















FILES ACCOUNTING FOR COMPLIANCE WITH THE API PROJECT SELECTION CRITERIA

REFERENCES FOR MAPS

Priority Projects

	Road
	Railway project
	River navigability
	Oil & gas
	Power interconnections
	Roundabout
	Rail projects
	Border Crossing, CEBAF
	Ports
	Logistic Center
	Airports
	River navigability
	Bridges, alternative connections
	Tunnels

References:

	Country capital
	City
	Connecting road
	Connecting railway
	Existing road network
	Main hydrography
	Hydrography
	Country boundaries
	Area of Influence of Integration and Development Hub (EID)

NOTE: The information concerning the South American Integration Priority Project Agenda contained herein is based on the information prepared and submitted by the countries that form part of the Union of South American Nations (UNASUR) within the framework of the Infrastructure and Planning Council (COSIPLAN).

The maps in this document have been prepared by IIRSA Technical Coordinating Committee (CCT) as a technical and general reference work tool. Borders, colors, denominations, or other information shown in them are used exclusively for illustration purposes, and are not to be understood as a judgment, opinion or other on the legal status of a territory or as a recognition of borders by the institutions that make up the CCT.

AMAZON HUB

PAITA - TARAPOTO - YURIMAGUAS ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS



PAITA - TARAPOTO - YURIMAGUAS ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS

CRITERION 1

The IIRSA Norte multimodal corridor is included as a priority in Peru's Intermodal Transport Plan 2004-2023, "Peru toward 2021" Bicentenary Plan (approved in June 2011), and National Port Development Plan (PNDP) designed by the National Port Authority, within the framework of a transversal integration and strategic partnership process with Brazil. Similarly, the Ministry of Transport and Communications is drawing up a Transport Logistics Services Development Plan, scheduled to be approved by the end of 2011, which provides for the development of a logistics center network in all the territory of the country, among other projects.

The projects of this Hub are funded with private investment under concession agreements: the rehabilitation and improvement works on the Paita-Tarapoto-Yurimaguas road have been completed; the enlargement and modernization of Paita port has commenced; the new Yurimaguas port terminal (Nueva Reforma) concession has been awarded; a call for tender is being prepared for the Yurimaguas-Iquitos river section; and the Iquitos port and the Paita, Yurimaguas and Iquitos logistics centers are scheduled to be concessioned.

The implementation of border integration projects between Peru and Brazil is the result of meetings and joint declarations by both presidents, committing themselves to make headway particularly with the study on river integration, border controls, and regulatory framework harmonization for the flow of goods, people and vessels.

CRITERION 2

Most projects of this Hub are at the execution or pre-execution stage. The current status of each of them is the following:

Paita Port: Execution (US\$228 million)

Paita Logistics Center: Feasibility (US\$47 million)

Paita-Tarapoto-Yurimaguas Road: Completed (US\$366 million)

Yurimaguas Port: Pre-execution (US\$44 million)

Yurimaguas Logistics Center: Profiling (US\$5 million)

Navigation Conditions on the Huallaga River: Feasibility (US\$8 million)

Navigation Conditions on the Marañón River: Feasibility (US\$25.7 million)

Iquitos Port: Feasibility (US\$26 million)

Iquitos Logistics Center: Profiling (US\$5 million)

CRITERION 3

In recent years, the integration of the northeastern region of Peru with Brazil has deserved special attention from technical and diplomatic bodies, to the extent that -as in the case of the Central Amazon corridor and the IIRSA Sur Interoceanic Highway- several actions and commitments have been mentioned in joint declarations by the presidents of both countries with respect to river navigation conditions, border control mechanisms, cross-border flights, and regulations related to the flow of people, goods and vessels, among other topics. The Joint Declaration by the Presidents of Peru and Brazil dated August 2003 expressed "... their firm decision to implement the three Integration and Development Hubs of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA) linking Peru and Brazil at the South American territory level —i.e. the Amazon, Central Interoceanic, and Southern Interoceanic Hubs—, as they are deemed key in a regional market development and international integration strategy based on bioceanic interconnection." Furthermore, it reaffirmed "the importance attached by both governments to the integrated development of the regional economies close to the border between the two countries, which decided to conduct studies on legal instruments and mechanisms that should facilitate the flow of people and vehicles, as well as cross-border flights and trade in the border area." Similarly, in the joint statement by both presidents dated December 2009, the following agreements were adopted:

