
II Special Meeting on API Review

Report

July 11, 2017

Radisson Victoria Plaza

Plaza Independencia 759

Montevideo – Uruguay

On July 11, 2017, the city of Montevideo, Uruguay, hosted the II Special Meeting on the Review of the Integration Priority Project Agenda (API), which was attended by delegations from Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, Peru, Uruguay and Venezuela, as well as from the COSIPLAN-IIRSA Technical Coordination Committee. The meeting agenda and the list of participants are attached as Annexes 1 and 2, respectively.

The meeting was opened by Mr. Fernando Álvarez de Celis, Under-Secretary of Territorial Planning of Public Investment, Ministry of the Interior, Public Works and Housing of Argentina, acting as the COSIPLAN Presidency Pro Tempore (PPT), who welcomed the delegations and expressed his thanks to each National Coordination for its participation.

Uruguay's National Coordinator, Mr. Pablo Genta, welcomed the delegations to Montevideo, highlighted the importance of the three meetings being held in the city within the framework of the Work Plan 2017, and broadly mentioned the objectives of the activities.

The PPT, held by Argentina, stated that this API project revision exercise was highly positive and fulfilled the objectives of adjusting the priorities to the current political and economic dynamics, looking into the future, and focusing on the projects that are more efficient in the use of resources and bring the greatest benefits to the South American citizens.

However, the PPT added, there is still one last effort to be made, particularly with regard to the projects included in API 2027. Many individual projects have outdated information, others remain at the profiling stage although five years have already passed since their identification as a priority, and some are at the pre-execution stage but in the initial phases and their studies are outdated or there is a lack of resources to conduct them.

In this regard, the PPT also stressed the need to agree upon a mechanism to strictly monitor project progress during the next five years. To this end, it was proposed that a commitment to using the Continuous Monitoring System, which is part of the COSIPLAN

Project Information System, should be made.

With a view to attaining the effective implementation of API, the PPT stressed the importance of attracting the private sector to this effort by establishing clear rules and transparent procedures to encourage its participation as well as that of other sectors of society, such as NGOs and academia, for them to contribute their knowledge of the needs and characteristics of the territories where the projects are implemented.

Finally, the PPT reiterated Argentina's strong commitment to the prioritization of integration projects that truly contribute to connecting all South Americans as well as the enormous responsibility of disseminating the information about those projects and make it transparent.

The delegations present recognized the need to maintain a commitment to action regarding the API projects, taking into account essential factors when planning infrastructure works, such as the stability of the state policies concerned with the development of long-term programs, the complex and uncertain international economic circumstances now and in the future, and the consequences of environmental change that bring about emergency situations and unplanned reconstruction works.

Next, the activities on the meeting agenda began. During the first session, the objectives and criteria defined for the five-year review of API were revised. This exercise had started in April 2017 at the I Special Meeting on API Review, held in Buenos Aires, Argentina, during which the following criteria were defined:

- Splitting up the API projects into two groups:
 - **API 2022:** projects to be decidedly completed by 2022.
 - **API 2027:** projects scheduled to be completed by 2027.
- Structured projects that cannot be grouped into either category will no longer be deemed a priority, but may be analyzed again in the next API review in 2022. The individual projects will remain included in the Portfolio unless the countries concerned decide otherwise. The API Report 2017 will describe the reasons why the implementation of these structured projects proves difficult.

The individual projects that are chosen to remain in the API 2022 or API 2027 group should comply with the following:

- They cannot be at the profiling stage.
- No project at the pre-execution stage will be allowed to remain at the same substage as the one at which it was at the time of its inclusion into API (2011).
- The studies for projects at the pre-execution stage cannot date back earlier than 2013.
- It is mandatory to complete the Continuous Monitoring System (CMS) for every project.

Any new API project that the countries propose to add should comply with the four criteria defined by COSIPLAN during the creation of API in 2011:

- **CRITERION 1:** The projects should belong to the COSIPLAN Project Portfolio and be a

priority in government action, and there should be a commitment to complete them.

