highway, with two lanes in each direction, stretching from Ceibas (Province of Entre Ríos) to Paso de los Libres (Province of Corrientes).

The project has been divided into eight sections, five of them in the Province of Entre Ríos and the other three, in Corrientes. The works to be performed in each section are as follows: upgrade to a four-lane road with a view to the improvement of service level, re-design of ramps, and reconfiguration of urban sections (elimination of dangerous crossings, inclusion of collector roads, etc.), signing and signaling, lighting, installation of traffic guidance equipment and guardrails, road safety works and supplementary works.

The works under way - seven sections, each consisting of two segments - have attained a physical progress of 60%. The remaining section is the responsibility of the concessionaire and works have already been completed.

As of May 2010, US\$405 million have been invested.

2

## Upgrade works of the Río Branco - Montevideo - Colonia - Nueva Palmira Road Corridor



**Integration Hub**  
MERCOSUR-Chile

**Group 2**  
Porto Alegre - Argentina / Uruguay  
Border - Buenos Aires

**Country**  
Uruguay (Argentina - Brazil)

### Type of project

- Transportation/Road

### Current status

- Execution Phase

### Estimated total investment

US\$ 234.0 million

### Financing sources

Public, through national and multilateral agencies

- National Treasury
- IDB
- World Bank
- CAF
- MERCOSUR Structural Convergence Fund (FOCEM)
- Private Sector

### Modality

- Public/Private

### Expected completion

- December 2011

### Executing agency

- Uruguay Road Corporation
- Ministry of Transport and Public Works of Uruguay
- National Road Authority of Uruguay

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### **Purpose**

To improve the flow of freight and passenger road transport along the backbone road network of MERCOSUR by consolidating the road infrastructure for it to conform to the new requirements for international freight transportation, and by supplementing the Brazil-Uruguay-Argentina road connection in the MERCOSUR-Chile Hub.

### **Proposed solution**

The project encompasses routes 1, 11, 8, 17, 18, and 26, linking the cities of Río Branco, Montevideo, and Colonia, with supplementary routes 23 and 12 reaching Nueva Palmira, and is aimed at improving the service level in its different sections, mainly in terms of condition, comfort, and safety. Condition and comfort are enhanced through road surface dressing and structure strengthening, as well as reinforcement or replacement of engineering structures with a view to solving the current freight restriction problems. To improve safety conditions, works will be carried out involving the realignment of certain dangerous curves, the bypassing of populated centers, road realignment, the fitting of signing and signaling, marking and lighting, and the installation of other safety devices (barriers, speed bumps, etc.).

Extending the corridor up to Nueva Palmira is considered as it will provide an alternative physical connection with Argentina near Zárate-Brazo Largo.

### **Current status – May 7, 2010**

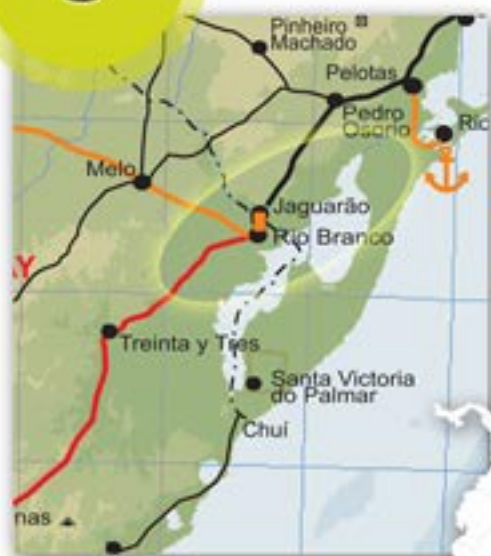
Project execution is in full progress, with works having been initiated, some at the bidding stage, while others have already been completed.

Taking 2003 as the initial year, approximately 60% of the works have been completed, 20% are at the execution phase and soon to be completed, and the remaining 20% are at the bidding stage. By the end of 2010, close to 80% progress of the work plan is expected to have been achieved.

It is worth noting that on May 15, 2006, the Executive Branch approved the new contract signed between the Ministry of Transport and Public Works (MTO, in Spanish) and the Uruguayan National Corporation for Development, covering a significant portion of the corridor-related works (72% of the works amount).

# Construction of the Jaguarão - Río Branco International Bridge

3



**Integration Hub**  
MERCOSUR-Chile

**Group 2**  
Porto Alegre - Argentina / Uruguay  
Border - Buenos Aires

**Countries**  
Brazil - Uruguay



## Type of project

- Transportation/Bridge

## Current status

- Pre-Execution Phase

## Estimated total investment

US\$ 35.0 million

## Financing sources

Public

- National Treasury (Brazil and Uruguay)

The new agreement signed between Brazil and Uruguay (February 26, 2007) establishes that the investment costs related to the construction of the bridge, its approaches and supplementary works, as well as to the rehabilitation of the Barão de Mauá Bridge, will be distributed between the parties.

## Modality

- Public

## Expected completion

- Second half of 2012

## Executing agency

- National Department of Transport Infrastructure (DNIT) of Brazil  
- Joint Brazilian-Uruguayan Bidding Committee  
- Ministry of Transport and Public Works of Uruguay

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# Construction of the Jaguarão - Río Branco International Bridge

## 3

### **Purpose**

To improve the flow of international freight and passenger road transport; to supplement road connection, leveraging the integration of economic and trade capabilities as well as of social and cultural permeability with neighboring countries; to divert the traffic from the Chui-Chuy road with a view to preserving the Taim Ecological Reserve and alleviating traffic on the Pelotas-Rio Grande section (BR-392/RS); to preserve the "Littoral Route" for passenger and tourist traffic; and to reduce travel distance by 53 kilometers in the Montevideo-Porto Alegre stretch.

### **Proposed solution**

Building a second road bridge over the Jaguarão river in the vicinity of the cities of Jaguarão (Brazil) and Río Branco (Uruguay), including supplementary infrastructure and its approach roads (BR-116/RS and Route 26); and restoring the Barão de Mauá International Bridge, which crosses the Jaguarão river, joining the cities of Jaguarão and Río Branco and spanning 276 meters in operation since 1930, preserving its status of historical monument, a valuable joint Brazilian and Uruguayan piece of architectural heritage.

### **Current status – June 7, 2010**

Since the construction and operation of the project under a concession contract is hardly attractive due to the fact that no minimum traffic can be guaranteed, the governments of Brazil and Uruguay prioritized the building of the second bridge under the public work modality and agreed to revamp the Barão de Mauá bridge. Consequently, on February 26, 2007 two new agreements were signed: one providing for the building of the second bridge, superseding the November 21, 2004 accord, and the other one, effected by an exchange of notes, whereby a Technical Executive Group was created to accompany the Barão de Mauá refurbishment works.

The Joint Brazilian-Uruguayan Committee was established on April 14, 2004, and its members met on five occasions (May 2004, September 2004, January 2006, August 2007, and December 2009).

The new international bridge will have an approximate span of 700 meters. As far as its structure is concerned, it may be a progressive cantilever or a cable-stayed bridge. The border complex shall include parking spaces, return lanes, and buildings to house the national enforcement authorities, such as the Federal Police, Customs, and the National Health Surveillance Agency.

As a result of a bidding process, on October 5, 2009, the firm *ENECON Engenheiros y Economistas Consultores S/A* was engaged for conducting the Technical, Economic, and Feasibility Study and preparing the engineering project for the construction of the second international bridge over the Jaguarão river, at a cost amounting to R\$1.4 million.

Once the Technical, Economic, and Feasibility Study —which the consulting firm is currently preparing— is approved by the DNIT, it will be translated into Spanish so that it may be submitted to Uruguay for analysis and, subsequently, for final approval by the Joint Committee. The Joint Committee proposes to hold its next meeting on July 22, 2010, in the city of Montevideo for the purpose of analyzing and approving the contents of such study.

The Basic Design should be completed by November 2010, and the Detailed Design, by January 2011.

The Environmental Impact Assessment and the subsequent Environmental Impact Report, which were commenced in April 2010, are being prepared by the firm *PROGAIA Engenharia e Meio Ambiente* at a cost of R\$1.2 million.

As to the rehabilitation of the Barão de Mauá bridge, on September 26, 2009, the DNIT awarded its Basic and Detailed Designs to the consortium made up of the firms *AZAMBUJA Engenharia e Geotecnia LTDA (Structure)* and *PATRIMONIUM Arquitetura y Restauro LTDA (Restoration)*, its cost amounting to R\$664 thousand. The preparation of these designs started in November 2009.

The total project investment amount is a preliminary estimation, and will be adjusted at the next meeting of the Joint Technical Committee

4

## Upgrade of the Palhoça - Osorio Road Section to a four-lane Road (*Rodovia Mercosur*)



**Integration Hub**  
MERCOSUR-Chile

**Group 1**  
Belo Horizonte - Argentina / Brazil  
Border - Buenos Aires

**Country**  
Brazil (Argentina - Uruguay)

### **Type of project**

- Transportation/Road

### **Current status**

- Execution Phase

### **Estimated total investment**

US\$ 700.0 million

### **Financing sources**

Public  
- National Treasury

### **Modality**

- Public

### **Expected completion**

- Fourth quarter of 2012

### **Executing agency**

- National Department of Transport Infrastructure  
(DNIT) of Brazil

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## Purpose

To improve traffic flow capacity and road safety; to eliminate critical points; to take remediation measures concerning environmental liabilities; and to minimize environmental aggression, thus enhancing freight and passenger road traffic along the MERCOSUR Corridor.

## Proposed solution

Refitting and upgrading road BR-101/SC/RS to a four-lane road, i.e. 294 kilometers in the State of Santa Catarina and 88.5 kilometers in the State of Rio Grande do Sul, including the building and revamping of bridges, and the construction of tunnels, viaducts, underpasses, and pedestrian overpasses.

## Current status – May 11, 2010

Works included in the Growth Acceleration Program (PAC, in Portuguese) in January 2007, currently being carried out by the National Department of Transport Infrastructure of the Ministry of Transport (DNIT/MT) of Brazil.

BR-101/SUL - State of Santa Catarina Section (Upgrade of the Palhoça-SC/RS Border Section to a Four-lane Road): 2007-2012  
planned investment: R\$1,457 million

- New four-lane road: 141 kilometers have been opened to traffic; 184 kilometers of pavement, 27 bridges, 26 underpasses, 20 viaducts, and 202 kilometers of embankments have been completed. Works in progress: 9 viaducts, 11 underpasses, 16 bridges, 7 pedestrian overpasses, 26 kilometers of embankments, and 43 kilometers of pavement.

- Old road: 134 kilometers have already been reconditioned, while the restoration of 29 kilometers more remains in progress.

- Morro dos Cavalos tunnel: The Detailed Design was contracted out on July 22, 2008, and should be approved by November 10, 2010. The Environmental Impact Assessment/Environmental Impact Report began on November 5, 2009, and must be completed no later than July 30, 2010; a Preliminary License, valid until October 30, 2010, as well as an Installation License, effective until December 30, 2010, were granted. The call for bids will close on November 20, 2010, and works are expected to begin by March 15, 2011.

- Laguna de Imaruí bridge: The Basic Design was submitted on July 30, 2009, and the Detailed Design, on August 14, 2009. The environmental studies were completed on December 23, 2009, and the DNIT is waiting for the Brazilian Federal Environmental Enforcement Agency (IBAMA) to issue the Preliminary License. Works are expected to commence by late 2010.

- Morro do Formigão tunnel: The Basic Design was submitted on February 7, 2008, and the Detailed Design, on September 4, 2009. The Preliminary License was granted on December 17, 2009. The Basic Environmental Project has already been completed, and the Installation License was requested on February 1, 2010. The works were open for tender and are expected to start by June 15, 2010.

- Morro Agudo tunnel: Half-section excavation -990 meters- and a 50-meter grade down were completed.

BR-101/SUL - State of Rio Grande do Sul Section (Upgrade of the SC/RS Border-Osorio Section to a Four-lane Road): 2007-2010 planned investment: R\$600 million

- New road: 61.4 kilometers completed. Lots 1, 2, and 3 (72 kilometers) completed: 45 kilometers paved and 6.12 kilometers of pavement works in progress; 82 kilometers of embankments completed and 6.06 kilometers of embankment works in progress; works for 18 viaducts, 4 underpasses, 3 pedestrian overpasses, and 8 bridges; 11 special engineering structures (passages, bridges, and viaducts) in progress.

- Morro Alto tunnels: Completed. Auxiliary service works (ventilation and lighting) in progress.

- Lot 4 (16.4 kilometers): The Osorio-Aguapés section (16.4 kilometers) has been completed and opened to traffic.

- Remaining lots 1A and 2A: works contracted out on August 21, 2009, with 16 kilometers of embankment works already completed. Works completion date: September 30, 2010.

# Railway Project Los Andes - Mendoza (Central Transandean Railway)

5



**Integration Hub**  
MERCOSUR-Chile

**Group 3**  
Valparaíso - Buenos Aires

**Countries**  
Argentina - Chile

## Type of project

- Transportation/Rail

## Current status

- Pre-execution Phase

## Estimated total investment

US\$ 5.1 billion

## Financing sources

- Private Sector

## Modality

- Private

## Expected completion

- December 2020 (1st Stage)

## Executing agency

- Rail Transport Undersecretariat - Transport Secretariat of Argentina  
- Ministry of Federal Planning, Public Investment and Services of Argentina  
- Concession General Coordination Office - Ministry of Public Works of Chile

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### Purpose

To expand the transportation capacity of the "Cristo Redentor System" border crossing so that it can meet the growing freight traffic demand between Argentina and Chile, and to strengthen the transportation system in the MERCOSUR-Chile Integration and Development Hub. The low-altitude rail tunnel solution is designed to secure a land connection that is operational under any weather condition, and to avoid a significant portion of mountainous terrain that hinders fast transportation as well as the extreme weather conditions that render it non-operational for a large part of the year.

### Proposed solution

A private initiative operating under a concession regime. Broadly speaking, the project consists in the following works: the construction of rail tunnels with a diameter of 9.5 meters in the area of the Los Libertadores crossing, spanning between 30 and 52 kilometers, 2,300-2,500 meters above sea level; the rehabilitation of the rail infrastructure between Chile and Argentina; the electrification of the branch line; and the licensing of a hydroelectric dam within Argentine territory that will ensure the project's self-sufficiency in terms of energy; the construction of multimodal stations for passenger transport as well as for light-vehicle and truck transport at both ends of the tunnels.

### Current status – June 4, 2010

In August 2008, the Chilean government declared these works to be in the public interest, and the Argentine government did so the following month.

The first financial and economic rail- and tunnel-related studies were submitted in April 2009, and were recently completed. The sponsors of this initiative have submitted a work plan proposing more detailed studies in connection with demand, engineering, social assessment, and financing (Stage II), to then move on, if appropriate, to the bidding phase of the project.