- Framework Agreement concerning the Creation of a Peruvian-Brazilian Border Integration Area
- Framework Agreement on Integrated Control Systems at Border Crossings
- Agreement on Border Towns
- Agreement concerning the Facilitation of Private Road Vehicle Transport
- Bilateral Air Transport Agreement
- Cooperation Agreement concerning Transport Development in the Amazonian Rivers

CRITERION 4

The integration process between northeastern Peru and Brazil (as in the Central Amazon corridor and the IIRSA Sur Interoceanic Highway) requires the implementation of a set of complementary actions to improve traffic at border crossings, harmonize regulations (related to the flow of vehicles, vessels, goods and people), address health-related issues, and preserve the environment. Specialized institutions from both countries are in continuous contact to discuss these topics.

The integration process between northeastern Peru and Brazil is still fledgling, although bound to become strengthened as infrastructure works progress and river navigation conditions improve to cater for more traffic, which will create new specific needs that must be anticipated so that no obstacles hinder the integration process.

Agricultural, agribusiness and forestry activities have grown substantially in the San Martín region and the Alto Amazonas province in the Loreto region, mainly as a result of the paving of the Tarapoto-Yurimaguas road, along which there are areas with great potential for these activities.

The construction of the new Yurimaguas port will further contribute to this growth, particularly in terms of the trade flow by river to Iquitos and Manaus.

AMAZON HUB

CALLAO - LA OROYA - PUCALLPA ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS



CALLAO - LA OROYA - PUCALLPA ROAD, PORTS, LOGISTICS CENTERS AND WATERWAYS

CRITERION 1

The IIRSA Centro multimodal corridor is included as a priority in Peru's Intermodal Transport Plan 2004-2023, "Peru toward 2021" Bicentenary Plan (approved in June 2011) and the National Port Development Plan (PNDP) designed by the National Port Authority, within the framework of a transversal integration and strategic partnership process with Brazil. Similarly, the Ministry of Transport and Communications is drawing up a Transport Logistics Services Development Plan, scheduled to be approved by the end of 2011, which provides for the development of a logistics center network in all the territory of the country, among other projects. Most projects of this Hub are being funded with private investment under concession agreements. Modernization of El Callao port is underway: the southern container dock became operational in 2010; and the works to enlarge and improve the multipurpose northern terminal and the mineral shipping terminal, awarded for concession in 2011, are about to commence. The rehabilitation and improvement works on the Ricardo Palma-La Oroya-turn-off to Cerro de Pasco road (IIRSA Centro Section 2 Concession) started in July 2011. The expansion of the Lima-Ricardo Palma highway and the rehabilitation of the turn-off to Cerro de Pasco-Tingo María section, as well as the concessions for the Pucallpa port and the Huallaga waterway, have already been scheduled. The paving of the Tingo María-Pucallpa road was finished with public funding; a section damaged by natural disasters will be reconstructed, and another stretch facilitating access to the city of Pucallpa will be upgraded to an expressway. The implementation of border integration projects between Peru and Brazil is the result of meetings and joint declarations by both presidents, committing themselves to make headway particularly with studies on river integration, energy integration, cross-border flights, the Pucallpa-Cruzeiro do Sul highway, and rail connection between the state of Acre and the Ucayali region, among other issues of bilateral interest.

CRITERION 2

Most projects within the Callao - La Oroya - Pucallpa Road, Ports, Logistics Centers and Waterways structured project are at the execution or pre-execution stage. The current status of each of them is the following:

- New Southern Container Dock in El Callao port: Execution (US\$707 million)
- Lima - Ricardo Palma Expressway: Feasibility (US\$242 million)
- IIRSA Center Section 2, Ricardo Palma - La Oroya - Turn Off to Cerro de Pasco: Execution (US\$100 million)
- IIRSA Center Section 3, Turn-off to Cerro de Pasco - Tingo María: Profiling (US\$70 million)
- Pucallpa Port: Feasibility (US\$16.7 million)
- Pucallpa Intermodal Logistics Center: Profiling (US\$5 million)
- Improvement of Navigation Conditions on the Ucayali River: Feasibility (US\$20 million)
- El Callao Multipurpose Northern Terminal: Pre-execution (US\$749 million)
- New El Callao Mineral Shipping Terminal: Pre-execution (US\$120 million)
- El Callao Logistics Activity Zone: Profiling (US\$155 million)