- CRITERION 2: Feasibility studies should be available, or the country should have the funds allocated to start their execution.
- CRITERION 3: The projects should strengthen connectivity networks that are regional in scope, and involve cross-border synergies.
- CRITERION 4: There should exist an opportunity or a need for developing a program of complementary actions intended to promote efficient service provision and the sustainable development of the territory, according to the characteristics and modality of each specific project.

On occasion of that meeting, a review of the 31 API projects was made in order to establish a preliminary identification that later on would be analyzed during the videoconference meetings by Integration and Development Hub. These meetings were held between May 15 and June 29 and allowed the participants to work on each project in a more in-depth and detailed manner with the presence of each country's technical teams (Annex 3).

During the following sessions, the projects that were not included in the reconfiguration of API and those that will make up API 2022 and API 2027 were examined and agreed upon (Annexes 4 and 5)

Structured Projects that Were Not Included in the Reconfiguration of API

API 3 - Northeastern Access to the Amazon River

Countries: Brazil, Colombia, Ecuador, Peru

The project was not included in the new configuration of API as it does not comply with the requirements to form part of the Agenda. The delegations concerned proposed maintaining the individual projects within the framework of the COSIPLAN Portfolio. Efforts will especially focus on defining the Terms of Reference for the study on navigation conditions for project [IMPROVEMENT OF NAVIGATION CONDITIONS ON THE PUTUMAYO - IÇÁ RIVER](#). For this purpose, Colombia's delegation sent again the Draft Terms of Reference and Estimated Budget, and the delegations of Peru and Ecuador undertook to send their comments.

After receiving such comments, the countries agreed to schedule a videoconference with the participation of the technical teams involved to finalize the document, thus starting to search for financing entities.

API 11 - Paranaguá - Antofagasta Bioceanic Railway Corridor

Countries: Argentina, Chile, Brazil, Paraguay

The project was not included in the new configuration of API as the delegations of Argentina, Brazil and Paraguay informed that the investments required to make headway with this project are no longer a priority in their respective governments' plans.

The countries expressed their interest in dealing with this bioceanic connection within the framework of the Working Group on Rail Integration with the objective of identifying the issues to be solved, analyzing the possibility of conducting studies and designing a long-term project.

API 14 - Rehabilitation of the Caracas - Manaus Road

Countries: Brazil, Venezuela

The project was not included in the new configuration of API as the Brazilian and Venezuelan delegations informed that the both road sections are under repair and the project would not be completed in the short run.

API 18 - Paraguay - Argentina - Uruguay Railway Interconnection

Countries: Argentina, Paraguay, Uruguay

The project was not included in the new configuration of API as the delegations confirmed that the investments required to make progress with this project are not a priority in their respective governments' plans.

The delegation of Argentina informed that the possibility of reactivating the whole Urquiza railway is being studied. Regarding project [REHABILITATION OF THE ZÁRATE - POSADAS RAILWAY BRANCH LINE](#), company Trenes Argentinos Cargas stated the need to convert the entire line from standard gauge to narrow gauge, but the efforts and tasks necessary for such purpose are being analyzed. As for project [CONSTRUCTION AND REHABILITATION OF THE ARTIGAS - POSADAS RAILWAY](#), the section in the Argentine territory only includes the bridge, which is considered to be operational, and for this reason Uruguay was asked to update the information on this project in the SIP so as to know its degree of progress.

The delegation of Uruguay informed that project [REHABILITATION AND IMPROVEMENT OF THE PIEDRA SOLA - SALTO GRANDE RAILWAY CORRIDOR](#) is at the execution stage with financing from FOCEM and its implementation will continue even if it is not part of an API structured project.

API 19 - Rehabilitation of the Chamberlain - Fray Bentos Railway Branch Line

Countries: Uruguay

The delegation of Uruguay proposed to include this individual project in project **API 28 - Montevideo - Cacequi Railway Corridor**.

Thus, the project would remain a priority and would become part of a structured project involving rail connectivity between Uruguay on the one hand and Brazil and Argentina on the other.