The project covers an approximate distance of 220 kilometers between Luján de Cuyo, in Argentina, and Los Andes, in Chile, and consists in a railway system that crosses the Andes ranges through a 30- to 50-kilometer long tunnel, approximately 2,400 meters above sea level. It features, among other things, a shuttle system for transporting vehicles and includes a proposal for a logistics corridor integrating the Chilean and Argentine railroad networks. The purpose of this corridor is to join Mendoza, in Argentina, with Los Andes and the ports of Valparaíso and San Antonio, in Chile, in addition to providing a connection with Uruguay and Brazil.

The project amounts to an estimated US\$3 billion in its preliminary phase (to meet short-term demand) and US\$5.1 billion in its final alternative (long-term).

The demand study estimates a minimum demand of 10 million tons/year and 52 million tons by 2045. On the basis of this traffic flow evolution forecast, the project provides for the construction, by 2020, of a single track tunnel, which will be upgraded to a double, four-track tunnel to meet increased demand.

## International Route CH-60 (Between Valparaíso and Los Andes)



**Integration Hub**  
MERCOSUR-Chile

**Group 3**  
Valparaíso - Buenos Aires

**Countries**  
Argentina - Chile

### Type of project

- Transportation/Road

### Current status

- Execution Phase

### Estimated total investment

US\$ 286.0 million

### Financing sources

- Public-Private Partnership

### Modality

- Public/Private

### Expected completion

- December, 2011

### Executing agency

- Sociedad Concesionaria Autopista de los Andes S.A.

**National Coordinator:** Rigoberto García / Tel: (562) 449-3205 / rigoberto.garcia@mop.gov.cl

**Project Manager:** Rigoberto García / Tel: (562) 449-3205 / rigoberto.garcia@mop.gov.cl

**CCT Project Head (IDB):** Carlos Tamayo / Tel: (1202) 623-3811/ carlost@iadb.org

### Purpose

To enhance the capacity and standard of International Route CH-60 so that it can absorb the growth in traffic demand. This structuring highway cuts across Chile, starting at the Chilean-Argentine border, in the Cristo Redentor tunnel area, and running west up to the Port of Valparaíso.

### Proposed solution

Upgrading approximately 92 kilometers of International Route CH-60, so that it may be capable of carrying traffic traveling at 100 kilometers per hour along most sections. The project envisages second carriageways, grade separations, and frontage roads. The project is divided into two sectors. The first one starts 6.5 kilometers west of the Las Vizcachas Bridge, in the municipality of Los Andes, and spans 53 kilometers until it reaches Route 5 North. The second section covers a total distance of 38.5 kilometers; it begins at the El Olivo interchange, on Route 5 North, in the municipality of La Calera, and ends at the junction with Troncal Sur freeway, which provides a connection with the Port of Valparaíso. In areas where the project crosses populated centers, bypass sections are provided for, such as: (a) El Sauce, between Los Andes and San Felipe, a 19.5 kilometer stretch where the road follows the northern bank of the Aconcagua river;

(b) the Panquehue section, comprising 25 kilometers, 7 of which run along the northern bank of the Aconcagua river and 18 kilometers stretch along the southern bank of the same water course; and (c) a 16-kilometer long bypass section at the Quillota Poniente junction.

### Current status – June 14, 2010

International route under a concession contract. The concession began on July 22, 2004, and construction on January 27, 2005. Financing is provided by the private sector. The project is expected to be completed by 2011.

More specifically, the section comprised between Route 5 and Limache is completed and currently operational as a divided highway, while the Los Andes-Route 5 stretch has been divided into three sections: Los Andes-San Felipe (66% progress, undivided highway); San Felipe-Panquehue (undivided highway), where the detailed engineering study is underway; and Panquehue-Route 5, the works of which have been recently delivered for operation as a divided highway.

Investment pending disbursement amounts to some US\$86 million, with US\$200 million having been disbursed so far.

# Northeastern Argentina Gas Pipeline



**Integration Hub**  
MERCOSUR-Chile

**Group 5**  
Energy group

**Country**  
Argentina (Bolivia)

## Type of project

- Energy/Gas pipeline

## Current status

- Execution Phase

## Estimated total investment

US\$ 1.0 billion

## Financing sources

- Public

Private sector involvement is foreseen, under the modality of transport concession awarded via an international competitive bidding.

## Modality

- Public

## Expected completion

- Being re-scheduled

## Executing agency

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

**National Coordinator:** Graciela Oporto / Tel: (5411) 4349-7615 / goporto@minplan.gov.ar

**Project Manager:** Ángela Guariglia / Tel: (5411) 4349-7539 / aguari@minplan.gov.ar

**CCT Project Head (IDB):** Carlos Tamayo / Tel: (1202) 623-3811/ carlost@iadb.org

**Purpose**

To ensure natural gas supply to the northern and central regions of Argentina, which comprise the provinces of Salta, Formosa, Chaco, Misiones, Corrientes, Entre Ríos, and Santa Fe.

**Proposed solution**

The works will comprise the trunk gas pipeline and the provincial branches stemming from it, as well as the gas compressor station, pressure regulator station, and measuring station; above-ground facilities; and other ancillary civil engineering, electrical, and communications works, including, among others, those related to electronic data transmission, remote operation, and telemetry.

The trunk gas pipeline will be 1,500 kilometers long, with a diameter of 30 inches, operating under a 95-bar pressure. It will link the gas reserves located in the north of Argentina and in Bolivia —extending across the Argentine provinces of Salta, Formosa, Chaco, and Santa Fe, with an additional transport

capacity of 20 million cubic meters— with the National Interconnected Trunk Gas Pipeline System, in the vicinity of the city of Santa Fe.

This interconnection will ensure the flow of significant gas volumes in those parts of Argentina where the demand is greater, as well as expanded gas availability in the above-mentioned provinces, some of which either lack gas supply or have insufficient provision to secure the economic development that the region requires.

**Current status – June 15, 2010**

The technical and economic pre-feasibility study as well as the engineering project have been completed. By Decree 267/2007, the firm Empresa Energía Argentina Sociedad Anónima (ENARSA) was awarded a 35-year concession for the construction, maintenance, operation, and provision of the gas transportation service.

An international competitive bid —including a preliminary basic engineering proposal— for the purchase of the turbo-compressors and pipe sections for the 1,500-kilometer gas pipeline and a national competitive tender for the procurement of the cadastral survey services were conducted.

The call for bids for the submission of proposals for detailed engineering, procurement and provision of consumables and equipment, construction, pre-commissioning, commissioning, and start-up of the facilities was launched on February 27, 2008, and is currently on hold.

A bilateral meeting was held in March 2010, between Argentina and

Bolivia, and both countries signed an addendum to the gas purchase contract, whereby they undertook to build the Juana Azurduy gas pipeline, which will be 50 kilometers long and interconnect the Bolivian gas reserves with the Argentine trunk gas pipeline joint.

The Argentine section of the Juana Azurduy gas pipeline is 30 kilometers long and has a diameter of 30 inches, stretching between the delivery point at the Argentine-Bolivian border and the Refinor-operated Campo Durán facilities, in the province of Salta, running parallel to the existing 8-inch gas pipeline. The estimated cost amounts to US\$50 million and the bidding process is underway; the works completion date is scheduled for 2011.

# Construction of the Salvador Mazza - Yacuiba Binational Bridge and Border Center

8



## Integration Hub

Capricorn

## Group 2

Salta - Villazón - Yacuiba -  
Mariscal Estigarribia

## Countries

Argentina - Bolivia

## Type of project

- Transportation/Bridge

## Current status

- Pre-execution Phase

## Estimated total investment

US\$ 23.0 million

## Financing sources

- Public, through national agencies

Actions have been taken by Argentina to include the project in the 2011 budget under the National Treasury financing.

## Modality

- Public

## Expected completion

- December 2013

## Executing agency

- Binational Committee (Argentina-Bolivia Agreement Management Committee)

**National Coordinator:** Graciela Oporto (Argentina) / Tel: (5411) 4349-7615 / goporto@minplan.gov.ar

Edwin Marañón Gamboa (Bolivia) / Tel: (5912) 215-6617 / emaranon@oopp.gob.bo

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**CCT Project Head (FONPLATA):** Sebastián Abbatemarco / Tel: (5913) 336-6611 / sabbatemarco@fonplata.org

### **Purpose**

To come up with a solution to the existing serious difficulties in the border crossing and to ensure the smooth flow of international freight traffic. This border crossing is part of the main road corridor between Argentina and Bolivia.

### **Proposed solution**

Construction of a new bridge, border center, and access roads.

As a result of previously conducted studies, the building of a new international bridge to the west of the current border crossing was found to constitute an alternative to overcome traffic bottlenecks in the area. In addition, the solution included the construction of approach roads to the bridge in both countries and a border center where integrated control operations would be carried out at single headquarters located in Argentine territory.

The new border crossing works consist of 9.7 kilometers of approach roads (5.5 kilometers in Argentine territory and 4.2 kilometers in Bolivian territory); a two-lane 30-meter long international bridge; earthworks including 228,536 cubic meters of fill and 293,741 cubic meters of cut; and a 25-hectare border center for centralized operations of both countries.

The project further includes the construction of three parking islands accommodating up to one hundred general freight trucks, and one 20-space parking island for vehicles transporting hazardous materials.

### **Current status – June 12, 2010**

A Binational Agreement is in place setting forth the obligations to be undertaken by the countries in relation to the project and the regulatory framework that will govern its execution.

A negotiation process has been initiated to redefine certain project parameters that will not significantly modify the works to be carried out, but will substantially alter the management model. Therefore, amending the Binational Agreement is necessary.

The formalization of such Binational Agreement as a Partial Scope Agreement is being sought before the ALADI within the framework of this multilateral organization.

Works will be financed by the Argentine government.

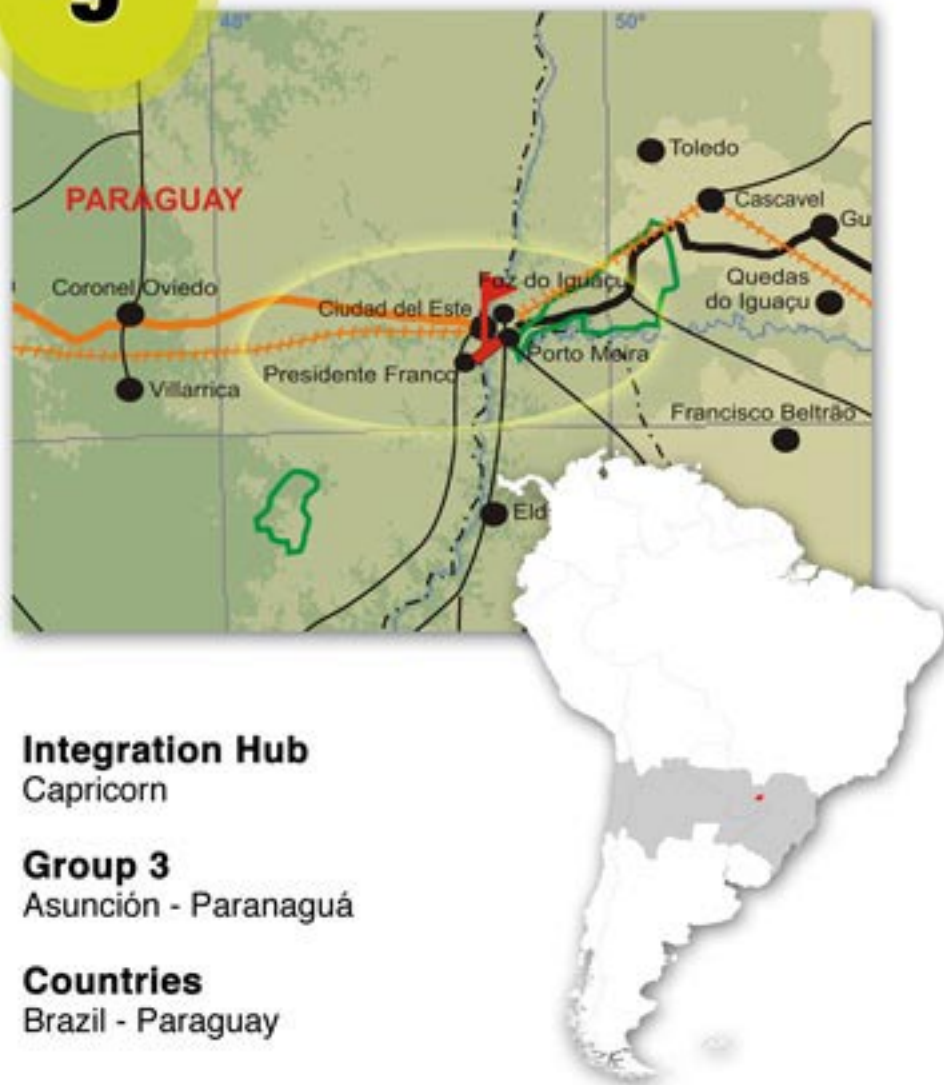
Once these formalities are finalized and the funds are included in the Argentine budget for 2011, the call for bids will be launched to select the firm to which construction is to be awarded.

The Bolivian government is seeking financing for the construction of the approach road in Bolivian territory.



# New Presidente Franco - Porto Meira Bridge with a Paraguay - Brazil Border Center

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## Integration Hub

Capricorn

## Group 3

Asunción - Paranaguá

## Countries

Brazil - Paraguay

## Type of project

- Transportation/Bridge

## Current status

- Pre-execution Phase

## Estimated total investment

US\$ 80.0 million

## Financing sources

- Public, through national and multilateral agencies

The costs incurred in the preparation of the project studies and the construction of the bridge will be borne by the Brazilian government, and each party will pay the costs of their respective bridge and ancillary works approach roads as well as those associated with the acquisition of land.

## Modality

- Public

## Expected completion

- Second half of 2013

## Executing agency

- Ministry of Public Works and Communications of Paraguay  
- National Department of Transport Infrastructure (DNIT) of Brazil

**National Coordinator:** Afonso Oliveira de Almeida (Brazil) / Tel: (5561) 2020- 4080 / [afonso.almeida@planejamento.gov.br](mailto:afonso.almeida@planejamento.gov.br)

Gonzalo Garay (Paraguay) / Tel: (59521) 414-9632 / [ggaray@highway.com.py](mailto:ggaray@highway.com.py)

**Project Manager:** María Lúcia Barillo (Brazil) / Tel: (5561) 2029-7766 / [lucia.barillo@transportes.gov.br](mailto:lucia.barillo@transportes.gov.br)

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**CCT Project Head (FONPLATA):** Sebastián Abbatemarco / Tel: (5913) 336-6611 / [sabbatemarco@fonplata.org](mailto:sabbatemarco@fonplata.org)

## Purpose

To alleviate traffic on the Puente de la Amistad ("Friendship Bridge"), which joins Foz do Iguaçu and Ciudad del Este; to foster urban planning in the border cities, by diverting freight traffic to a peripheral road and securing faster, more efficient connection along the binational transport systems; and to optimize the integrated border control system.

## Proposed solution

Building a second, approximately 745-meter long, 18-meter wide international road bridge over the Paraná river, featuring two 3.60-meter lanes, two 0.4-meter vehicle parapets, and two 1.80-meter pedestrian walkways equipped with two safety railings. The project further includes approach roads and supplementary infrastructure between the towns of Porto Meira (Foz do Iguaçu) and Presidente Franco, and the implementation of an integrated border control system where the Puente de la Amistad complex and the new bridge converge. In principle, the works will consist of a suspension bridge having a 360-meter span and two towers rising 136 meters. Each country will bear the costs of its respective approach roads, border facilities, and land acquisition for public use.