CRITERION 3

In recent years, the integration of the central region of Peru with Brazil has deserved special attention from both countries' technical and diplomatic bodies, to the extent that —as in the case of the Northern Amazon corridor and the IIRSA Sur Interoceanic Highway— several actions and commitments have been mentioned in joint declarations by the two countries' presidents with respect to river navigation conditions; border control mechanisms; cross-border flights; road, rail and energy integration between Pucallpa and Cruzeiro do Sul, among other topics of bilateral interest. The Joint Declaration by the Presidents of Peru and Brazil dated August 2003 expressed "... their firm decision to implement the three Integration and Development Hubs of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA) linking Peru and Brazil at the South American territory level —i.e. the Amazon, Central Interoceanic and Southern Interoceanic Hubs—, as they are deemed key in a regional market development and international integration strategy based on bioceanic interconnection." Furthermore, it reaffirmed "the importance attached by both governments to the integrated development of the regional economies close to the border between the two countries, which decided to conduct studies on legal instruments and mechanisms that should facilitate the flow of people and vehicles, as well as cross-border flights and trade in the border area." In the joint statement signed in Manaus in June 2010, emphasis was placed, among other topics, on cooperation regarding river navigation and on "conducting studies with a view to building a road to connect the cities of Pucallpa and Cruzeiro do Sul, paying special attention to its social and environmental impacts." Hence, it will be necessary first to account for the economic and, particularly, social and environmental feasibility of the project prior to proposing its implementation within the IIRSA API framework. The authorities of both the Ucayali region (Peru) and the state of Acre (Brazil) have been in very close and frequent contact during the last years to make headway with the integration process.

CRITERION 4

The integration process between central Peru and Brazil (as in the Northern Amazon corridor and the IIRSA Sur Interoceanic Highway) requires the implementation of a set of complementary actions to improve traffic at border crossings, harmonize regulations (related to the flow of vehicles, vessels, goods and people), address health-related issues, and preserve the environment. Specialized institutions from both countries are in continuous contact to discuss these topics. The integration process between central Peru and Brazil is still fledgling, though bound to become strengthened as infrastructure works progress and river navigation conditions improve to cater for more traffic, which will create new specific needs that must be anticipated so that no obstacles hinder the integration process. The improvement of the Tingo María-Pucallpa road has remarkably boosted agricultural, agribusiness and forestry activities in the Ucayali region, creating new employment opportunities and enhancing the quality of life of the population in these areas. The modernization of the Pucallpa port will further contribute to this growth.

AMAZON HUB

NORTHEASTERN ACCESS TO THE AMAZON RIVER



NORTHEASTERN ACCESS TO THE AMAZON RIVER

CRITERION 1

This project is made up of six individual projects included in the COSIPLAN Portfolio. Regarding the individual project known as "Improvement of Navigation Conditions on the Morona River, Ecuadorian sector," the Joint Declaration by the Presidents of Ecuador and Peru issued in May 2011 makes reference to the decision to open new border crossings across the Santiago and Morona rivers in order to facilitate the flow of people, goods and vessels. A project complementary to the studies on the navigation conditions on the Napo river proposes to set up a navigation aids system. Agreements signed by Ecuador and Peru concerning the movement of people, vehicles, river and sea vessels, and airplanes regulate traffic between both countries, laying down rules and responsibilities that help strengthen multimodal transportation. The construction of the Providencia port will help consolidate the Napo waterway by mobilizing large freight and passenger traffic volumes, thus contributing to the welfare of the population through the development of socioeconomic conditions and improved quality of life, as stated in several agreements reached between Ecuador and Peru. The Investment Plan, which forms part of the National Development Plan of Colombia, has provided for the allocation of funds for implementation of the project and its harmonization with public expenditure plans. In this context, river corridors are included in the National Development Plan 2010-2014, "Prosperity for All," Chapter III Sustainable Growth and Competitiveness, paragraph e) Improvement of accessibility and intermodality, which specifies that, based on international cooperation mechanisms and within the framework of regional integration initiatives such as IIRSA, the potential for trade of the main basins will be assessed in order to define the actions required to strengthen rivers as alternative corridors. Similarly, this project is in the Regionalization of the Multi-Annual Investment Plan 2011-2014, "Prosperity for All." The Brazilian Western Amazon Waterway Administration (AHIMOC) has planned to carry out in 2012 studies on the installation of aids to navigation and signs and markers, and a survey of the Içá river critical areas. In addition, the construction of the Santo Antônio do Içá waterway terminal is included in the first stage of the Brazilian Growth Acceleration Program (or PAC 1, its acronym in Portuguese).