API 2022 Projects

API 1 - Paita - Tarapoto - Yurimaguas Road, Ports and Waterways

Countries: Peru

The Peruvian delegation informed that the road projects are making progress within schedule. The logistics centers, however, have not made any advances due to institutional issues. The Peruvian delegation confirmed that projects [PAITA LOGISTICS CENTER](#), [YURIMAGUAS LOGISTICS CENTER](#) and [IQUITOS LOGISTICS CENTER](#) were withdrawn from the structured project, the name of which was changed from Paita - Tarapoto - Yurimaguas Road, Logistics Centers and Waterways to **Paita - Tarapoto - Yurimaguas Road, Ports and Waterways**.

API 2 - Callao - La Oroya - Pucallpa Road, Ports and Waterways

Countries: Peru

The Peruvian delegation informed that the road projects are making progress within schedule. The logistics centers, however, have not made any advances due to institutional issues. The Peruvian delegation confirmed that projects [PUCALLPA INTERMODAL LOGISTICS CENTER](#) and [EL CALLAO LOGISTICS ACTIVITIES ZONE \(ZAL CALLAO\)](#) were withdrawn from the structured project, the name of which was changed from Callao - La Oroya - Pucallpa Road, Ports, Logistics Centers and Waterways to **Callao - La Oroya - Pucallpa Road, Ports and Waterways**.

API 4 - Caracas - Bogotá - Buenaventura / Quito Road Corridor

Countries: Colombia, Ecuador, Venezuela

The Colombian delegation informed that these projects involve long roads that cut across geographically complex territories. Despite the difficulties, progress is being made according to schedule.

The roads are managed under long-term concession agreements. However, construction of the infrastructure works would be completed in 2022, except for the third lane of the Girardot - Ibagué - Cajamarca road section, which is included in project [BOGOTÁ - BUENAVENTURA ROAD CORRIDOR](#) and would be completed in 2024.

API 5 - Colombia - Ecuador Border Interconnection

Countries: Colombia, Ecuador

In connection with project [IMPLEMENTATION OF THE BINATIONAL BORDER SERVICE CENTER \(CEBAF\) AT THE TULCÁN - IPIALES \(RUMICHACA\) BORDER CROSSING](#), the Colombian delegation informed that a study to evaluate the reconditioning of the Rumichaca border crossing is underway and expected to be completed in December 2017. Concerning project [PAVING OF THE MOCOA - SANTA ANA - SAN MIGUEL ROAD SECTION](#), the Mocoa - Santa Ana section was awarded to a public-private partnership and works were estimated to be completed in 2019. The Santa Ana - San Miguel section is already at the execution stage and would be completed also in 2019.

The delegation of Ecuador informed that the studies for the border crossings included in this project were conducted with IDB financing. However, due to the natural disasters that hit the country, it was not possible to secure the resources to carry out the works suggested in the study. As a consequence, the infrastructure in place will be adjusted to improve freight and passenger transport. In August, the government will receive the results of new studies to define the necessary works.

API 7 - Desaguadero Binational Border Service Center (CEBAF)

Countries: Bolivia, Peru

The Peruvian and Bolivian delegations informed that in May 2017 a visit was made to the CEBAF, during which it was confirmed that the facilities are actually completed, with only some equipment details to be delivered in July for the CEBAF to be fully operational. The complex will be opened on a date yet to be defined, which will be communicated to the Secretariat in order to identify dissemination activities.

The investment project is completed, with only some equipment still missing for operations to begin.

API 8 - Autopista del Sol Expressway: Improvement and Rehabilitation of Sullana - Aguas Verdes Section (Including Tumbes Bypass)

Countries: Peru

The Peruvian delegation informed that, of the individual projects that make up the structured project, project [REHABILITATION AND CONSTRUCTION OF BRIDGES ALONG THE SULLANA - TUMBES - TURN-OFF TO THE INTERNATIONAL BYPASS ROAD](#) is the one that made the most progress. It involves works in 42 bridges that will be fully rehabilitated before 2022. Project [CONSTRUCTION OF TUMBES BYPASS](#) was also making headway, while project [UPGRADE OF SULLANA - TUMBES - TURN-OFF TO THE INTERNATIONAL BYPASS ROAD TO A FOUR-LANE ROAD](#) was lagging behind because it is necessary to update the studies conducted. However, as its feasibility studies were already carried out, the project was considered to be moved on to the pre-execution stage, thus complying with the requirements needed to be included in API.