## Current status – July 1, 2010

For the purposes of implementing this binational project, which is essential for the sustainable development of Brazil-Paraguay physical integration, an agreement was signed in December 2005, which was ratified by the Brazilian and Paraguayan national legislatures in December 2008 and May 2007, respectively (Decree 6676).

In March 2009, the final outcome of the bidding process for contracting out a specialized firm for the preparation of the basic and detailed engineering designs of the bridge was published in the Brazilian Official Gazette. The successful bidder was the Brazilian firm VETEC Engenharia Ltda., for an approximate contract amount of R\$3 million. The contract was signed in August 2009.

In September 2007, the Brazilian firm PROGAIA was commissioned to conduct the Environmental Impact Assessment/Environmental Impact Report and the Basic Environmental Plan, for an approximate cost of R\$1 million to be borne by Brazil.

All project stakeholders are taking the necessary actions to meet the following schedule agreed upon in April 2010, on occasion of the 11th meeting of the Joint Committee:

- **Basic Design-related preliminary studies, May 2010**
- **Final Basic Design, June 2010**
- **Approval of Basic Design, subject to the issue of the preliminary license**
- **Detailed Design, August 2010**
- **Approval of Preliminary License, September 2010**
- **Works bidding, September 2010**
- **Contract award and commencement of works, December 2010**

The works have been included in the Growth Acceleration Program of the Brazilian government.

The bridge will help stimulate trade, mainly between Paraguay and Brazil, in addition to impacting positively on transportation in MERCOSUR.

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## Construction of Pailón - San José - Puerto Suárez Road



**Integration Hub**  
Central Interoceanic

**Group 3**  
Santa Cruz - Puerto Suárez -  
Corumbá Connection

**Country**  
Bolivia (Brazil - Chile - Perú)

**Type of project**  
- Transportation/Road

**Current status**  
- Execution Phase

**Estimated total investment**  
US\$ 477.0 million

**Financing sources**  
Public, through national and multilateral agencies  
- IDB  
- CAF  
- European Union  
- National Treasury

**Modality**  
- Public

**Expected completion**  
- Second half of 2011

**Executing agency**  
- Bolivian Road Authority

**National Coordinator:** Edwin Marañón Gamboa / Tel: (5912) 215-6617 / emaranon@oopp.gob.bo

**Project Manager:** Guillermo Rubin de Celis / Tel: (5912) 215-6619 / grubin@oopp.gob.bo

**CCT Project Head (CAF):** Juan Carlos Saavedra / Tel: (571) 313-2311 / juan.saavedra@caf.com

### **Purpose**

The Pailón-Puerto Suárez road is part of the main Integration Corridor of Bolivia, which joins the country's east and west ends and is home to a significant portion of the country's population and economic activity. It supplements regional integration between the ports of Peru and Chile, on the Pacific ocean, and the ports of Brazil, on the Atlantic ocean, cutting across Bolivia.

### **Proposed solution**

A 600-kilometer long highway with two 7.3-meter wide separate roadways, using rigid and/or flexible pavement, featuring 1-meter shoulders on each side. Resources are earmarked for social and environmental mitigation programs.

### **Current status – June 30, 2010**

The current status of the road sections is as follows:

- The Pailas bridge, spanning 1.4 kilometers, has been completed and is operational. Investment: US\$30 million

- Construction of the Paraíso-El Tinto section, spanning 125 kilometers, is underway. Investment: US\$85 million

- Construction of the El Tinto-San José section, which is 125 kilometers long, is in progress. Investment: US\$67 million

- The 138-kilometer long San José-Taperas-Roboré section has been completed and is operational. Investment: US\$82 million

- The Roboré-El Carmen section, spanning 140 kilometers, has been completed and is operational. Investment: US\$97 million

- The 108-kilometer long El Carmen-Arroyo Concepción section has been completed and is operational. Investment: US\$81 million

Furthermore, in the Roboré-El Carmen section the construction of 15 bridges, which are currently operational, has been completed with a US\$15 million investment, in addition to the US\$20 million IDB-funded social and environmental component.



**Purpose**

To redistribute and expand freight flows originating in, bound for, and/or passing through the São Paulo Metropolitan Region, with a view to reducing conflict between freight and passenger traffic, increasing the share of the rail mode in traffic flows across this Metropolitan Region, and improving access to the Santos (São Paulo), São Sebastião (São Paulo) and Itaguaí (Rio do Janeiro) ports.

**Proposed solution**

Restructuring of the Greater São Paulo rail network via the construction of a ring rail and its joining with the system of roads and logistics centers in the State of São Paulo. The project includes the construction of two different, yet supplementary, branch lines: the Northern Section and the Southern Section

**Current status – June 24, 2010**

Project included in the Brazilian Growth Acceleration Program in January 2007.

Since then, the federal government, the government of the State of São Paulo, and other participating agencies (the National Land Transport Agency, the Brazilian Development Bank, MRS Logística S.A., and the São Paulo Metropolitan Train Company or Companhia Paulista de Trens Metropolitanos, in Portuguese) have been discussing alternative alignments for the railway, although consensus has not been reached yet.

More recently, the government of the State of São Paulo proposed to reconsider the alternatives that provided for the possibility of joining the Northern Section of the Ring Railway with the Northern Section of the Ring Road project.

Brazil received from the International Bank for Reconstruction and Development (IBRD) a loan (No. 7383-BR, under a loan agreement) including a component of technical assistance to the National Land Transport Agency. This Agency is seeking to allocate a portion of such proceeds to the payment of consulting services for the development of the Ring Railway. The associated studies have a tentative implementation period of 12 months as from October 2010, and pursue the following goals:

(a) Conducting Ring Railway freight traffic demand studies with different interest scenarios, including the setting of macroeconomic and sectoral scenarios, the analysis of the market potential for selling freight and right of way access (i.e. the use by a customer or concessionaire of the rail network of another concessionaire), market research on grain and unitized general cargo transportation, and demand characterization.

(b) Conducting a functional study of the Ring Railway as a whole within a schedule compatible with the expectation of actually establishing the rail connection to the north and south of the São Paulo Metropolitan Region.

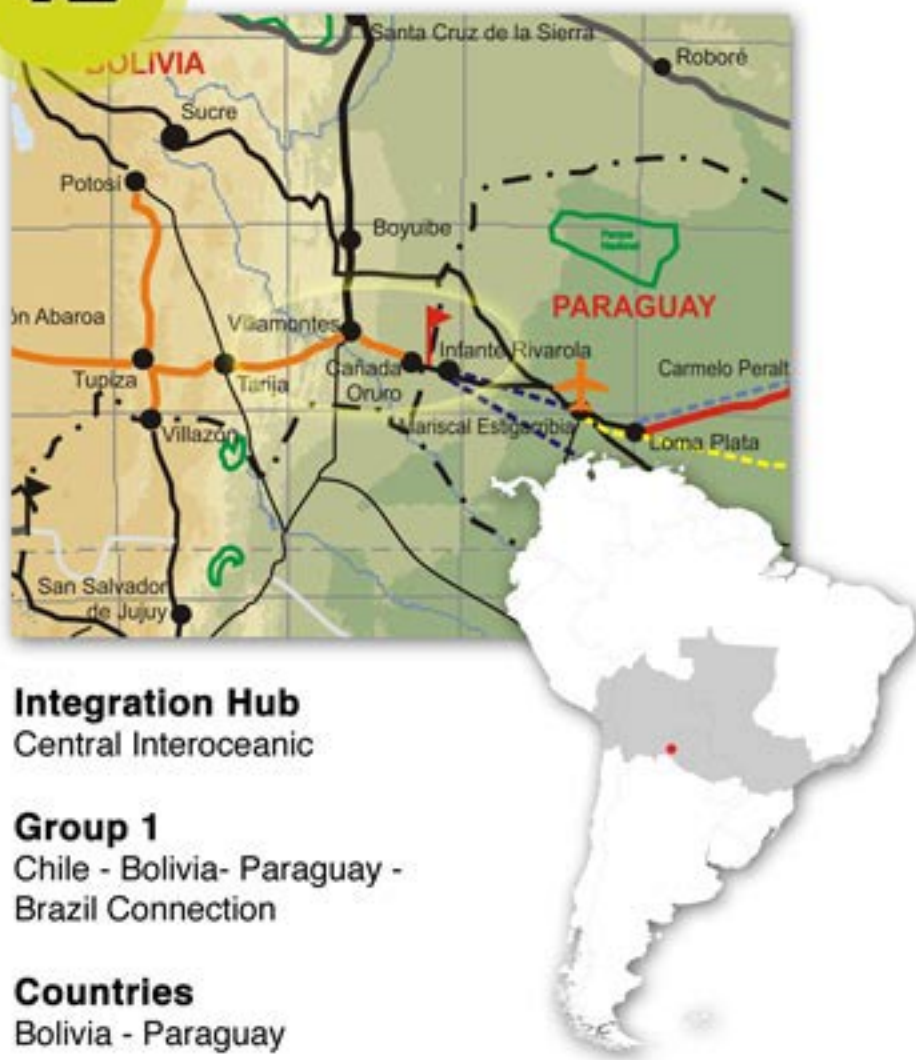
This study will encompass the preparation of the operational design, an environmental impact assessment, a legal and institutional study, a business model, an economic and technical assessment, and implementation strategy details.

The National Land Transport Agency is the executing agency under the loan, and the consultant services selection process will be conducted in conformance with the procedures established in the "Guidelines: Selection and Employment of Consultants by World Bank Borrowers," published in May 2004, and revised in October 2006, using the Quality- and Cost-Based Selection (QCBS) method.



# Infante Rivarola - Cañada Oruro Border Crossing

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**Integration Hub**  
Central Interoceanic

**Group 1**  
Chile - Bolivia- Paraguay -  
Brazil Connection

**Countries**  
Bolivia - Paraguay

## Type of project

- Transportation/Border crossing

## Current status

- Execution Phase

## Estimated total investment

US\$ 2.0 million

## Financing sources

Public

- National Treasury

Paraguay undertakes to finance 100% of the project out of own resources.

## Modality

- Public

## Expected completion

- First half of 2011 (1st Stage)

## Executing agency

- Ministry of Public Works and Communications of Paraguay

- Joint Paraguayan - Bolivian Committee

- Ministry of Public Works, Services and Housing of Bolivia

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**CCT Project Head (FONPLATA):** Sebastián Abbatemarco / Tel: (5913) 336-6611 / sabbatemarco@fonplata.org

### **Purpose**

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

### **Proposed solution**

Building the infrastructure required for the installation of an Integrated Border Control Center, featuring access and cargo inspection areas, a cargo retention area, as well as IT and communications systems, and a phytosanitary control laboratory.

### **Current status – June 24, 2010**

The governments of Paraguay and Bolivia agreed to establish integrated control facilities at the Infante Rivarola-Cañada Oruro border crossing. Both countries undertook to build the Border Administrative

Center with common premises and integrated controls in Paraguayan territory. In addition, they agreed to establish a Joint Technical Group to promote projects contributing to the physical integration of both territories.

On March 17, 2010, Paraguay, through its Ministry of Public Works and Communications, commenced the works for the construction of the Border Administrative Center with single headquarters and integrated controls (First Stage). This stage comprises the construction of the control platform and vehicle parking area, an administration building featuring parking spaces, and a housing area for Paraguayan and Bolivian officials with a cafeteria and a utility room, in addition to a housing for an electric generator and an artesian well, etc.

The works are expected to be completed in 330 days. The cost of the first stage amounts to US\$1.2 million, and that of the detailed design, to US\$70 thousand, to be paid with funds from the National Treasury.

**Integration Hub**

Central Interoceanic

**Group 1**Connection: Chile - Bolivia -  
Paraguay - Brazil Connection**Country**

Bolivia (Paraguay)

**Type of project**

- Transportation/Road

**Current status**

- Execution Phase

**Estimated total investment**

US\$ 49.0 million

**Financing sources**

Public, through national and multilateral agencies

- National Treasury
- Government of the Department of Tarija
- CAF

**Modality**

- Public

**Expected completion**

- January 2011 (1st Stage)

**Executing agency**

- Bolivian Road Authority

**National Coordinator:** Edwin Marañón Gamboa / Tel: (5912) 215-6617 / emaranon@oopp.gob.bo

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**CCT Project Head (CAF):** Juan Carlos Saavedra / Tel: (571) 313-2311 / juan.saavedra@caf.com

## Purpose

To allow, via a staged process, the permanent access of products from mining areas to regional and international markets, facilitating the departure of products originating in Bolivia and the Central Chaco region to the ports located on the Pacific ocean and to the main Andean markets, thus fostering trade (in salt, phosphates, fertilizers, wines, wood, berries, flowers, etc.) among the countries in the group.

## Proposed solution

Construction of a paved road in a mountain area, with slope protection and drainage, asphalt or rigid concrete pavement, joining Tarija (Bolivia) and Paraguay through Villamontes-Hito BR 94 (geo-reference point - Paraguayan border) and stretching 127 kilometers, which constitutes the First Stage of the project.