CRITERION 2

The Morona river navigation study contract terms of reference have already been drafted and submitted to the Ecuadorian National Secretariat of Planning and Development (SENPLADES) to define its priority and the raising of funds, and it has been included in the Annual Investment Allowance for 2011. Navigability of the Napo river would be complementary to the Ecuador-Peru binational studies on navigation conditions carried out with an IDB technical cooperation and supplemented with the installation of aids to navigation and signs and markers on the river, the production of nautical charts, and georeferencing, among others, in order to ensure a reliable navigable route with a minimum width of 50 m and the maximum available depths. As for the Providencia port project, the terms of reference for conducting river port implementation studies have already been drafted; furthermore, the specifications for the bid for the technical and environmental feasibility studies, to be financed with Ecuadorian public funds, have already been prepared. During 2011, the National Government of Colombia, through its National Institute of Roads (INVÍAS), will carry out studies on the navigation conditions on the Putumayo river, in the Puerto Asís-Puerto Leguizamo section, aimed at collecting bathymetric and topographic data to identify any critical points hindering navigation, and at proposing any technical actions required to extend navigation periods. In addition, within the framework of IIRSA, a study known as "Improvement of navigation conditions on the Putumayo river basin" is planned, financed by the IDB for an amount estimated at US\$1.5 million, with the participation of Ecuador, Peru, Brazil and Colombia.

CRITERION 3

The Morona river network will strengthen the Peace Accord signed between Ecuador and Peru, promoting the Sarameriza Trade and Navigation Centers. The improvement of navigation conditions on the Napo river aim at ensuring commercial navigation in the Manta-Manaus axis, a bioceanic corridor that is likely to develop basically in Ecuador, Peru, Colombia, and Brazil, thus becoming an inclusive project. The construction of the Providencia port will boost efficient and profitable cargo transfer operations on the Napo river banks, in the Sucumbíos province, in addition to attaining intermodality on the Shushufindi-Coca road and its connection with the transportation network in place in the Ecuadorian territory of the Amazon Hub. The Putumayo/Içá waterway forms part of the Tumaco-Pasto-Mocoa-Belém do Pará multimodal corridor, the strategic functions of which are to implement the Integration and Development Hub of southern Colombia, the northern areas of Ecuador, the Peruvian Amazon, and northern Brazil, and to reinforce the connection of the continent's hinterland with the Pacific basin. With better waterway and port infrastructure, intermodality will be strengthened, different alternatives will be opened up for freight and passenger transport, and consequently transportation costs will be reduced. This intermodal corridor will enable products from northern Brazil to gain access to the Pacific ocean through the Tumaco port, thus boosting trade among the South American countries located in the Amazon region.

CRITERION 4

The Morona river corridor will facilitate the transportation of cargo and passengers by river, encouraging tourism and trade in the riverside towns of Ecuador and Peru. It will also enhance the development of the Trade and Navigation Centers provided for in the Peace Accord between Ecuador and Peru, promoting multimodal transport in these sectors. As the Napo river becomes navigable, it will be important to develop this waterway connection to inland Amazonia, in the province of Orellana, since this would facilitate cargo transportation, encourage agricultural production in the area of influence, and foster nature-based and cultural tourism along the river. As it is associated with a border area, the Providencia port will serve as a logistics center with the necessary infrastructure to handle cargo transfer operations from Ecuador to Peru and Brazil. To improve navigation conditions on the Putumayo river, the IDB will finance a study that may be deemed an opportunity to devise any complementary action that the basin may require. This study involves: 1. A social and environmental analysis; 2. A social and economic assessment; 3. Study on the supply of and demand for cargo and passenger transportation; 4. A river action plan.

ANDEAN HUB

CARACAS - BOGOTÁ - BUENAVENTURA / QUITO ROAD CORRIDOR



CARACAS - BOGOTÁ - BUENAVENTURA / QUITO ROAD CORRIDOR

CRITERION 1

One of the most important planning tools in the country is the National Development Plan, which comprises the national and sectoral State objectives for the medium and long terms; the national and sectoral goals; the general procedures and mechanisms for their attainment; and the economic, social and environmental strategies and policies that will guide governmental action towards the achievement of the objectives and goals laid down. It also includes an Investment Plan, which provides for the financial resources required for its implementation and its harmonization with public expenditure plans.