API 13 - Itaipu - Asunción - Yacyreta 500 kV Transmission Line

Countries: Brazil, Paraguay

The Paraguayan delegation informed that the works would be completed in May 2018.

API 20 - Nueva Palmira Beltway and Port Access Roads Network

Countries: Uruguay

Uruguay's delegation informed that the project would be executed under a 24-year public-private concession agreement that also includes maintenance. Works would commence in 2018 and the investments in infrastructure were expected to be completed during the first three years of the agreement.

API 23 - Infante Rivarola - Cañada Oruro Border Crossing

Countries: Bolivia, Paraguay

The Bolivian and Paraguayan delegations informed that the infrastructure project was completed and that the border center was operational.

API 25 - Northeastern Argentina Gas Pipeline

Countries: Argentina, Bolivia

Argentina's delegation informed that the truck network works would be completed by the middle of 2018 and that the gas pipeline will start operating at 30% of its capacity, as the pumping stations would have to be annexed. This project also provides alternatives for distributing gas to the neighboring countries.

API 26 - Construction of the Jaguarão - Río Branco International Bridge

Countries: Brazil, Uruguay

Although studies have been completed for this project, two tenders were launched but both were declared void, and the date of the next tender was not defined yet. The

countries agreed to move forward towards the implementation of the projects, and the details would be discussed at the binational level.

The delegations deemed it necessary to separate the works for the sake of clarity. On the one hand, the restoration of the old bridge in place, along which vehicles can travel normally after some reparations that were made, but truck traffic is not advised due to the structural situation of the bridge.

On the other hand, it is necessary to make progress with the new bridge and identify sources of financing. Initially, the countries, through representatives of their Ministries of Foreign Affairs, contacted CAF to request financing for the restoration of the Barón de Mauá bridge. It would only remain to redesign the project for the new bridge and seek funds to finance its construction. It is also needed to ensure that freight traffic would use the new bridge and that the historic one would be kept for passenger traffic only. Both countries agreed to analyze whether to include the approach roads and the border center in the Portfolio and in API.

API 28 - Argentina - Uruguay - Brazil Railway Corridor

Countries: Brazil, Uruguay

The Uruguayan delegation informed that project [REHABILITATION OF THE MONTEVIDEO - RIVERA RAILWAY](#) includes two sections. The section from Rivera to Paso de los Toros was already completed. The section between Paso de los Toros and Montevideo was being redesigned due to the potential installation of a new pulp mill by company UPM, which would lead to a redefinition of the technical requirements of the railway for it to carry such freight and, thus, to the modification of the original project. The new works are not included in the project, which is financed by FOCEM, as was the case with the sections already completed. At present, the new alignments and the plans to enter the city of Montevideo are being defined, and works are estimated to take 36 months. The work on the results of the redefinition is the subject of intense negotiations with UPM.

The Brazilian delegation informed that these changes open up the possibility of strengthening rail integration with southern Brazil and, eventually, of analyzing the possibility that the pulp from Uruguay would enter the Brazilian territory through the port of Rio Grande.

API 29 - Optimization of the Cristo Redentor Border Crossing System

Countries: Argentina, Chile

The Argentine delegation informed that the Cristo Redentor program is a priority for the country, and will receive approximately US\$600 million financing by the IDB. It includes two major works: the [REHABILITATION OF THE CRISTO REDENTOR TUNNEL AND CARACOLAS \(CRISTO REDENTOR SYSTEM OPTIMIZATION\)](#). As for the rehabilitation of the tunnels, studies are underway with non-reimbursable funds granted by the IDB. These projects are consecutive, but they will be included in the same agreement as both tunnels will be connected by ventilation tunnels and evacuation passages for emergency cases. The Caracoles tunnel should be completed in 2020 and the Cristo Redentor tunnel in 2021.

Regarding project [NEW LOS LIBERTADORES BORDER COMPLEX \(CRISTO REDENTOR SYSTEM OPTIMIZATION\)](#), investments would amount to US\$88 million and should be

completed in 2020.