## Current status – June 4, 2010

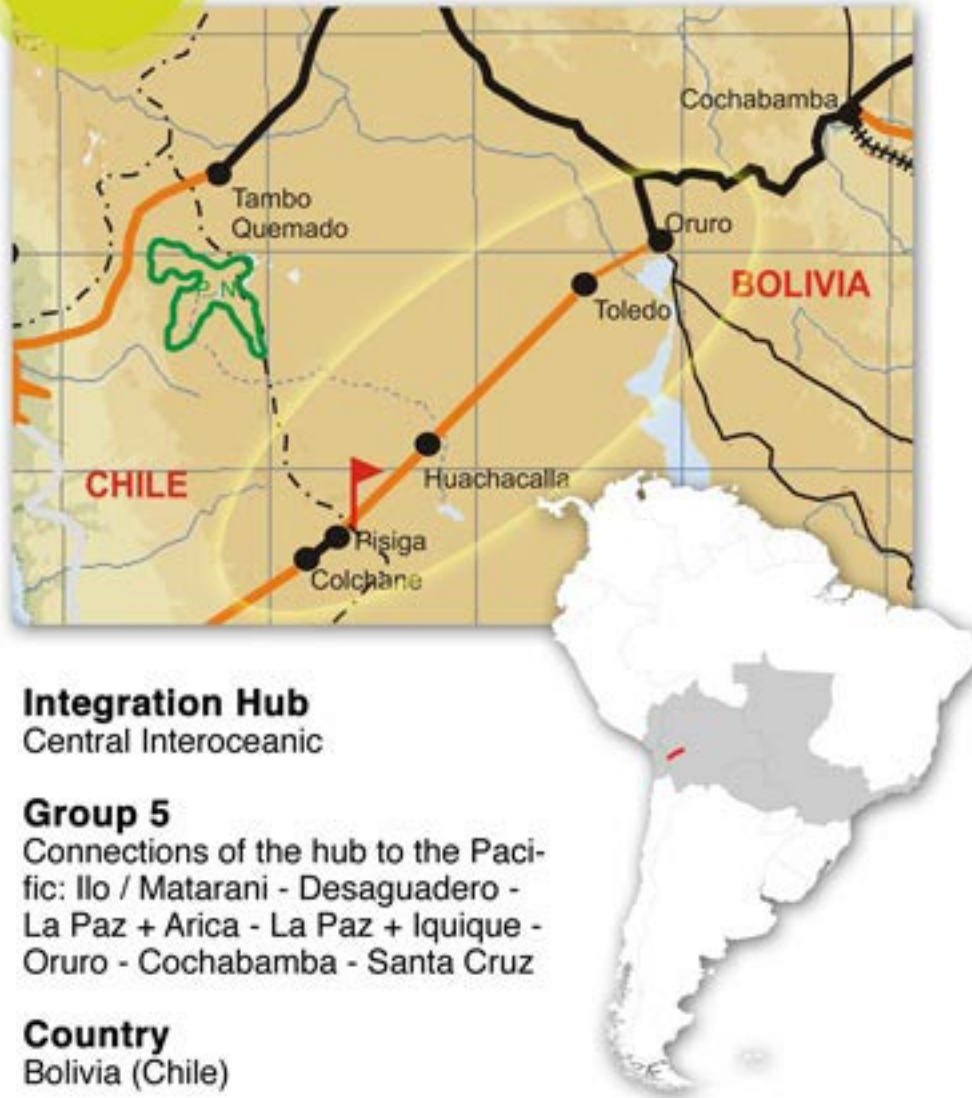
The current status of the road sections included in the First Stage is as follows:

- The construction of the 75-kilometer long Hito BR 94-Palo Marcado section is in progress, requiring an investment of US\$29 million, with local and CAF funding.
- The construction of the 52-kilometer long Palo Marcado-Villamontes section is underway, at the expense of the government of the Department of Tarija.

The current status of the remaining road sections is the following:

- The Villamontes-Junacas section (64 kilometers) presents a gravel surface.
- The Junacas-Tarija section (54 kilometers) is paved and operational.
- The Tarija-El Puente section (106 kilometers) is under construction (within the Potosí-Tarija Project).
- The El Puente-Tupiza section (103 kilometers) presents a gravel surface.
- The Tupiza-Uyuni section (200 kilometers) is in the study stage.

## Toledo - Pisiga Road

**Type of project**

- Transportation/Road

**Current status**

- Execution Phase

**Estimated total investment**

US\$ 95.0 million

**Financing sources**

Public, through national and multilateral agencies

- National Treasury
- Italian Government
- CAF

**Modality**

- Public

**Expected completion**

- Second half of 2011

**Executing agency**

- Bolivian Road Authority

**National Coordinator:** Edwin Marañón Gamboa / Tel: (5912) 215-6617 / emaranon@oopp.gob.bo

**Project Manager:** Guillermo Rubin de Celis / Tel: (5912) 215-6619 / grubin@oopp.gob.bo

**CCT Project Head (CAF):** Juan Carlos Saavedra / Tel: (571) 313-2311 / juan.saavedra@caf.com

**Purpose**

To supplement the linkage of Bolivia and the Central Interoceanic Hub countries with the Iquique port, with a view to stimulating economic recovery and social development in a major Bolivian mining and commercial area by providing a connection to Atlantic ocean through the Oruro-Cochabamba-Santa Cruz-Puerto Suárez-Santos road.

**Proposed solution**

Using rigid pavement for the Oruro-Toledo road supplement (142-kilometer Ancavari-Pisiga connection), and flexible pavement for the Toledo-Ancaravi connection stretch (53 kilometers) given its high heavy freight traffic potential.

**Current status – June 4, 2010**

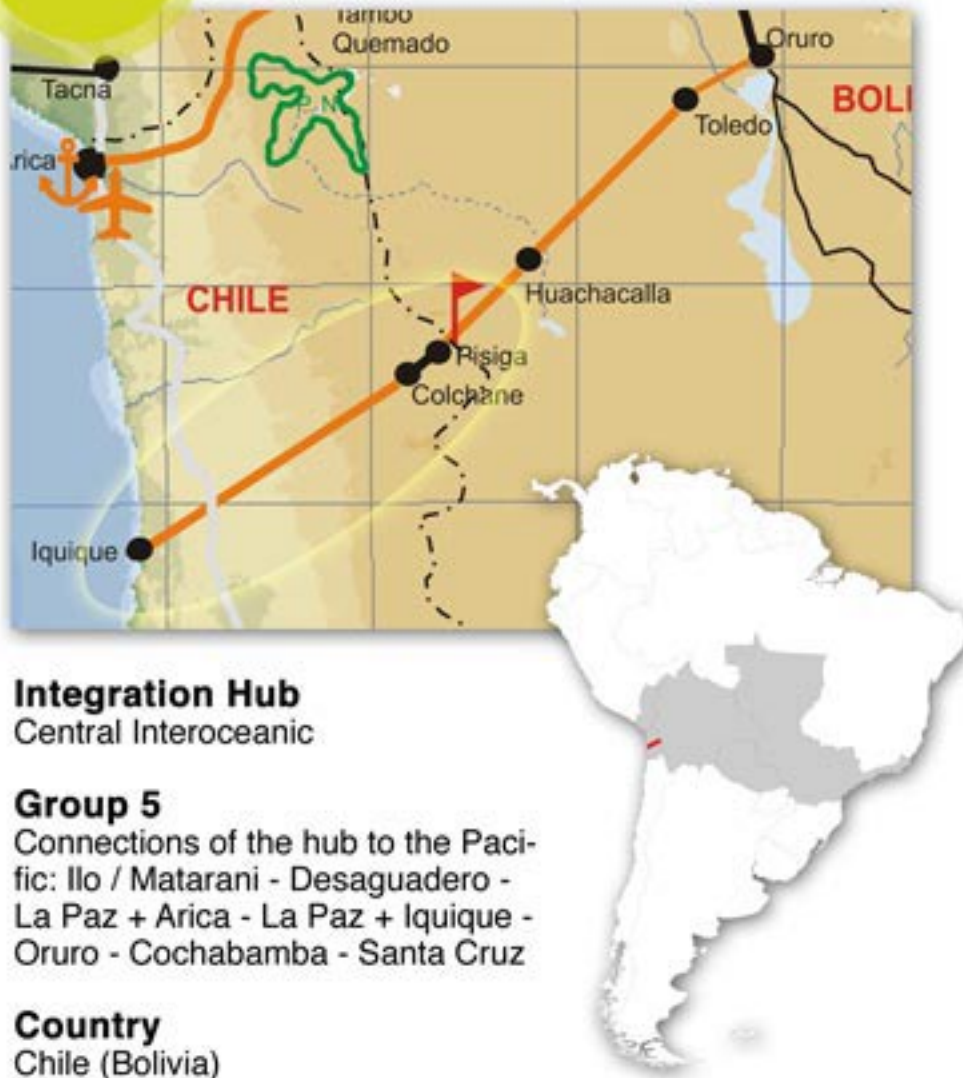
The projects comprises four sections:

- Section 1: Oruro-Toledo, 37-kilometer long, US\$18 million CAF-financed investment, already completed and operational.
- Section 2: Toledo-Ancaravi, 53-kilometer long, US\$24 million investment funded by the Italian government, in progress.
- Section 3: Ancaravi–Huachacalla, 70-kilometer long, US\$28 million CAF-financed investment, already completed and operational.
- Section 4: Huachacalla–Pisiga, 72-kilometer long, US\$25 million CAF-financed investment, in progress. The works were begun in July 2007 and are expected to be completed by late 2010.

The completed sections (Oruro-Toledo and Ancaravi-Huachacalla) account for 47% of the Oruro-Pisiga road.

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## Paving and Improvement of the Iquique - Colchane Road



**Integration Hub**  
Central Interoceanic

**Group 5**  
Connections of 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

**Current status**

- Execution Phase

**Estimated total investment**

US\$ 42.0 million

**Financing sources**

- National Treasury  
- Regional and sectoral investment

**Modality**

- Public

**Expected completion**

- March 2011

**Executing agency**

- Ministry of Public Works of Chile

**National Coordinator:** Rigoberto García / Tel: (562) 449-3205 / rigoberto.garcia@mop.gov.cl

**Project Manager:** Rigoberto García / Tel: (562) 449-3205 / rigoberto.garcia@mop.gov.cl

**CCT Project Head (IDB):** Carlos Tamayo / Tel: (1202) 623-3811 / carlost@iadb.org

### **Purpose**

To increase the capacity and upgrade the design of International Road CH-15. This project will provide a connection of the port of Iquique with the southern and central areas of Bolivia, such as Oruro and Iquique, and, through them, with the eastern areas of Santa Cruz and Puerto Suárez. This linkage is expected to prompt the development of the south of Bolivia by facilitating its access to the demand for goods in the city of Iquique and allowing direct exit to other countries from the Iquique port.

### **Proposed solution**

Rehabilitation in different stages of a 163-kilometer section of road CH-15 between the towns of Huará and Colchane. The project is included in Chile's Bicentennial Works Program (Programa de Obras Bicentenario, in Spanish) and in the Regional Programming Accord (Acuerdo de Programación Regional, in Spanish).

At present, all the section are paved. Only road safety works between kilometers 113 and 163 are pending.

The road alignment, 80% of which is straight and with slight downgrades, will result in considerable cost and time savings for land transport, thus improving competitiveness in the Hub. Access to the integrated logistics system at the port and to the Iquique free trade zone will enhance the competitive advantages.

### **Current status – June 4, 2010**

The section between kilometers 50 and 67.5 was completed in March 2009; in the sections between kilometers 102 and 113.5 and between kilometers 144 and 163, works are in progress under a single contract for works, their completion being scheduled for March 2011. Asphalt pavement of these sections has been completed, except for road safety works.

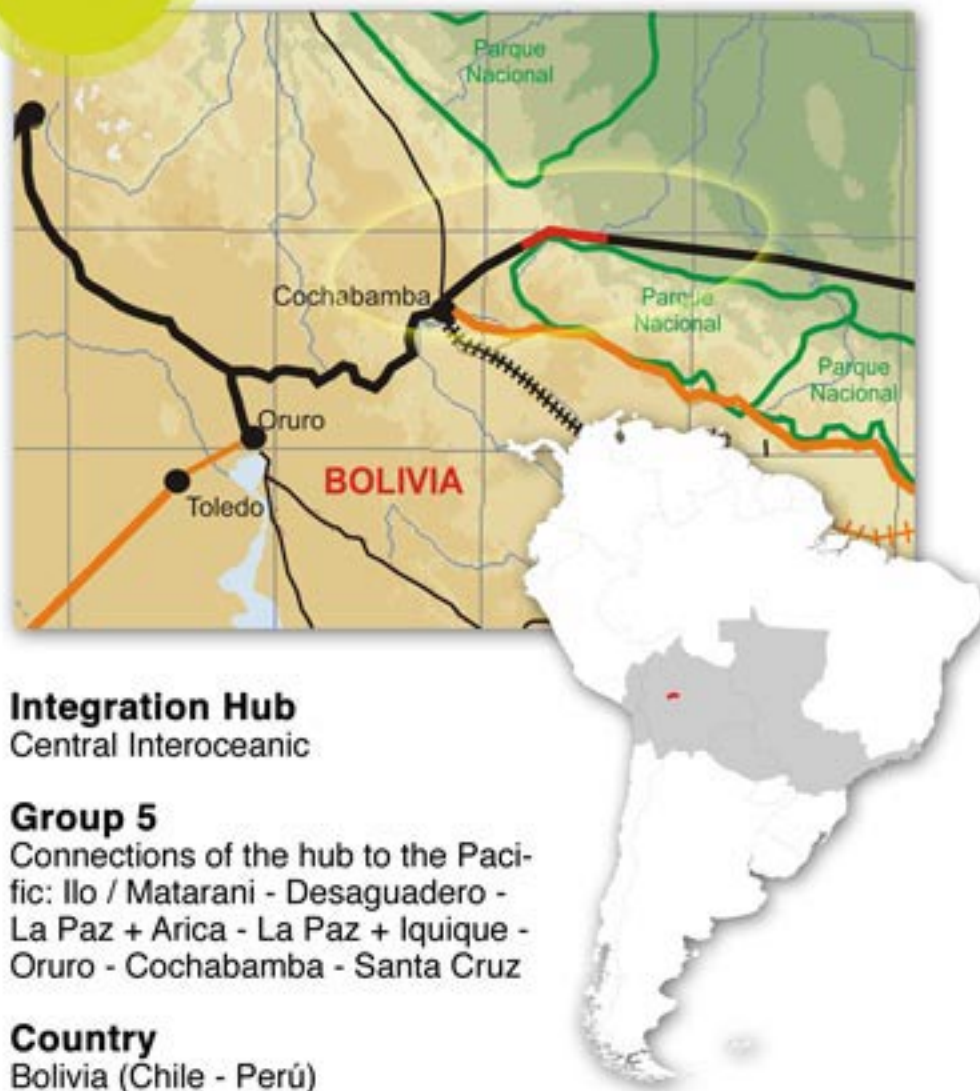
In the other sections of the Huará-Colchane road, pavement maintenance works are underway.

Additionally, in 2011 a call for bids will be issued for the engineering study for the construction of the Colchane Weigh Station, which is scheduled to be completed in 2012.



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## Rehabilitation of El Sillar road Section



**Integration Hub**  
Central Interoceanic

**Group 5**  
Connections of 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

**Current status**

- Pre-execution Phase

**Estimated total investment**

US\$ 120.0 million

**Financing sources**

Public, through national and multilateral agencies  
- IDB  
- Government of the Department of Cochabamba

**Modality**

- Public

**Expected completion**

- Second half of 2011

**Executing agency**

- Bolivian Road Authority

**National Coordinator:** Edwin Marañón Gamboa / Tel: (5912) 215-6617 / emaranon@oopp.gob.bo

**Project Manager:** Guillermo Rubin de Celis / Tel: (5912) 215-6619 / grubin@oopp.gob.bo

**CCT Project Head (FONPLATA):** Sebastián Abbatemarco / Tel: (5913) 336-6611 / sabbatemarco@fonplata.org

**Purpose**

To find a solution to the critical stretch of the new Santa Cruz-Cochabamba road (4,000 vehicles/day), where geological and drainage defects — worsened during rainy seasons as a result of the nearby Espiritu Santo river flood events— hinder smooth traffic interconnection both nationally and internationally. This is a strategic project for joining Bolivia's western highlands and eastern plains, and for their connection to the Puerto Suárez-Corumbá border crossing (Brazilian border).

**Proposed solution**

Rehabilitation of a 30-kilometer section of the new Santa Cruz-

Cochabamba road (between Paracti and Villa Tunari), which becomes unstable during rainy seasons. The project includes a study for the improvement of the existing section as well as a proposal for a new, alternative road alignment or a route that partially uses the existing course.

**Current status – June 5, 2010**

The final detailed engineering design studies were completed in 2008, at a cost US\$2.5 million, which were financed by the IDB.