In this context, the National Development Plan 2010-2014, "Prosperity for All," states the following: "Improving road infrastructure capacity is an important contribution to the strengthening of competitiveness; therefore, actions will be taken to promote the consolidation of the freight transportation corridors used for foreign trade that connect the main production and consumer centers with seaports, airports, and border crossings under the 'Dual Carriageways for Prosperity' Program" (Chapter III Sustainable Growth and Competitiveness, Section 3 Transportation Infrastructure, Subsection e) Improvement of Accessibility and Intermodality, Title 1. Road Corridors). Such Program takes both corridors into account, and the two projects are included in the Regionalization of the Multi-Annual Investment Plan 2011-2014, "Prosperity for All," with the purpose of bringing the entire corridor up to a four-lane road.

CRITERION 2

The Bogotá-Cúcuta road corridor comprises a series of projects involving the execution of the necessary works and funds allocation and management, namely: 1. DEVINORTE concession; 2. Zipaquirá-Palénque concession, scheduled to end in 2012, when a new call for tender will be launched for upgrade to dual carriageway; 3. Priority Corridor for Prosperity "Bucaramanga-Pamplona Dual Carriageway;" 4. Pamplona-Cúcuta dual carriageway, for which (as in the case of the section mentioned in 3. above), works are planned for the short run as well as for the medium and long term to be financed through the Adaptation Fund created as a result of extreme winter conditions that have recently hit the country; and 5. The Cúcuta-Ocaña-Agua Clara road section, a project prioritized by the Transportation Ministry.

The Bogotá-Buenaventura road corridor also comprises a series of projects involving the execution of the necessary works and funds allocation and management, namely: 1. Bosa-Granada-Girardot concession; 2. Girardot-Ibagué-Cajamarca concession; 3. Large projects associated with State-financed projects, such as the Segundo Centenario (Second Centenary) Tunnel; 4. Calarcá-La Paila road section, which is part of the Autopistas del Café concession; 5. La Paila-Buga stretch, a departmental concession; and 6. Buga-Buenaventura section.

CRITERION 3

The Bogotá-Buenaventura road corridor improves connectivity between the central part of the country and the Buenaventura port, so that an enhanced service level resulting from this project will surely facilitate its articulation with the Bogotá-Cúcuta section, thus becoming an integrated corridor known as the Caracas-Buenaventura transversal road corridor, linking Venezuela with the Colombian Pacific. This corridor will strengthen the integration of the Santander and North Santander departments, on the border with Venezuela; offer better service quality to meet foreign trade demands; and contribute to the communication of the country's hinterland with Venezuela and of Venezuela with the Pacific through the Buenaventura-Bogotá-Cúcuta road.

Synergy with other cross-border projects is enhanced by the Improvement of the Border Crossings in the Northern Department of Santander and the Táchira State project, included in IIRSA Project Portfolio.

Improved conditions on the road corridor as well as optimized border crossings in terms of control procedures, technology implementation, enhanced facilities, etc., will create synergies between both regional integration projects.

CRITERION 4

Corridor development offers the opportunity to promote the Logistics Corridor Management, the purpose of which is to articulate services provided by the public and private sectors that relate to the management of all the actions required for a strategic corridor, where multiple trade flows converge, combined with the development of specialized logistics infrastructure. For the Buenaventura port, a Logistics Activity Zone is proposed to cater to foreign trade flows by adding value to export operations through logistics activities (such as packaging, labeling, product presentation, etc); organizing distribution to the country's hinterland; and consolidating exports in Buenaventura to reduce domestic transportation in containers; leveraging industrial activities under a free trade zone scheme; and improving handling operations for foreign trade cargo in transit through the city, in terms of both their efficiency and security.

Moreover, in relation to the Bogotá-Cúcuta road corridor, improvements at the border crossings in the department of North Santander and the state of Táchira will offer the opportunity to consider a Development Plan for the relevant area of influence that takes into account the social and environmental impacts that the project is likely to have. Among other things, the impacts caused by any infrastructure to be developed and by any change in the activities of the population concerned should be examined, and actions to mitigate, reduce or avoid negative impacts on the border population affected should be designed.