As for projects [INTEGRATED FREIGHT CONTROL CENTER AT USPALLATA \(CRISTO REDENTOR SYSTEM OPTIMIZATION\)](#) and [PASSENGER CONTROL CENTER AT LOS HORCONES \(CRISTO REDENTOR SYSTEM OPTIMIZATION\)](#), the necessary adjustments will be made for the one-stop border control system, including project [BINATIONAL MANAGEMENT CONTROL SYSTEM AT THE CRISTO REDENTOR BORDER CROSSING \(CRISTO REDENTOR SYSTEM OPTIMIZATION\)](#). This project is currently in the definition and planning phase, in charge of a consulting firm, which would be completed before the end of 2017 and whose materialization would require a US\$15 million investment. The management control system could be applied to the whole of this integration corridor. Furthermore, the adaptation of the infrastructure is underway, as is a process of raising staff awareness to coordinate the Immigrations, Sanitary Control and Customs IT systems.

It is necessary to analyze whether the road approaches works, which are already underway, are to be added to the structured project.

API 31 - Porto Velho - Peruvian Coast Connection

Countries: Brazil, Peru

The Brazilian delegation informed that 50% of the works were finished and that they would be fully completed on December 1, 2018.

API 2027 Projects

API 6 - Colombia - Venezuela Border Crossings Connectivity System

Countries: Colombia, Venezuela

The Colombian delegation informed that project [IMPROVEMENT OF THE BORDER CROSSINGS IN THE NORTHERN DEPARTMENT OF SANTANDER AND THE TÁCHIRA STATE](#) involves four border crossings located over the Tienditas bridge, the Santander bridge, the Simón Bolívar international bridge, and La Unión bridge. At present, the one with the greatest priority is the border crossing over the Tienditas bridge, the studies of which will be delivered in August 2017, and works would commence in 2018 and be completed in 2019. On July 13, 2017, a visit would be made to evaluate the requirements of the other border crossings and their prioritization.

The Venezuelan delegation informed that the border between both countries is very complex and dynamic. Actually, there is no schedule for the works parallel to the Tienditas bridge. Bilateral talks with Colombia would be held to update the Project Information System. The Venezuelan delegation does not have up-to-date information on the [BINATIONAL BORDER SERVICE CENTER \(CEBAF\) AT PARAGUACHÓN](#), but will make the necessary domestic consultations.

Both delegations agreed to decide whether the structured project would remain in API.

API 9 - Territorial Development for Border Integration and Connectivity in Salvador Mazza - Yacuiba

Countries: Argentina, Bolivia

The Argentine delegation informed that a bilateral meeting in La Paz had been scheduled but had to be canceled, although it will be held in the short run, with the objective of

redefining previous agreements and moving forward with the project activities.

The Argentine delegation also informed that a feasibility study for the project had been conducted in 2003-2004 but is outdated, for which reason any progress will depend on a new study. Furthermore, it confirmed that working in that region, which underwent development over the last few years even though it presents great challenges, is a priority and a need.

The delegations confirmed the need to hold bilateral meetings to define a joint study of the territory that would consider the current urban and social situation in order to enable the definition of the potential location and characteristics of the bridge, its approach roads and the border center.

The delegations changed the name of the project from Construction of the Salvador Mazza - Yacuiba Binational Bridge and Border Center to **Territorial Development for Border Integration and Connectivity in Salvador Mazza - Yacuiba.**

API 10 - Territorial Development for Border Integration and Connectivity in La Quiaca - Villazón

Countries: Argentina, Bolivia

The Argentine delegation informed that a bilateral meeting in La Paz had been scheduled but had to be canceled, although it will be held in the short run, with the objective of defining a joint study of the territory which would consider the current urban and social situation in order to enable the definition of the potential location and characteristics of the bridge, its approach roads and the border center.

With regard to project [REHABILITATION OF JUJUY - LA QUIACA RAILWAY](#), the Argentine delegation informed that work is underway along a local section only, from Volcán to the north, financed with provincial resources and only for local tourism purposes. Concerning project [PAVING OF NATIONAL ROUTE No. 40, MINING CORRIDOR PATH \(BORDER WITH BOLIVIA\)](#), the government's plans only include the maintenance of the route and no new investments in infrastructure are provided for.