Funding arrangements are underway for the works construction phase.

# Desaguadero Binational Border Service Center

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## Integration Hub

Andean

## Group 8

Peru - Bolivia (Huancayo - Ayacucho - Tarija - Bermejo) Connection

## Countries

Bolivia - Perú

## Type of project

- Transportation/Border Crossing

## Current status

- Pre-execution Phase

## Estimated total investment

US\$ 7.5 million

## Financing sources

- Public, through national and multilateral agencies

Peruvian Module: Inter-American Development Bank (IDB) and local counterpart funds (30% from the National Treasury). Estimated Investment: US\$4.1 million

Bolivian Module: Multilateral agency to be defined (IDB or CAF) and local counterpart funds (20% from the National Treasury)

## Modality

- Public

## Expected completion

- Second half of 2012

## Executing agency

- Ministry of Foreign Affairs and Trade of Bolivia
- Ministry of Foreign Affairs of Perú
- Ministry of Transport and Communications of Perú (\*)
- Ministry of Public Works, Services and Housing of Bolivia

(\*) The Ministry of Transport and Communications is, as stated in the Loan Agreement, the co-executing agency for the Program.

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**Project Manager:** Guillermo Rubín de Celis (Bolivia) / (8/5/2010 - 6/8/2010) / Tel: (5912) 215-6619 / grubin@oopp.gob.bo

Nilo Meza (Perú) / Tel: (511) 719 8912 / nmeza@rree.gob.pe

**CCT Project Head (CAF):** Juan Carlos Saavedra / Tel: (571) 313-2311 / juan.saavedra@caf.com

### **Purpose**

To set up a binational integrated control center at the Desaguadero border crossing with a view to improving the flow of persons, goods, and vehicles between Peru and Bolivia. This is the most important border crossing between the two countries; therefore, the start-up of the Desaguadero Binational Border Service Center (or CEBAF, its Spanish acronym) will have, among other impacts, a significant revitalizing effect on economic and trade relations at the bilateral and regional levels.

### **Proposed solution**

To build and manage integrated control modules in each country, under the juxtaposed, double headquarters modality. Within the framework of Decision 502 of the Andean Community (CAN), such modules will constitute the Integrated Binational Border Service Center (CEBAF) at the new Desaguadero international bridge. In addition, the solution seeks to regulate, standardize, and harmonize the administrative and information-recording procedures and processes of both countries' competent agencies so

that they operate on a coordinated basis at the Desaguadero border crossing, ensuring the integrated control of the flow of persons, goods, and vehicles. The solution further includes furnishing the equipment required for the provision of integrated control services, as well as supporting the reengineering and development of the processes and procedures needed to this effect. It also provides for the training of the officials responsible for control activities under the new scheme, as well as of operators and users of this border crossing. The involvement of the private sector and relevant social stakeholders from the area is to be encouraged, as it will contribute to the proper integration of the center and the related supplementary services with the economic activities of the local population. Finally, the proposal includes the identification of logistics development opportunities in the city of Desaguadero resulting from the activities conducted at the CEBAF-type border crossing, as well as the implementation of concrete actions conducive to promoting the development of the local supply of carrier-support services.

### **Current status – June 8, 2010**

The Desaguadero border crossing includes the new Desaguadero international bridge, which spans the river of the same name and joins the homonymous Bolivian and Peruvian cities of Desaguadero. This is the most important border crossing between Bolivia and Peru, used for 90% of the trade flow between the two countries. Within the framework of IIRSA, the Desaguadero Border Service Center project has been selected as one of five pilot experiences aimed at international customs traffic modernization. In addition, the Desaguadero CEBAF has been chosen as the Anchor Project within its project group.

Peru requested a US\$4 million loan from the IDB; the operation was approved by the Peruvian Executive Branch (Decree 181-2007-EF), which enabled the signing of Loan Agreement 1836/OC-PE between the Peruvian government and the IDB on February 22, 2008. Of the total loan amount, US\$3 million have been allocated to the Desaguadero border crossing project (Peru-Bolivia).

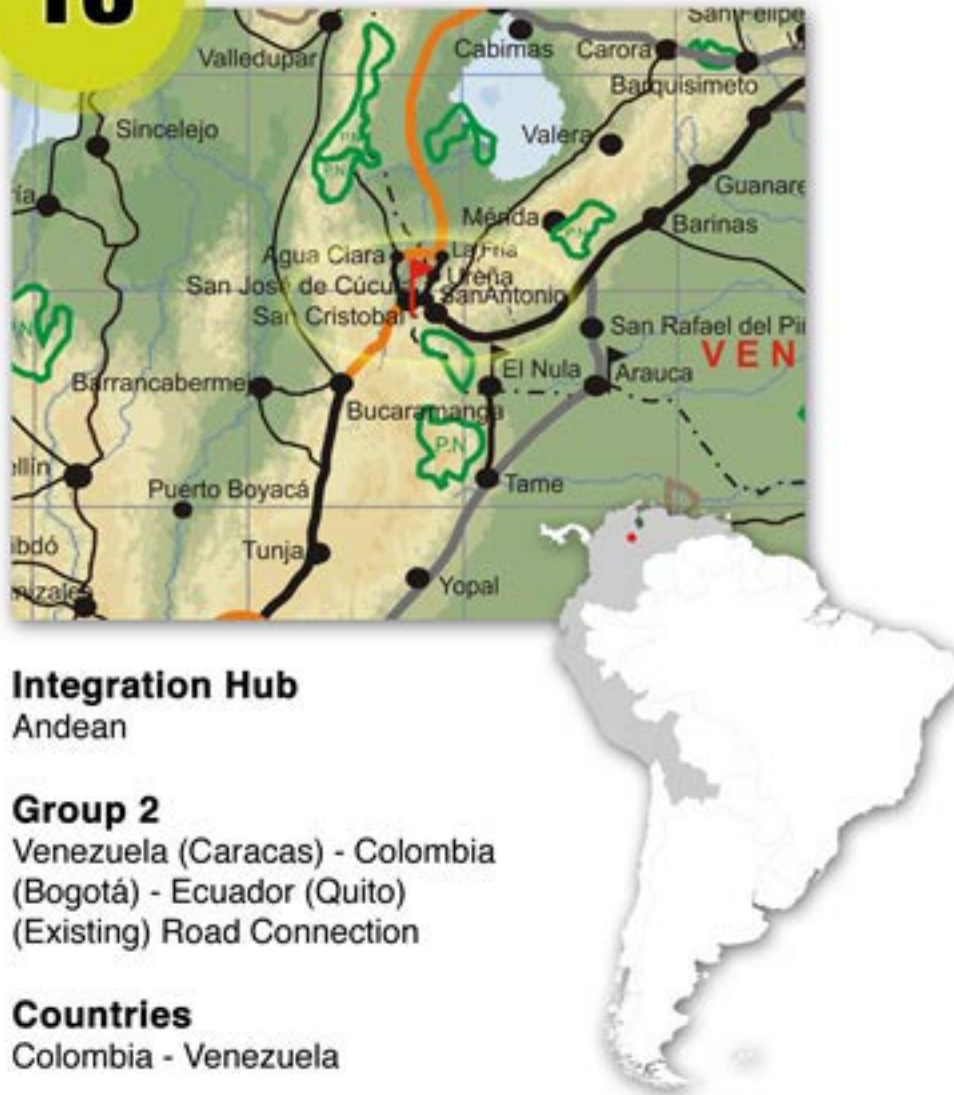
Therefore, the project has sufficient funding for the construction of modern border control facilities, the procurement of equipment, and the training of its officials. Due to Peruvian fiscal policy provisions, however, the first disbursement only occurred on February 13, 2009.

To date, after a short Project Coordination Unit implementation phase, the land for the location of the Peruvian premises has been purchased, and the required process to clear and obtain the property title is about to be completed. A conscientious program of community relations and communication with the main stakeholders was implemented. On this basis, the administrative process to hire the firm that is to be commissioned to prepare the final design of the works is underway. This study is estimated to be completed in the first quarter of 2011. If this is the case, the works should be finished by mid-2012.

As for the construction of the Bolivian premises, the competent authorities have not taken any action.

# Cúcuta - San Antonio del Táchira Border Crossing

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## Integration Hub

Andean

## Group 2

Venezuela (Caracas) - Colombia (Bogotá) - Ecuador (Quito)  
(Existing) Road Connection

## Countries

Colombia - Venezuela

## Type of project

- Transportation/Border Crossing

## Current status

- Profiling Phase

## Estimated total investment

US\$ 2.0 million

## Financing sources

Public, through national and multilateral agencies

- IDB
- CAF
- National Counterpart Funds

The investment amount will be subject to the results of the design stage.

## Modality

- Public

## Expected completion

- Pending definition

## Executing agency

- Ministry of Transport of Colombia
- Ministry of Infrastructure of Venezuela
- Venezuela-Colombia Binational Transport Panel

**National Coordinator:** René Alejandro Cortés (Colombia) / Tel: (571) 381-5000 ext. 1700 / rcortes@dnpc.gov.co

To be confirmed (Venezuela)

**Project Manager:** Jorge Carrillo (Colombia) / Tel: (571) 324-0800 ext. 1543 / jcarrillo@mintransporte.gov.co

To be confirmed (Venezuela)

**CCT Project Head (CAF):** Juan Carlos Saavedra / Tel: (571) 313-2311 / juan.saavedra@caf.com

### **Purpose**

To improve the flow of persons, vehicles, and goods through the Cúcuta (Colombia)-San Antonio (Venezuela) border crossing via the implementation of integrated border control systems.

### **Proposed solution**

Border crossings are geographical spaces where flows of people, vehicles, and goods intersect when leaving the territory of one country and entering that of another country, and where they are subject to a series of controls and administrative formalities applicable pursuant to the domestic legislation of each country as well as to supranational rules in force within the Andean Community. The Cúcuta-San Antonio border crossing concentrates a significant flow of persons and foreign-trade goods, always employing the land transportation mode, in view of which a series of Decisions has been agreed upon within the framework of CAN: Decision 398, which regulates international passenger road transportation; Decision 399, applicable to the international transport of goods; and Decision 636, providing for customs transit in the Andean Community. Venezuela's withdrawal from CAN has resulted in the need for the other member countries to enter into bilateral agreements aimed at facilitating passenger and goods transportation through border crossings in an economic environment where trade agreements are increasingly common.

It is also necessary to regulate cross-border transportation as a modality separate from international transportation, and to secure greater gains for all players involved in the transportation production chain. In this sense, concrete actions are required to be defined with a view to materializing a cultural change conducive to the establishment of a strategic alliance scheme for rendering transportation services, eliminating mandatory transshipment of goods at border crossings, and complying with the provisions of the Andean legislation in this regard. In addition, the counterpart agencies of the two countries converging at this border crossing are required to take simultaneous actions oriented to the simplification and harmonization of administrative formalities, the improvement of physical infrastructure, and the standardization of procedures.

### **Current status – May 12, 2010**

Colombia submitted a harmonization proposal to Venezuela. As of March 2010, no response was received. Project continuity is contingent upon both countries reaching consensus on this proposal.

Note: Information has been updated only by Colombia.

# Improvement of Navigation Conditions on the Meta River

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## Integration Hub

Andean

## Group 4

Pacific - Bogotá - Meta - Orinoco -  
Atlantic Connection

## Countries

Colombia - Venezuela

## Type of project

- Transportation/River

## Current status

- Execution Phase

## Estimated total investment

US\$ 108.0 million

## Financing sources

- Public through national agencies

## Modality

- Public

## Expected completion

- December of 2014

## Executing agency

- Ministry of Transport of Colombia
- Ministry of Infrastructure of Venezuela
- Ministry of the Environment of Colombia
- Ministry of the Environment of Venezuela

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**Project Manager:** Nelson Evelio López (Colombia) / Tel: (571) 324-0800 ext. 143 / nelopez@mintransporte.gov.co

To be confirmed (Venezuela)

**CCT Project Head (CAF):** Juan Carlos Saavedra / Tel: (571) 313-2311 / juan.saavedra@caf.com



### **Purpose**

To develop and strengthen an intermodal transportation corridor through the restoration of the navigability of the Meta river on a sustainable basis, with a view to fostering trade among different regions in Colombia, Venezuela, Brazil, other South American countries and European countries, and connecting remote regions with distribution and consumption centers, thus improving the standard of living of their inhabitants.

The Colombian government deems this project to be in its national interest and is willing to continue talks with the government of Venezuela so that a comprehensive proposal including the navigation along the Meta, Orinoco, and Apure rivers may be agreed upon. This river navigability project will leverage exports of corn, palm oil, forest products, and coke, among other products, and imports of wheat, fertilizers, soybean, and steel.

### **Proposed solution**

Restoring the navigability of an 830-kilometer section, between Cabuyaro and Puerto Carreño. To accomplish this, certain works need to be performed such as: closure of river branches resulting from river channel bifurcation, stabilization of riverbanks, contraction of the river channel, dredging of the river in unstable areas, placement of buoys and markers, improvement and construction of docks, and improvement of access roads to the docks, among others.

### **Current status – May 21, 2010**

Document 3396 issued by the Colombian National Council of Economic and Social Policy (or CONPES, its Spanish acronym) in 2005 declared the restoration of the Meta river navigability to be strategic for Colombia, and approved resources for US\$19 million for the execution of the following works:

(i) La Banqueta Dock - update of designs and construction: environmental licenses have been issued. The sheet piling, filling, final dock enclosure, small vessel access facilities, and marshalling yard works have been completed (US\$3.5 million). Commencement date: December, 2006 - Completion date: August 16, 2009

(ii) Cabuyaro Dock - studies, design, and expansion: all dock-related activities, as well as dock approach blocks, six-leg jetties, and block paving of access roads, have been completed (US\$1.3 million). Commencement date: January, 2007 - Completion date: May, 2007. In a second phase, a contract was awarded for the execution of works for dock expansion and improvement of areas for livestock yard location. Commencement date: October 29, 2009 - Expected completion date: September 30, 2010

(iii) Puerto Carreño Dock - study for its improvement and expansion: studies and designs have been completed. The loading dock piling works, as well as the construction of the floating dock and its gangway, have been completed (US\$2.2 million). Commencement date: February, 2007 - Completion date: May 11, 2009. The procurement process for a second stage consisting in the execution of dock expansion works is underway.

(iv) La Banqueta Dock access road - study, design and improvement: studies have been completed. Activities have been focused mostly on the expansion of the access road at the lower sector of the Meta river and the shaping and granular surfacing of the 18.18-kilometer long road. Drainage works have been built along the road corridor, as follows: nine 3 x 3 box culverts (double), one 3 x 3 box culvert (single), one 4-opening multiple box culvert, and 14 extensions for existing culverts. Areas for depositing excess material: works began with the definition of areas for depositing excess material left over from excavation in Hacienda La Nirvana, abscissa Km 5+600, on the left bank. Granular surfacing of 16 kilometers of road: the allocated funds (US\$6.5 million) were only sufficient for the granular surfacing of the road.

Commencement date: December, 2006. As of May 2010, the procurement process for the pavement of the first kilometers is underway, and procurement of funds for the paving of the entire road is in progress.