*Source: Superintendency of Ports and Transportation

ANDEAN HUB

COLOMBIA - ECUADOR BORDER INTERCONNECTION



COLOMBIA - ECUADOR BORDER INTERCONNECTION

CRITERION 1

One of the most important planning tools in the country is the National Development Plan, which comprises the national and sectoral State objectives for the medium and long terms; the national and sectoral goals; the general procedures and mechanisms for their attainment; and the economic, social and environmental strategies and policies that will guide governmental action towards the achievement of the objectives and goals laid down. It also includes an Investment Plan, which provides for the financial resources required for its implementation and its harmonization with public expenditure plans. In this context, the National Development Plan 2010-2014, "Prosperity for All," addresses the issue of border crossings and states the following: "The Government will make efforts to strengthen bilateral relations; therefore, it will address infrastructure projects in border integration areas deemed to be of national interest" (Chapter III Sustainable Growth and Competitiveness, Section 3 Transportation Infrastructure, Subsection f) Consolidation of Transfer Nodes and Improvement of Air and Port Management). As a complement to this, in Chapter VII Transversal Support to Democratic Prosperity, Section under Trade Facilitation, it is stated that there is a need to make headway with the integration of procedures and controls at land border crossings, as well as with the adjustment and strengthening of the infrastructure of such crossings shared with Ecuador. Additionally, in Chapter III, Section 3, Subsection e) Improvement of Accessibility and Intermodality, Title 1. Road Corridors, it is said that "... with the aim of improving transversal connectivity in the road system of the country, the Ministry of Transportation, through INVÍAS, will implement the Priority Corridors for Prosperity Program in order to articulate trunk corridors, facilitate connectivity, and ensure regional accessibility, as a result of the revision and completion of and experience gained in development programs" (page 206). Consequently, the implementation of the Priority Corridor for Prosperity "San Miguel-Santa Ana" is a priority for the National Government. These projects are included in the Regionalization of the Multi-Annual Investment Plan 2011-2014, "Prosperity for All," in which it is stated that these projects are being subject to "environmental and technical pre-investment and/or assessment studies" and that "there is a commitment from the National Government to their structuring." Complementarily, the implementation of these border crossing projects and the improvement of the bridge are prioritized by the Colombian-Ecuadorian Neighborhood Commission, in accordance with the relevant commitments expressed in the minutes of the Binational Infrastructure Sub-Commission, as ratified on August 26, 2010, at the Meeting of Foreign Affairs Ministers of Colombia and Ecuador.

CRITERION 2

With a view to developing border service centers (CEBAFs) at border crossings, Colombia and Ecuador, within the framework of IIRSA, requested a non-reimbursable technical cooperation of US\$480,000 from the IDB to conduct a study entitled "Optimization and Facilitation at Rumichaca and San Miguel Colombia-Ecuador Border Crossings." The study, which was initiated in March 2010, is carried out by the consulting firm EPYPSA and is scheduled to be completed in September 2011. Its objectives are: 1) identify and propose border crossing optimization and facilitation alternatives; 2) design concerted action plans for the short, medium and long terms; and 3) include an economic and social component to support the border area. The study has two phases: I) diagnostic assessment and identification of alternatives; and II) feasibility. To date, Phase I is completed. A diagnostic assessment of the current status of the two border crossings was conducted, on the basis of which an analysis was made of the regulations in force, the controls carried out, inadequate procedures in place, existing infrastructure, and the socioeconomic situation of the area of influence concerned. Based on this diagnostic study, different alternatives were proposed to improve border crossing operations, which were analyzed by the relevant authorities of each country, resulting in the definition of one alternative per border crossing. These alternatives are currently being studied for feasibility. Similarly, in the case of the bridge improvement project, CAF was requested to grant a non-reimbursable technical cooperation of US\$342,000 to carry out "studies on and designs for the new international bridge in Rumichaca and complementary road infrastructure, and a structural evaluation of the existing bridge." The study was awarded to Frontera Activa, a joint venture made up of TYPSA and PROEZA, and is scheduled to be completed in March 2012. The final studies and designs for the Improvement and Paving of the Mocoa - Santa Ana - San Miguel Road Section project were completed on May 31, 2011. The funds for the Santa Ana-San Miguel section were allocated in 2009, including future spending until 2013. The Mocoa-Santa Ana stretch is included in the National Investment Project Bank (BPIN) under the project known as "Improvement and Maintenance of the San Miguel Bridge-El Espinal Road, Magdalena Trunk Road" (BPIN 0041001260000), which means that the funds for implementing this project are allocated. The new contract must consider Prior Consultation* with indigenous and Afro-Colombian communities living in the area.