Therefore, the Argentine delegation proposed restructuring this API project by keeping project [LA QUIACA - VILLAZÓN BRIDGE AND BORDER CENTER](#) and withdrawing projects [REHABILITATION OF JUJUY - LA QUIACA RAILWAY](#) and [PAVING OF NATIONAL ROUTE No. 40, MINING CORRIDOR PATH \(BORDER WITH BOLIVIA\)](#).

The Bolivian delegation agreed, so that the structured project will only include individual project [LA QUIACA - VILLAZÓN BRIDGE AND BORDER CENTER](#). In this regard, it was informed that a meeting was held in Villazón and that, before starting the execution of the border center through an executive project, it was necessary to define the new location of the bridge as well as its connectivity and road development. However, there is a determination to keep the existing infrastructure active until the executive project is carried out. In addition, the delegations stated that due to the binational progress, the project would be moving from the profiling to the pre-execution stage.

The delegations changed the name of the structured project from Argentina - Bolivia West Connection to **Territorial Development for Border Integration and Connectivity in La Quiaca - Villazón.**

API 12 - Foz do Iguaçu - Ciudad del Este - Asunción - Clorinda Road Connection

Countries: Argentina, Brazil, Paraguay

The Argentine delegation informed that the study for project [OPTIMIZATION OF THE CLORINDA - ASUNCIÓN NODE](#) was completed, and that the need to work in the area was reconfirmed. However, before moving forward with the agreements previously reached, it is necessary to define the new location and the characteristics of the connectivity, and a bilateral meeting will be held for such purpose.

As for project [NEW PUERTO PRESIDENTE FRANCO - PORTO MEIRA BRIDGE, WITH A PARAGUAY - BRAZIL INTEGRATED CONTROL AREA](#), Paraguay's delegation informed that the approach roads on the Paraguayan side had been tendered, but their execution was suspended until Brazil includes the investments for the bridge in its 2018 budget and starts building it. In relation to project [CONCESSION FOR THE IMPROVEMENT OF ROUTES NO. 2 AND 7 \(ASUNCIÓN - CIUDAD DEL ESTE\)](#), some sections have also been awarded.

API 15 - Boa Vista - Bonfim - Lethem - Linden - Georgetown Road

Countries: Brazil, Guyana

The delegations of Brazil and Guyana informed that this is a priority project for both countries. In the case of Guyana, because it connects the northern and the southern areas of the country and, in the case of Brazil, because it is deemed strategic to have an outlet to the Caribbean.

The Brazilian delegation informed that its section of the road is in good condition and maintenance works continue. It will consult with the relevant entities about the type of border crossing that they wish to implement.

The Guyanese delegation informed that the route in its territory includes two sections, along one of which progress was being made. It also informed that studies concerning works in the port of Georgetown were being conducted through the IDB.

API 16 - Routes Interconnecting Venezuela (Ciudad Guayana) - Guyana (Georgetown) - Suriname (South Drain - Apura - Zanderij - Moengo - Albina), Including the Construction of the Bridge over the Corentyne River

Countries: Guyana, Suriname, Venezuela

The Venezuelan delegation informed that the next week it would meet with the relevant entities at a round table to learn about the general status of the project and that, as indicated by the authorities, a dialogue with Guyana and Suriname would be launched. The status of the projects would be updated on the basis of the results of the round table.

The delegations agreed to decide whether the structured project would remain in API.

API 17 - Improvement of Navigation Conditions on the Rivers of the Plata Basin

Countries: Argentina, Bolivia, Brazil, Paraguay, Uruguay

The Brazilian delegation informed that ANTAC (Brazil's National Association of the Built Environment Technology), in cooperation with the University of Santa Catarina, conducted a study to assess the freight volume transported along the waterway, and

anticipated that the study estimated that 13 million tons were transported by five countries, although such volume may reach 200 million tons, which evidences the huge potential of the waterway for freight transport. The study would be available for the countries involved as from September.