(v) Construction of Meta river channeling works: Monitoring the river section between Cabuyaro and the mouth of the Manacacías river (approximately 135 kilometers) in order to be in conformance with the environmental license (prior to works commencement). Construction of the following structures with guadua (a kind of bamboo) for the closure of river branches (only for shallow waters): 1, 1A, 2 and 3, located between the municipality of Cabuyaro and downstream the La Banqueta loading dock. Construction of more than 21 submerged structures, each consisting in 6 to 8 three-meter long units (made of guadua). Building and installation of 941 jetty jacks. Progress is being made in the construction of the 600-meter long closure structure number 4, in the El Arenal sector. The second hydro-sedimentary campaign was conducted, yielding very favorable results in connection with the works constructed (US\$5.2 million). Commencement date: February 2007. Progress as of March 2010: 80%.

Note: Project progress refers to the Colombian sector.



### Integration Hub

Amazon

### Group 1

Access to the Putumayo Waterway

### Country

Colombia

### Type of project

- Transportation/Road

### Current status

- Execution Phase

### Estimated total investment

US\$ 373.0 million

### Financing sources

Public, through national and multilateral agencies

- National Treasury  
- IDB

### Modality

- Public

### Expected completion

- December of 2016

### Executing agency

- Ministry of Transport of Colombia  
- National Road Institute of Colombia

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**Project Manager:** Guillermo Alberto Cruz Alemán / Tel: (571) 381-5000 ext. 1720 / gacruz@dnp.gov.co

**CCT Project Head (IDB):** Carlos Tamayo / Tel: (1202) 623-3811 / carlost@iadb.org

### **Purpose**

To contribute to the consolidation of the Amazon Hub , from west to east, from Tumaco to Belém do Pará (Brazil); to favor greater integration of the Colombian transportation infrastructure network with Ecuador and Peru; to improve land connection of Colombia's southern and central regions; to foster the social and economic development of the south of Colombia and the northern portions of Ecuador and Peru; and to stimulate trade among the South American countries.

### **Proposed solution**

In its Document 3609 of September 2009, the National Council of Economic and Social Policy of Colombia (or CONPES, its Spanish acronym), declared the "Road Development of the South of Colombia" project to be of strategic importance.

The project comprises the following sections:

(i) Tumaco-Pasto-Mocoa: Works scheduled to be carried out over the 2010-2015 period consist in the improvement and comprehensive maintenance of the Tumaco-Pasto-Mocoa road corridor, including, among other activities, routine maintenance, structural strengthening, rehabilitation, emergency works, road management, and the upgrade of the Pasto-San Fernando section to a divided highway.

(ii) Construction of the San Francisco-Mocoa bypass: A 45.6- kilometer bypass road will be constructed in the 2010-2016 period. The project will consist of two phases, to be completed within six to eight years. During this first phase, construction will progress until the entire undivided highway presents a granular surface, including the construction of viaducts, earthworks, the building of special engineering structures, structural surfacing, and compliance with environmental requirements.

**Current status – June 23, 2010**

Studies and documents completed to date:

- (i) Phase III Engineering Studies and Environmental Impact Assessments (EIA) for the construction of the San Francisco-Mocoa bypass road
- (ii) Environmental Impact Assessments (EIA)
- (iii) Regional Environmental Assessment (REA): Analysis of cumulative and synergetic impacts due to increased traffic along the road corridor; environmental as well as social and cultural management opportunities
- (iv) Basic Environmental and Social Management Plan (ESMP) of the reserved forest in the upper Mocoa river basin: Management and control tools for the reserved forest were defined; measures and technical specifications for the design, construction, and operation of the bypass road
- (v) Environmental Management Plan Oversight: Sustainability of the measures recommended in the studies

(vi) Economic Feasibility and Baseline: Bypass road construction and operation cost-benefit analysis; detailed traffic studies

During 2009, improvement and maintenance works were carried out on the Tumaco-Mocoa road:

1. On the Nariño department road corridor sections: i) improvement works on the following roads: El Encano-Santiago, Pasto-La Piscicultura, Pasto-El Encano (preventive maintenance); ii) other works carried out on the Encano-Santiago and Pasto-Mocoa sections. Investment spent: US\$1.99 million.
2. On the Putumayo department road corridor sections: i) improvement and maintenance works on the following roads: Pasto-Mocoa, El Paso, El Encano-Santiago; ii) emergency works on the La Piscicultura-El Pepino road; iii) other works on the Pasto-Mocoa, La Sardina-El Pepino, La Piscicultura-El Pepino, El Encano-Santiago sections and on the San Francisco-Mocoa bypass road. Investment spent: US\$3.8 million

The National Road Institute of Colombia (or INVIAS, its Spanish acronym) will invest US\$6.5 million in 2010 for the improvement and maintenance of the Tumaco-Mocoa road (Piscicultura-Santiago, San Francisco-El Pepino, Mocoa sections). Likewise, INVIAS allocated US\$13 million to the construction of the bypass road.

It is worth noting that the planning and structuring process of the San Francisco-Mocoa bypass construction project has been considered, from the technical and environmental points of view, a

pilot experience for the development of infrastructure projects in areas with great biodiversity and cultural wealth. (\*)

In addition, the IDB granted the national government a loan for up to US\$203 million to partially finance the construction of the San Francisco-Mocoa bypass road (phase I).

(\*) For this project, the IDB provided support for conducting the required technical studies, which began in 2005 and concluded in 2008 with the issue of the environmental license by the Ministry of the Environment, Housing and Territorial Development.



### Integration Hub

Amazon

### Group 3

Access to the Huallaga - Marañón Waterway

### Country

Perú (Brazil)

### Type of project

- Transportation/Road

### Current status

- Execution Phase

### Estimated total investment

US\$ 681.2 million

### Financing sources

In the case of the Paita-Yurimaguas road, financing is to be provided by the firm Concesionaria IIRSA Norte S.A., to be repaid by the Peruvian government over a 25-year period. The Paita port terminal works are to be privately financed (under a concession scheme). The logistics and river project studies are publicly funded.

### Modality

- Public/Private

### Expected completion

- December 2012

### Executing agency

- Ministry of Transport and Communications of Peru
- National Port Authority of Peru
- Peruvian road, port and logistics center concessionaire firms
- Private Investment Promotion Agency (PROINVERSION) of Peru

**National Coordinator:** Augusto Arzubiaga Scheuch / Tel: (511) 204-2459 / aarzubiaga@rree.gob.pe

**Project Manager:** Henry Zaira / Tel: (511) 615-7800 / hzaira@mtc.gob.pe

**CCT Project Head (IDB):** Carlos Tamayo / Tel: (1202) 623-3811 / carlost@iadb.org

**Purpose**

To improve the infrastructure and operation of the intermodal hub, by promoting the streamlining of its logistics services and ports in order to consolidate the coast-sierra-rainforest integration corridor of Peru's northern region and its regional complementarity with the Amazonas state in Brazil, thus giving impetus to international trade.

**Proposed solution**

Rehabilitation and improvement of the existing road infrastructure in the Paita-Tarapoto-Yurimaguas corridor, complementarily providing the services necessary to ensure an efficient flow of freight and passengers. Upgrade of the ports of Paita and Yurimaguas, promoting private investment and management in order to enhance their productivity. Establishment of the Paita and Yurimaguas Logistics Platforms ("Zonas de Actividades Logísticas," in Spanish), stimulating private investment and management so as to organize and optimize the activities and processes within the logistics chains involved.

**Current status – June 24, 2010**

Within the framework of the concession of the Northern Amazon Hub (Paita-Yurimaguas), between April 2006 and April 2007 the Paita-Piura (54 kilometers) and Piura-Olmos Turn-off (168 kilometers) sections were rehabilitated, the investment totaling US\$71.8 million.

In April 2008, the works of the second stage began, which include river flood defense works, slope stabilization, improvement of special engineering structures and drainage, environmental protection, reconstruction of five bridges, and asphalt pavement repair in critical stretches of the Corral Quemado-Rioja, Rioja-Tarapoto and Corral Quemado-Olmos Turn-off sections, requiring an investment of US\$40.2 million. Second-stage works must be completed by September 2010, as some sections were affected by natural disasters.

As of March 2010, physical progress made in the Rioja-Corral Quemado section is 93.7%; in the Rioja-Tarapoto section, 93.2%, and in the Corral Quemado-Olmos Turn-off section, 56.2%.



In addition, asphalt paving of the 114-kilometers long Tarapoto-Yurimaguas road was completed in March 2009, the investment amounting to US\$163 million. Publicly funded works were executed on an 11.6-kilometer stretch (kilometer 114-Yurimaguas) between April 2003 and July 2006.

In 2005 the Olmos-Corral Quemado road (196 kilometers) repair works were completed, with a total investment of US\$69.9 million.

As for the port of Paita, on April 11, 2008, PROINVERSION launched a call for comprehensive project bids for the concession of the Paita port terminal. On March 31, 2009, the concession was awarded to the consortium Terminales Portuarios Euroandinos (TPE). The investments provided for in the contract (US\$127.8 million for the first and second stages), as well as US\$100 million (execution of complementary works) will be used for the construction of a new dock and container yard, as well as for the purchase of gantry and ship-to-shore cranes. Works at the Paita port terminal are scheduled to begin in the first quarter of 2011.

In addition, to supplement the development of the port of Paita, PROINVERSION conducted in 2008, the Paita Logistics Platform feasibility study, which concluded that the required investment is US\$47 million.

On December 29, 2009, a call for comprehensive project bids was issued for the concession of the Yurimaguas port terminal, which is to be located in Nueva Reforma, some 20 kilometers away from the existing port. The concession is for 30 years, and the investment will amount to US\$38.9 million. The bid is expected to be awarded in the third quarter of 2010. The cost of the works is to be co-financed with government funds.

To access the new Yurimaguas port terminal location (Nueva Reforma), a new 10-kilometer long road is to be built at the expense of the Northern Amazon Hub's concessionaire. The investment amounts to US\$10 million.

Furthermore, the Yurimaguas Logistics Center is planned to be built, with an investment of US\$5 million.



### Integration Hub

Amazon

### Group 4

Access to the Ucayali Waterway

### Country

Perú (Brazil)

### Type of project

- Transportation/Road

### Current status

- Execution Phase

### Estimated total investment

US\$ 1,351,300,000

### Financing sources

The required investments in the Lima-Pucallpa Road and the South Dock of the port of Callao will be privately financed via concessions. Studies on and access to the waterway, as well as the Logistics Centers, will be publicly financed and, once completed, the execution of the works will be awarded under concession to the private sector.

### Modality

- Public/Private

### Expected completion

- December 2014

### Executing agency

- Ministry of Transport and Communications of Peru
- National Port Authority of Peru
- Peruvian road, port and logistics center concessionaire firms

**National Coordinator:** Augusto Arzubiaga Scheuch / Tel: (511) 204-2459 / aarzubiaga@rree.gob.pe

**Project Manager:** Henry Zaira / Tel: (511) 615-7800 / hzaira@mtc.gob.pe

**CCT Project Head (IDB):** Carlos Tamayo / Tel: (1202) 623-3811 / carlost@iadb.org

**Purpose**

To enhance the competitiveness of the coast-sierra-rainforest integration road in the Peruvian territory's central corridor by interconnecting the country's major urban and industrial center, its central region and the Brazilian states of Acre and Amazonas, as well as to allow the interconnection of the continent with the Pacific Basin.

**Proposed solution**

Provision of road infrastructure and services required to ensure efficient vehicle flow on the Lima-Tingo María-Pucallpa route. Upgrade of the ports of Callao and Pucallpa, mainly through private investment, with a view to increasing their competitiveness.

To establish logistics centers at the port terminals of Callao and Pucallpa in order to facilitate cargo flows and storage.

**Current status – July 5, 2010**

The following sections have been completed: Tingo María-Puente Pumahuasi (15.2 kilometers); Puente Chino-Aguaytía (42.3 kilometers), Aguaytía-San Alejandro (50.5 kilometers), and Neshuya-Pucallpa (58.8 kilometers). Total investment: US\$152 million.

Works on the Puente Pumahuasi-Puente Chino (36.6 kilometers) and San Alejandro-Neshuya (50.1 kilometers) sections are in progress, and their completion is scheduled for December 2010. Total investment: US\$161 million.

In addition, a 25-kilometer stretch of the Puente Chino-Aguaytía section, which was damaged by natural phenomena in 2008, is scheduled to be rebuilt. Required investment: US\$16.5 million.

The Tingo María-Aguaytía-Pucallpa road is part of the Central Amazon Hub concession (Lima-Ricardo Palma-La Oroya-Pucallpa).

On November 1, 2009, a call for tenders was launched for the concession of Section II, Ricardo Palma-La Oroya-Huancayo and La Oroya-Cerro de Pasco Turn-off (370 kilometers), with an estimated investment of US\$60 million. The concession is expected to be awarded in the third quarter of 2010. In addition, the studies required to issue the call for bids for the concession of the other two sections —Section I: Lima-Ricardo Palma, and Section III: Cerro de Pasco Turn-off-Tingo María-Pucallpa— are underway.

As for the port of Pucallpa, on April 20, 2009, PROINVERSION launched the promotion process intended to grant it under concession to the private sector, estimating that the investment will amount to US\$16.7 million. The concession is scheduled to be awarded in the fourth quarter of 2010. The project requires public co-financing. Appraisal of the value of the land to be acquired by the State for this purpose is underway.

On June 19, 2006, the construction of the new Zona Sur (southern area) container terminal was awarded to the consortium Terminal Internacional de Contenedores del Callao, made up of P&O Dover/Dubai Ports International and Uniport S.A., for a period of 30 years, with committed investments of US\$617 million. In May 2010, the first-stage works were completed and operations began one month later.

Furthermore, alternatives are being analyzed for the construction of the new ore terminal at the port of Callao, which is estimated to require an investment of US\$36 million.

The State-owned firm ENAPU has bought four gantry cranes (two ship-to-shore cranes and two yard cranes) for Dock 5, which will be specially used for containers, with an investment of US\$29.3 million. The cranes have already been installed and are operational on Dock 5 since April 2009.

For the construction of the Ramiro Prialé-Puente Ricardo Palma freeway, the comprehensive pre-investment study is scheduled to commence in 2010, including an assessment of all alignment alternatives, intervention type per section, and updated appraisal value of the land to be acquired by the State. The investment is estimated at US\$242 million (self-funding concession).

Some works are in progress (interchanges at the Huachipa bridge sector) amounting to US\$16.45 million, and must be completed by March 2011.

Additionally, the Pucallpa Logistics Center is scheduled to be built, with an estimated investment of US\$5.0 million, the objective of which is to streamline the operation of the Central Amazon Multimodal Hub.



### Integration Hub

Amazon

### Group 2

Access to the Napo Waterway

### Country

Ecuador

### Type of project

- Transportation/Port

### Current status

- Pre-execution Phase

### Estimated total investment

US\$ 105.3 million

### Financing sources

- Public and private, through concessionaires and national and multilateral agencies

Funds from the State and international financial organizations (CAF/IDB). To the extent that studies advise to have the port awarded by concession, funding may be sourced from the private sector.