*For the Ministry of the Interior and Justice, prior consultation is a fundamental individual and collective right of ethnic groups that guarantees their participation in and access to information about the programs and projects designed to be implemented in their territory, with the purpose of identifying the positive and negative impacts on the community.

CRITERION 3

In the case of the Rumichaca border crossing, synergy will be attained mainly through the improvement of the Rumichaca bridge, which will offer its users a better service by reducing travel times, providing more comfort, and lowering operational costs, thus creating production incentives and increasing competitiveness, which will have a positive impact on free trade between both countries. Complementarily, within the framework of the study on Colombia-Ecuador border crossings, a Development Plan will be prepared as a medium- and long-term instrument for implementing the infrastructure works and actions required for their improvement and facilitation. This plan will help reduce transportation costs by enhancing and paving 16% of the road corridor, thus producing a positive impact on its use and, consequently, on the operations of the San Miguel border crossing. Actions must be viable, and their time estimates should consider each country's real financial possibilities. Also, their order or progressive sequence and the entities responsible for them in each country should be defined. This plan is expected to be subscribed by the two Ministers of Foreign Affairs through a framework agreement. In the case of the San Miguel border crossing, synergy with other cross-border projects will be attained mainly through the Improvement and Paving of the Mocoa - Santa Ana - San Miguel Road Section project, which will enhance the development and functionality of the San Miguel border crossing. In addition, implementation of the Improvement and Paving of the Mocoa - Santa Ana - San Miguel Road Section project will enhance connectivity in the southern, central and northern areas of Colombia, on the border with the Caribbean sea, in the Amazon provinces of northern and central Ecuador (Tena, Puyo), and in the south of Ecuador as well (Loja).

CRITERION 4

Within the framework of the study on Colombia-Ecuador border crossings, a Development Plan will be prepared, including programs aimed at improving the quality of life of the population affected by border crossing operations, particularly of those displaced from their activities as a result of the transformation of control operations and of the new facilities in both border crossings. As for the region where the Improvement and Paving of the Mocoa - Santa Ana - San Miguel Road Section project will be located (the Putumayo department), it ranks eighth among the Colombian departments with more indigenous people -44,515 of the total 1,392,623 indigenous population in the country. Furthermore, the unsatisfied basic needs (UBN) index in the department of Putumayo is higher than the national average. There is a high percentage of the population with unsatisfied basic needs, and the per capita income is only some 40% of the country's average. This offers an opportunity to devise an economic and social development plan for the region, and this is why this project is strategically associated with the study on Colombia-Ecuador border crossings.

ANDEAN HUB

COLOMBIA - VENEZUELA BORDER CROSSINGS CONNECTIVITY SYSTEM



COLOMBIA - VENEZUELA BORDER CROSSINGS CONNECTIVITY SYSTEM

CRITERION 1

One of the most important planning tools in the country is the National Development Plan, which comprises the national and sectoral State objectives for the medium and long terms; the national and sectoral goals; the general procedures and mechanisms for their attainment; and the economic, social and environmental strategies and policies that will guide governmental action towards the achievement of the objectives and goals laid down. It also includes an Investment Plan, which provides for the financial resources required for its implementation and its harmonization with public expenditure plans.

In this context, the National Development Plan 2010-2014, "Prosperity for All," addresses the issue of border crossings and states the following: "The Government will make efforts to strengthen bilateral relations; therefore, it will address infrastructure projects in border integration areas deemed to be of national interest" (Chapter III Sustainable Growth and Competitiveness, Section 3 Transportation Infrastructure, Subsection f) Consolidation of Transfer Nodes and Improvement of Air and Port Management). As a complement to this, in Chapter VII Transversal Support to Democratic Prosperity, Section under Trade Facilitation, it is stated that there is a need to make headway with the integration of procedures and controls at land border crossings, as well as with the adjustment and strengthening of the infrastructure of such crossings shared with Venezuela. These projects are included in the Regionalization of the Multi-Annual Investment Plan 2011-2014, "Prosperity for All," in which it is stated that these projects are being subject to "environmental and technical pre-investment and/or assessment studies" and that "there is a commitment from the National Government to their structuring."