In addition, the Brazilian delegation informed that the country is evaluating investments in cooperation with Paraguay in the port of Concepción, where Brazil has a warehouse that is not being used. The project includes sending soy to the port, although navigation is profitable if there is also return cargo, for which reason the feasibility of the project should be studied. It is also necessary to plan for logistics centers or platforms due to the number of freight trucks that would use the connectivities that were being evaluated as well as to define solutions for all the countries.

The Argentine delegation informed that an in-depth analysis was carried out and it was deemed necessary to make investments, although it was decided to keep the current depth of the waterway and refrain from investing in subsequent fairway-related works, focusing on continuous operational maintenance activities. Project [BINATIONAL PROJECT FOR THE IMPROVEMENT OF NAVIGATION CONDITIONS ON THE PARAGUAY RIVER, FROM CONFLUENCIA TO ASUNCIÓN](#) is at the execution stage even though there are difficulties with the contracts in force; some of them were being revised, but the revision of all of them will only be made in 2021.

API 21 - Passenger and Cargo Hub Airport for South America (Viru Viru, Santa Cruz, International Hub Airport)

Countries: Bolivia

At the meeting held in April, Bolivia informed that the contract of the company that won the tender was terminated because the company proposed to change the scope of the works and the Bolivian government was reformulating the project to submit it again to the financing entity.

During the Videoconference Meeting on the Central Interoceanic Hub, the Bolivian delegation informed that the project was adjusted and submitted to the financing institution, the Eximbank, which had sent its comments about the new project submitted by the government and, if such comments were accepted, the scope of the project and its budget would change substantially. Therefore, the government institutions were evaluating whether to accept the modifications or to resume the search for a new source of financing.

At this meeting, the Bolivian delegation informed that the project fell through, so it was necessary to conduct the final studies again and issue another call for tender, although the new institution to finance the works had already been identified. The project is part of the country's economic and social plan for 2020, and the contract should be signed this year.

Individual project [PASSENGER AND CARGO HUB AIRPORT FOR SOUTH AMERICA \(VIRU VIRU, SANTA CRUZ, INTERNATIONAL HUB AIRPORT\)](#) is at the profiling stage in the Project Information System (SIP); according to the Bolivian delegation, the project should be updated and appear at the **pre-execution stage**. Therefore, the Bolivian delegation undertook to update the information and change the stage in the project file.

The Brazilian delegation informed that some Brazilian companies are interested in having flights to Campo Grande and from there to Santa Cruz. At the next meeting on Air Integration, one of the issues to analyze could be how to build support for the air hub.

API 22 - Improvement of Road Connectivity in the Central Interoceanic Hub

Countries: Bolivia, Brazil

The Bolivian delegation informed that the [TOLEDO - PISIGA ROAD](#) is made up of four sections, all of which were completed; that project [UPGRADE OF LA PAZ - SANTA CRUZ ROUTE TO A FOUR-LANE ROAD](#) has several sections and the delegation had all the progress details; and that the last section of the project (El Sillar) would be completed in 2025. The only stretch that is still being revised is the Cochabamba section.

API 24 – Bioceanic Railway Corridor for Integration (Bolivian Section)

Countries: Bolivia

The Bolivian delegation informed that the name of the project was changed from Central Bioceanic Railway Corridor (Bolivian Section) to **Bioceanic Railway Corridor for Integration (Bolivian Section)**.

The Brazilian delegation informed that full railway integration is already in place between Puerto Suárez, Puerto Quijano, and Corumbá, and that there is infrastructure available. Furthermore, the integrated control center for the crossing of the railways is already available.

Two requirements had to be fulfilled to materialize the rail integration. First, a note by Bolivia expressing its interest in it. Second, the conclusion of a specific operational contract between the concessionaires; this contract should be signed that same week in Brasilia.

API 27 - Multimodal Transportation in the Laguna Merín and Lagoa dos Patos System

Countries: Brazil, Uruguay

The Uruguayan delegation informed that for the other projects to advance, it was imperative that individual project [DREDGING OF MIRIM LAKE](#) made progress.

The Brazilian delegation informed that such project faced some difficulties in its development; nevertheless, it is scheduled to be put out for tender in the second half of this year so as to commence the works in the second half of 2018. As resources are to be needed, it is important to identify the tourism potential to ensure economic and financial returns.