### Modality

- Public/Private

### Expected completion

- December 2012

### Executing agency

- Government of Ecuador  
- Ministry of Transport and Public Works of Ecuador

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**Purpose**

To facilitate trade between the Pacific Basin and the Amazon Basin countries by fostering sustainable development in the Ecuadorian provinces of Esmeraldas, Manabí, Guayas, El Oro, Carchi, Imbabura, Pichincha, Cotopaxi, Tungurahua, Chimborazo, Sucumbios, Orellana, and Napo; the Peruvian department of Loreto; the Colombian departments of Nariño and Putumayo; and the Brazilian state of Amazonas.

**Proposed solution**

Construction of a high-efficiency, high-performance cargo transfer river port on the left bank of the Napo river, Providencia sector, in the Ecuadorian provinces of Orellana/Sucumbios, for which complementary works are required, such as the improvement of the Shushufindi-El Triunfo-Providencia road, which is to link the state road network with the above-mentioned port site, as well as the supply of electric power and telecommunications for proper port operation. The port facilities are to be built in Providencia, on a 160,000-square meter area that will feature docks, a multipurpose terminal, a solid bulk cargo terminal, a hazardous material terminal, a container consolidation and deconsolidation area, an administration area, port equipment, a customs area, a harbor master's office, migration services, security services, phytosanitary controls, and a logistics center intended to make trade flow more dynamic.

**Current status – July 7, 2010**

The integration of Ecuador's eastern region with Brazil via Peru is deemed a priority, for which purpose the Francisco de Orellana port has been defined as a cargo transfer port. This integration involves the implementation of a corridor for trade and sustainable development based on a system of multimodal (road, river, and air) transport.

At the time when the Implementation Agenda Based on Consensus was established, the new port project was just an idea, and its possible location was its only development so far. In 2006, port location pre-feasibility studies were already available. It became apparent, however, that Napo river navigability studies were required in order to define the best possible location for the cargo transfer port, the alternatives under analysis being the Francisco de Orellana port and the Providencia port.

In 2009, upon the countries' request, the IDB approved a binational (Ecuador-Peru) technical cooperation grant for the preparation of the Napo river navigation conditions study. The study was awarded to the consulting firm SERMAN-CSI, which began working on it in October 2009, with the first two partial reports having been submitted to date. The final report must be delivered in the fourth quarter of 2010. These studies, together with the new definition of priorities and objectives, will constitute the basis for the pre-investment studies of the port itself.



### Integration Hub

Perú-Brazil-Bolivia

### Group 1

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

### Country

Perú (Brazil)

### Type of project

- Transportation/Road

### Current status

- Execution Phase

### Estimated total investment

US\$ 1,384,300,000

### Financing sources

Public, through national and multilateral agencies

- Private sector
- Via concessionaires

The works are expected to be funded by the concessionaire firms in charge of each section. The project is to be repaid by the State in a 25-year period.

### Modality

- Public/Private

### Expected completion

- April 2011

### Executing agency

- Government of Peru
- Ministry of Transport and Communications of Peru
- Private Investment Promotion Agency (PROINVERSION) of Peru
- Public Transportation Infrastructure Investment Supervisory Board (OSITRAN) of Peru
- Peruvian road concessionaire firms

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### **Purpose**

To improve and repair road infrastructure in Peru's southern macro-region, which connects the country with the Brazilian states of Acre and Rondônia, the purpose of which is to facilitate passenger and freight flows between such regions and their exit to international markets through the Pacific Basin, thus giving impetus to the regional integration process.

### **Proposed solution**

Carrying out paving works on the Urcos-Pte. Inambari, Pte. Inambari-Iñapari and Pte. Inambari-Azángaro sections. Rehabilitating asphalt pavement on the San Juan de Marcona-Urcos and Matarani-Juliaca-Azángaro / Ilo-Puno-Juliaca road sections. Providing the road with the infrastructure necessary to render services efficiently and ensure quality service for users.

### **Current status – June 16, 2010**

Asphalt paving of sections 2 (Urcos-Inambari), 3 (Inambari-Iñapari) and 4 (Inambari-Azángaro) of the Interoceanic Road commenced under contract in July 2006 for a 48-month period. To date, the first and second stage works have been completed, while third stage works are in progress.

As of March 2010, 763 kilometers of road have undergone asphalt pavement, accounting for 75.6% of the total length of the three road sections (1,009 kilometers). Works are scheduled to be completed in the first half of 2011. The updated investment amounts to US\$1,348,800,000.

In addition, the construction of the Billingham bridge spanning 772 meters over the Madre de Dios river is underway in the Iñapari-Puerto Maldonado-Inambari road section. Erection works are being performed by the concessionaire of section 3 of the Interoceanic Road (Inambari-Iñapari), and are expected to be completed in the first half of 2011. The total investment amounts to US\$35.5 million, including US\$27.9 million spent on bridge structure works (2006-2007) and US\$7.6 million allocated to the erection works.

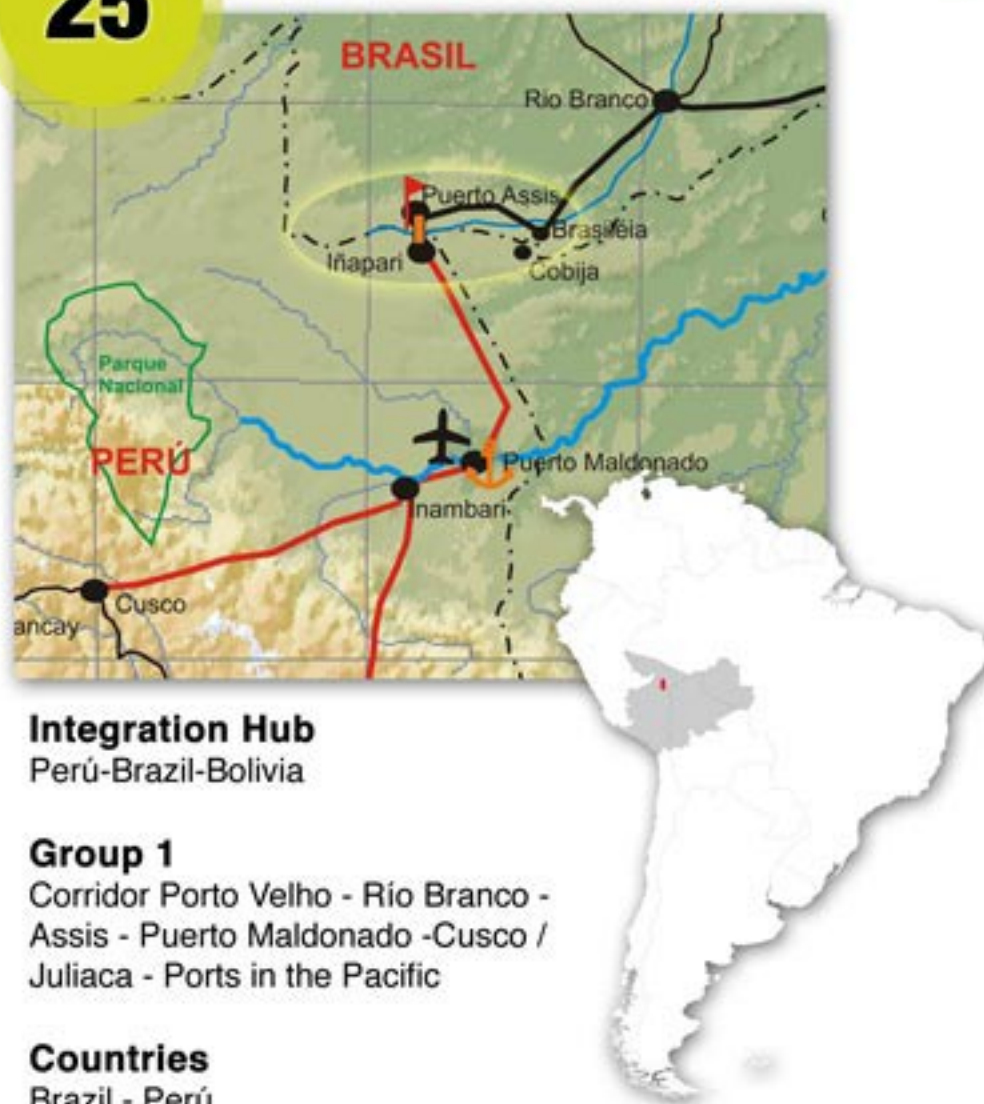
Thus, the investment (road and bridge) totals US\$1,384,300,000.

It is worth noting that on the improved sections, traffic level has risen considerably (by up to 500% on the Urcos-Puerto Maldonado section), while travel times have been significantly reduced (50% on average).



## Bridge over the Acre River

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### Integration Hub

Perú-Brazil-Bolivia

### Group 1

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

### Countries

Brazil - Perú

### Type of project

- Transportation/Bridge

### Current status

- Completed

### Estimated total investment

US\$ 12.0 million

### Financing sources

Public, through national agencies  
Financed by the Brazilian government (Ministry of Transport / National Department of Transport Infrastructure) and counterpart funds from the government of the state of Acre.

### Modality

- Public

### Expected completion

- Bridge Completed in January of 2006

### Executing agency

- Department of Roads of the State of Acre, Brazil (DERACRE)

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### **Purpose**

To boost the development of physical infrastructure and cross-border integration in South America, in addition to providing Brazil and the southern macro-region of Peru with access to the Peruvian maritime ports of Ilo, Matarani and San Juan, on the Pacific ocean, and vice versa. To build border control centers with integrated control systems at both ends of the bridge over the Acre river.

### **Proposed solution**

Building of an international bridge over the Acre river (road BR-317) between the cities of Assis Brasil (state of Acre) and Iñapari (department of Madre de Dios, Peru), including its approaches and ancillary works.

Construction of Border Control Centers at both ends of the bridge, which will be properly fitted for the implementation of integrated control systems.

### **Current status – June 13, 2010**

Bridge completed and opened to traffic on January 21, 2006.

The Brazilian side border facilities (customs, federal police, and phytosanitary control) were completed in July 2006.

As for the Peruvian side border center, the pre-investment study is in progress. This border center is expected to operate as a border center for integrated control in the near future.

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

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**Integration Hub**  
Guianese Shield

**Group 2**  
Brazil - Guyana Interconnection

**Countries**  
Brazil - Guyana

**Type of project**  
- Transportation/Road

**Current status**  
- Execution Phase

**Estimated total investment**  
US\$ 3.3 million

**Financing sources**  
Public, through national and multilateral agencies  
- IDB  
- National Treasury

**Modality**  
- Public

**Expected completion**  
- February 2011

**Executing agency**  
- Ministry of Public Works and Communications of Guyana

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### **Purpose**

To improve land connection between Brazil and Guyana with a view to boosting their trade and cultural exchange. As a result of these works, this road will enhance trade flows with the Brazilian state of Roraima and strengthen integration among the Guianese Shield Hub countries, as it intersects the proposed east-west transportation network, joining Venezuela with Guyana, Suriname, and French Guiana.

### **Proposed solution**

Paving the existing road between Lethem (Guyana), located at the border with the Brazilian state of Roraima, and Linden. The Implementation Agenda based on Consensus includes only the first phase of this major project, which consists in updating the feasibility and environmental studies and preparing the engineering design of the Lethem-Georgetown section.

### **Current status – June 22, 2010**

The government of Guyana deems it important to complete the first stage, consisting in the updating of the feasibility and environmental studies and the preparation of the engineering studies for the Lethem-Georgetown section.

The pre-feasibility study, conducted by the UK firm Mott MacDonald in partnership with CEMCO Inc. of Guyana, was completed in January 2009.

The feasibility study is underway and will take 48 weeks. It is expected to be completed in February 2011. The scope of the works also includes the identification of the possible financing sources. Two addenda have extended the scope of the works originally provided for in terms of environmental/social and economic aspects.

The studies are being financed with resources from the IDB's Integration Infrastructure Fund (*FIRII - Fondo de Infraestructuras de Integración*).

## Bridge over the Takutu River

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### Integration Hub

Guianese Shield

### Group 2

Brazil - Guyana Interconnection

### Countries

Brazil - Guyana

### Type of project

- Transportation/Bridge

### Current status

- Completed

### Estimated total investment

US\$ 10.0 million

### Financing sources

Public, through national agencies

- Funds from the Ministry of Transport of Brazil

### Modality

- Public

### Expected completion

- Completed in July 2009

### Executing agency

- Engineer Corps of the Brazilian Army

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### **Purpose**

The construction of the international bridge over the Takutu river is aimed at providing road interconnection between Brazil and Guyana, with the purpose of meeting the traffic and trade needs between the two countries, thus securing direct benefits for neighboring areas as it will enable the distribution of regional production to other markets.

### **Proposed solution**

Building an international road bridge over the Takutu river to join the towns of Bonfim, in Brazil, and Lethem, in Guyana (230-meter span, 14-meter wide bridge).

This project is part of Brazilian federal route BR-401 (Boa Vista/Bonfim/Normandia), located in the state of Roraima.

### **Current status – May 11, 2009**

The bridge was built by the 6th Engineering and Construction Battalion with funds provided by the Brazilian government. It was opened to traffic by the National Department of Transport Infrastructure (DNIT) on April 26, 2009, but its official opening took place on September 14, 2009.

Immigration and customs procedures have been streamlined to allow smoother binational flows.



**Type of project**

- Transportation/Road

**Current status**

- Profiling

**Estimated total investment**

US\$ 0.8 million

**Financing sources**

Public, through national and multilateral agencies

Only for section 2 (San Martín de Turumbang-Linden) has funding for the pre-feasibility and environmental impact study been secured from CAF under a loan agreement.

**Modality**

- Public

**Expected completion**

- Pending

**Executing agency**

- CAF
- Ministry of Infrastructure of Venezuela
- Ministry of Transport of Guyana
- Venezuela-Guyana Binational Technical Committee

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## Purpose

To create, for integration purposes, a road corridor interconnecting Venezuela (Ciudad Guayana), Guyana (Georgetown), and Suriname (Paramaribo), with the goal of enhancing road trade flow among these countries, ensuring the consolidation of a comprehensive transportation system capable of meeting regional needs. Venezuela's proposal: to expand the purpose beyond trade exchange so that it be "to further integration, human development and trade."

## Proposed solution

The project consists in the construction, rehabilitation and/or improvement of several road segments and their respective engineering structures. According to the Implementation Agenda based on Consensus, the first stage of this project encompasses pre-feasibility and environmental impact studies in conformance with each country's specific requirements.

The project is made up of the following sections:

Ciudad Guayana-Tumeremo-San Martín de Turumbang: improvement of existing road.

- San Martín de Turumbang-Bártica (293 kilometers): road construction. In the first stage, the pre-feasibility and environmental study of the San Martín de Turumbang-Eterinbang-Bártica section, on the basis of the existing preliminary road alignment, is expected to be initiated. This section involves Venezuela and Guyana. The final alignment will be developed on the basis of the route alternatives (at least two), which are to be assessed from the technical-economic and environmental perspectives at the end of the preliminary phase of the study.