API 30 - Agua Negra Binational Tunnel

Countries: Argentina, Chile

The delegations of Argentina and Chile informed that the project has a high political priority. At the last bilateral workshop of the Integration Territorial Program (PTI) associated with this project, which took place in the province of San Juan between May 10 and 12, details of its progress were provided.

In October 2016, a call for the prequalification of consulting firms was issued, which involved the opening of the prequalification documents submitted by the applicants on May 31, 2017. The prequalified companies are expected to be selected as of October 2017, the same date on which they will be invited to tender for the project and the construction; the tenders will be opened in May 2018. The contract is estimated to be

awarded to the winning tenderer so as to be signed in December that year. Subsequently, the winning company should develop an executive project, which is expected to be completed within one year, i.e. in December 2019 approximately.

Monitoring API Projects

Next, there was a dialogue session about the monitoring of the API projects, during which agreement was reached on specific guidelines for monitoring the API 2022 and API 2027 projects, on the use of the CMS as the main tool for monitoring projects and updating their information, on moving forward in the definition of dissemination strategies for the API projects, and on the preparation of the API Report 2017 making a distinction between the two groups of projects (Annex 6).

Next Steps

The delegations agreed to set **July 31 as the deadline** to carry out the following activities:

- Update the individual projects in the Project Information System (SIP), including the Continuous Monitoring System (CMS) for each of them.
- Make the domestic, binational and multilateral consultations agreed upon to solve any pending issues concerning the projects.

Below there is a detailed list of the actions to be performed for each project:

API 2022

API	Countries	Actions to Be Performed
API 4	CO	AND05 and AND07 to be updated in the CMS
API 5	CO-EC	AND79 and AND82 to be updated in the CMS
API 8	PE	AND99 and AND100 to be added to the CMS
API 13	PA	CAP68 to be updated in the CMS
API 27	BR-UR	BR and UR update the 5 projects in the SIP and the CMS
API 28	UR	HPP120 to be updated in the CMS
API 29	AR-CH	AR and CH update the 5 projects in the SIP and the CMS
API 31	BR	PBB64 to be added to the CMS

API 2027

API	Countries	Actions to Be Performed
API 6	CO-VE	AND81: CO and VE define if it is divided and add it to the CMS. AND02: VE updates the SIP and adds project to the CMS. Define whether the project remains in API.
API 9	AR-BO	CAP10: AR and BO define the name of the project and update the SIP and the CMS
API 10	AR-BO	CAP81: AR and BO define the name of the project and update the SIP and the CMS
API 12	AR-PA-BR	CAP07: AR and PY define progress and update the CMS. CAP81: PA defines if approach roads to the bridge are included and updates the CMS. CAP14: BR confirms if construction of the bridge started and updates the CMS
API 15	BR-GU	GUY09: GU updates the SIP and the CMS
API 16	GU-SU-VE	GUY18: VE makes domestic consultations based on which starts a dialogue with GU and SU. GUY24: GU and SU update the SIP and the CMS. Define whether the project remains in API.
API 17	AR-BO-BR-PA-UR	HPP106: BO and PA define whether the project is kept at the profiling stage in this API. All the countries update the 10 projects in the SIP and the CMS.
API 21	BO	IOC78: BO updates the SIP and the CMS
API 22	BO-BR	IOC14: BR updates the CMS. IOC32 and IOC80: BO updates the SIP and the CMS
API 24	BO	IOC81: BO updates the SIP and the CMS
API 26	BR-UR	MCC22: BR and UR define if the approach roads and the border center are included and update the SIP and the CMS
API 27	BR-UR	BR and UR update the 5 projects in the SIP and the CMS
API 30	AR-CH	MCC110: AR and CH update the SIP and the CMS

List of Annexes

Annex 1: [Agenda of the II Special Meeting on API Review](#)

Annex 2: [List of Participants in the II Special Meeting on API Review](#)

Annex 3: [API 2022, API 2027 and Non-priority Projects Update Criteria](#)

Annex 4: [API 2022 Projects](#)

Annex 5: [API 2027 Projects](#)

Annex 6: [Next Steps for API 2022 and API 2027](#)

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