- Bártica-Linden: improvement of the existing road; construction of two new bridges: one over the Mazaruni river and the other over the Esequibo river, and improvement of the existing bridge over the Demerara river.



- Linden-Orealla: construction of a new road and bridge over the Berbice river.
- Orealla-Apura: construction of a new bridge over the Corentyne river.
- Apura-Paramaribo: repair and improvement of 375 kilometers of roads.

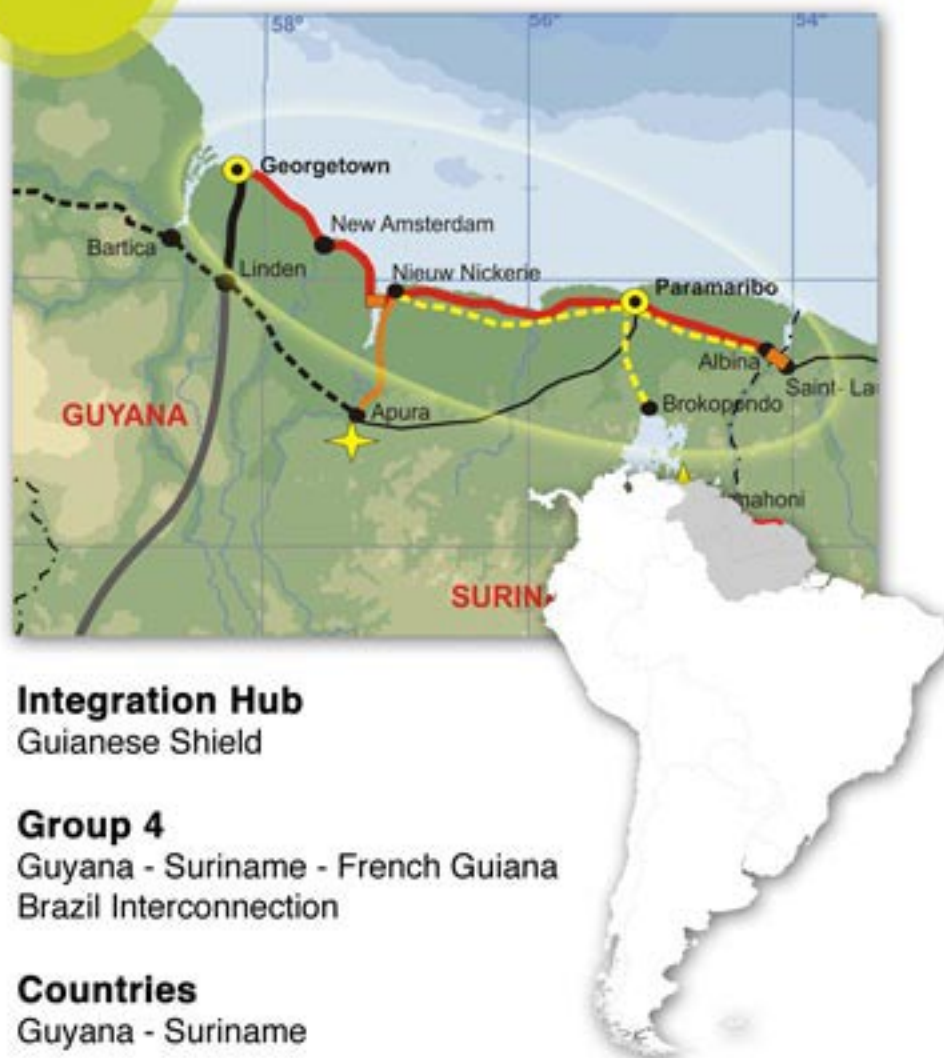
This project is important because it favors the physical integration of four countries: Venezuela, Guyana, Suriname, and Brazil.

The governments of Guyana and Suriname are currently discussing the scope of the project and the contents of the pertinent terms of reference.

#### **Current status – June 22, 2010**

The terms of reference for the design studies and the procurement procedures for the consulting services are being agreed upon between Venezuela and Guyana. Future meetings are expected to take place so that the process may move forward.

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#### Integration Hub

Guianese Shield

#### Group 4

Guyana - Suriname - French Guiana  
Brazil Interconnection

#### Countries

Guyana - Suriname

#### Type of project

- Transportation/Road

#### Current status

- Execution Phase

#### Estimated total investment

US\$ 105.0 million

#### Financing sources

Public, through national and multilateral agencies

- IDB
- EU
- French Development Agency (AFD)

#### Modality

- Public/Private

#### Expected completion

- January 2012

#### Executing agency

- Government of Suriname

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## Purpose

To rehabilitate and rebuild the existing road in order to improve the operational and safety standards in the development and integration of the country's coastal road, so as to facilitate an increasing traffic to and from the neighboring countries, as well as locally generated traffic.

To improve the crossing of the Marowijne river through the creation of safe and efficient border crossings that may foster regional integration and social and economic development.

## Proposed solution

Road: Rehabilitation of the paved section (140 kilometers) between Paramaribo and Albina, and paving of the Nieuw Nickerie (South Drain)-Paramaribo section (260 kilometers).

Bridge over the Marowijne river: The project comprises two stages. First Stage: It includes studies for the start-up and execution of improvements to existing facilities.

Second Stage: It will include the feasibility study and the construction of the new bridge, based on an agreement entered into with France.

## Current status – June 22, 2010

The pre-feasibility study was completed in February 2007. The feasibility and environmental impact studies were completed in May 2008. The final designs were carried out during the second half of 2008, with funding provided by the IDB, the European Union, and the French Development Agency.

A loan funded by the IDB, the French Development Agency and the European Union is being used for the rehabilitation of the Meerzorg-Albina road corridor. Works have been divided into four sections: in two of them rehabilitation works are already in progress, while for the other two, contracts for works have been signed.

The government of Suriname is holding talks with the government of France for the purpose of securing funds for the improvement of the ferry terminal and the ferries that join Suriname and French Guiana across the Marowijne river.

# Exports through Postal Services for SMEs

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Countries in which the service is implemented  
**BR, CO, PE, UY**

Countries in which the service is in the implementation phase  
**AR, CH, EC**

Countries in which the pre-diagnostic phase is concluded  
**BO, VE**

## Integration Hub

All Hubs

## Countries

- Regional Project

The project is at different progress levels in Argentina, Bolivia, Chile, Colombia, Ecuador, Paraguay, Peru and Uruguay

## Current status

- Execution Phase

## Type of project

- Communications

## Estimated total investment

US\$ 5.0 million

(Preparation and pilot implementation phase in Argentina, Chile, Colombia, Ecuador, Peru, and Uruguay, and pre-diagnostic phase in Bolivia, Paraguay, and Venezuela)

## Financing sources

Public, through national and multilateral agencies

- World Bank (PAMC Project-Peru)
- IDB/MIF
- FONPLATA
- CAF
- Private sector

## Modality

- Public/Private

## Expected completion

- January 2012

## Executing entity

### Regional Level

- Executive Technical Group (GTE, IIRSA)
- Government of Brazil (Ministry of Communications and Brazilian Post and Telegraph Company)
- Governments of Peru and Uruguay
- Postal Union of the Americas, Spain, and Portugal (UPAEP)(\*)

### National Level

The project is being developed by working groups in Argentina, Bolivia, Chile, Colombia, Ecuador, Peru, and Uruguay, with the participation of government and private institutions in charge of customs, postal services, foreign trade, communications, and micro, small and medium enterprises

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(\*) UPAEP is the executing agency of the IDB/MIF operation aimed at supporting the implementation of this project in Peru, Uruguay, Ecuador, Colombia, and Chile.

### **Purpose**

To integrate South American micro, small, and medium enterprises into the international market by contributing to the enhancement of regional competitiveness and sustainable development via the implementation of a Simplified Exports System through Postal Services.

### **Proposed solution**

The implementation of the project at the national level consists of the following stages:

#### **First Stage: Institutional Configuration**

1. Creation of an inter-institutional working group to be in charge of implementing the project
2. Data collection and compilation at the national level
3. Development of a pre-diagnostic mission that is to assess the project implementation feasibility
4. Articulation of the country with the project's regional team, and procurement of funds

#### **Second Stage: Implementation**

1. Design of the system to be implemented in each country
2. Development of a simplified, low-cost export through postal services mechanism
3. Implementation of the service at the public postal service provider on the basis of the simplified mechanism
4. Launching of the new service and training of the institutions and micro, small, and medium enterprises that are to use the service

#### **Third Stage: Project Follow-up and Closure**

1. Development of a project follow-up mission six months after the launch of the service
2. Development of a project follow-up mission twelve months after the launch of the service
3. Organization of a project closure workshop, where the project results are to be presented to the local authorities, six months after the last follow-up mission

**Current status – July 14, 2010**

## Regional Level

In June 2007, an IDB/MIF US\$1.5 million non-reimbursable technical cooperation was approved to support the implementation of the project in Peru, Uruguay, Ecuador, Colombia, and Chile.

Within the context of this project, the Executive Steering Committee, at its Ninth Meeting, held in December 2007, approved the Understanding Agreement among the Countries that Make Up IIRSA and the Postal Union of the Americas, Spain, and Portugal (UPAEP), whereby the UPAEP was invited to act as the agency in charge of executing the above-mentioned IDB/MIF technical cooperation.

The first IIRSA Executive Technical Group meeting on this project —attended by those participating in the regional working group— was held in May 2009. The progress made by the project in IIRSA member countries was described, the work methodology developed was reviewed, and the guidelines for a work plan for the project's Executive Technical Group were presented.

Also in May 2009, the Workshop on the Exports through Postal Services for SMEs Project was held in Buenos Aires, Argentina.

On November 16-18, 2009, the Seminar on Exports through Postal Services for SMEs was organized in São Paulo, Brazil, for the purpose of disseminating and discussing the world's initiatives to implement and provide simplified export services for the countries of the Americas and the members of the Universal Postal Union.

In addition, after the above-mentioned seminar, the second training course for technical experts on this project was held (the first one had taken place in Brasilia, Brazil, in April 2008), the purpose of which was expanding the network of experts who are to work at the regional level on the implementation of this project. Thus, training was provided to technical experts not only from IIRSA member countries in which the project had already been implemented, but also from those countries that were receiving cooperation or were to receive it in the future.

### National Level

#### Pre-diagnosis:

The pre-diagnosis has been completed in Argentina, Bolivia, Chile, Colombia, Ecuador, Peru, Uruguay, and Venezuela. It is expected to be conducted in Paraguay during the second half of 2010.

#### Implementation:

In addition to Brazil, where this service was already in place, the project has been implemented in Peru, Uruguay, and Colombia as follows:

**Peru:** The project was launched in July 2007. From then to March 2010, exports for a FOB value in excess of US\$3.5 million were conducted, and there are more than 1,000 export firms using the system.

**Uruguay:** The system has been in operation since March 2009.

Today, efforts are focused on strengthening the user base of the system as well as on developing related services.

**Colombia:** The pilot project was launched in December 2009, and in July 2010 it attained national scope.

The diagnostic study has been completed in Argentina, and the model design is expected to begin in the near future. As for Ecuador and Chile, the diagnostic study and model design are scheduled to begin in the second half of 2010 also.

The design of the model in each country is tailored on the basis of the experience gained by preceding countries.

## Physical Goals (National Level)

	First stage					Second stage				Third stage	
	Inter-institutional group creation	Data Collection at the national level	Regional articulation of the project	Pre-diagnostic study	Procurement of funds	Phase 0 Design of model to be implemented	Phase 1 Simplification of customs rules	Phase 2 Implementation of the service at the postal service	Phase 3 Service launch and MSM enterprise training	Project follow-up	Project closure
AR	✓	✓	✓	✓	In progress	In progress					
BO	✓	✓	✓	✓							
CH	✓	✓	✓	✓	✓	In progress					
CO	✓	✓	✓	✓	✓	✓	✓	✓	✓		
EC	✓	✓	✓	✓	✓	In progress					
GU											
PY	In progress	In progress									
PE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
SU											
UY	✓	✓	✓	✓	✓	✓	✓	✓	✓	In progress	
VE				✓							



**Integration Hub**

All Hubs

**Countries**

Regional

**Type of project**

- Communications

**Current status**

- Execution Phase

**Estimated total investment**

US\$ 1.3 million (studies + Action Plan implementation)

**Financing sources**

Public, through national and multilateral agencies

- IDB

- Private sector

Funds provided by mobile operators associations

**Modality**

- Public/Private

**Expected completion**

- December 2011 (First stage of the Action Plan)

**Executing agency**

**Regional level**

Latin American Forum of Telecommunications Regulatory Authorities (REGULATEL)

**Objective**

To integrate Latin American countries through mobile telephony services. The specific purpose of the project is to create necessary and favorable conditions for the establishment of Roaming agreements among mobile telephony operators within IIRSA member countries.

**Proposed solution**

By entering into roaming agreements, the countries seek to harmonize regulatory, tax, and procedural aspects in order to facilitate the implementation of the international Roaming system among mobile telephony operators in the South American subcontinent. The project comprises the following stages:

1. Preliminary study of the regional Roaming services market
2. Comparison of the South American context against the best practices in place in other regions of the world
3. Presentation of results obtained and definition of the actions to be taken to implement the project (Action Plan)
4. Implementation of the Action Plan, mostly financed with funds from a Technical Cooperation from the Regional Public Goods Program of the IDB

**Current status – May 25, 2010**

In December 2007, the IDB approved the disbursement of funds for a regional technical cooperation program (US\$0.4 million) for conducting of a survey on the main technical, administrative, tax and legal obstacles in South America preventing a more efficient market of Roaming services on mobile telecommunication networks at the regional level.

The results of this study were presented and thoroughly discussed at the first IIRSA Executive Technical Group meeting on the project, held in November 2008, in Bogotá, Colombia, where the guidelines for an action plan were defined.

On May 4, 2009, the Inter-American Telecommunications Commission (CITEL) Workshop/Second Executive Technical Group Meeting on the project was held in Cusco, Peru, to discuss the guidelines for an action plan for the project as well as the proposed actions submitted by regulators, operators, government bodies, and agencies engaged in this field with a view to improving the Roaming services market operation, on the one hand, and to propose initiatives to stimulate this market, on the other.

On the basis of the work conducted at the above-mentioned meetings, the South American Roaming Action Plan was approved in December 2009, to be implemented in two stages:

The first stage, which is to begin during 2010, encompasses the following activities:

- Information standardization
- Double taxation studies
- Near Real Time Roaming Data Exchange (NRTRDE)
- Global Roaming Quality (GRQ) implementation
- Inadvertent border Roaming
- Creation of a local border roaming zone

The second stage, which might begin in 2011 or later if the countries so decide, comprises the following activities:

- Prepaid Roaming platform
- Calling Line Identification (CLI) recognition
- Freeing of international gateways
- Fraud due to bypass
- Development of a regional IMS (Integrated Management System) platform

The implementation of the Action Plan is partially supported by the IDB through its Regional Public Goods Program with concessional funds for approximately US\$950,000. The executing agency is the Latin American Forum of Telecommunications

Regulatory Authorities (REGULATEL).