CRITERION 2

Within the framework of IIRSA sectoral process on border crossing facilitation, a study entitled "Facilitation of Transport in the South American Border Crossings - Pilot Program - Phase II - Bilateral Technical Assistance and Support to the Implementation of Integrated Control Exercises" was conducted in 2003, in which four border crossings were selected to study a series of alternatives (at the institutional, operational, management, infrastructure and other levels) aimed at improving their efficiency and strengthening their integration. Similarly, technical support was given to the negotiations conducted by the governments involved to design by consensus a preliminary project for their improvement. One of these four border crossings selected was Cúcuta-San Antonio, for which the following proposals were made:

Short Term:

- . A single CEBAF in Villa del Rosario for cargo and passengers: Redefining facilities at the Villa del Rosario CEBAF, involving the elimination of controls in San Antonio
- . A single CEBAF in Ureña for cargo and passengers: It involves the elimination of controls in El Escobal, on the Colombian side, rudimentarily performed at present due to space limitations.

Medium and Long Term:

- . Construction of the San Antonio-Ureña Ring Road
- . Construction of a new bridge in Tienditas
- . A single bidirectional CEBAF for cargo and passengers in the new bridge in Tienditas (for Comex): A CEBAF with the characteristics of an Integrated Logistics Center for the storage, transfer and distribution of goods, and integrated with the new bridge. The country in which the new facilities will be set up is yet to be defined.
- . La Fría-Guarumito: New road interconnection for Colombia and Venezuela. CAF has partially funded feasibility studies for the construction of a road and three bridges in the northern area of Táchira and the North Santander department, known as "La Fría-Guarumito Road Corridor." Subsequently, the construction of a CEBAF in one of the countries will be incorporated.

CRITERION 3

The project provides for the preparation of a Development Plan that will serve as a medium- and long-term instrument for implementing the infrastructure works and actions required for the optimization and facilitation of the border crossings. Actions must be viable, and their time estimates should consider each country's real financial possibilities. Also, their order or progressive sequence and the entities responsible for them in each country should be defined. This plan is expected to be subscribed by the two Ministers of Foreign Affairs through a framework agreement.

CRITERION 4

Within the framework of the study on Colombia-Venezuela border crossings to be contracted, a Development Plan will be prepared, including programs aimed at improving the quality of life of the population affected by border crossing operations, particularly of those displaced from their activities as a result of the transformation of control operations and of the new facilities in both border crossings.

ANDEAN HUB

DESAGUADERO BINATIONAL BORDER SERVICE CENTER (CEBAF)



DESAGUADERO BINATIONAL BORDER SERVICE CENTER (CEBAF)

CRITERION 1

This project (AND47) forms part of Project Group 8 —Peru - Bolivia (Huancayo - Ayacucho - Tarija - Bermejo) Connection— of the Andean Hub, and was also one of the projects prioritized by IIRSA in the Implementation Agenda based on Consensus (AIC) 2005-2010, under which its implementation could not be completed within the specified time frame. Therefore, it is included in the priority project portfolio for the 2012-2016 period.

Both countries are committed to make headway with the construction of this border control center in order to facilitate the flow of people, goods and vehicles, thus contributing to facilitating foreign trade and tourism between Peru and Bolivia, and to other, more distant destinations.

CRITERION 2

The project is at the pre-execution stage. A selection process is taking place for carrying out the Final Study for the construction of the CEBAF facilities. Works are scheduled to start in the second quarter of 2012.
IDB funds are available for conducting studies and executing the works.

CRITERION 3

There is a paved road in good condition linking both countries. In 2001, the construction of a section on the Peruvian side and of the new international bridge was completed; the Peruvian CEBAF Peru is planned to be built in an adjacent area.

Additionally, in the town of Desaguadero, on both sides of the border, and at the site of the old bridge, there is extensive border trade, including informal and illegal practices that require control and regulation.

In general, trade between Peru and Bolivia reaches, on the Peruvian side, the entire southern macro-region, including the city of Lima, and on the Bolivian side, the department of Santa Cruz, from where soybean basically comes.

CRITERION 4

For proper operation of the Desaguadero CEBAF, harmonization of the regulatory frameworks for the traffic of vehicles between Peru and Brazil is required. Likewise, it will be necessary to implement measures to combat informal and illegal trade through the regulation of trade in the border area.

ANDEAN HUB

AUTOPISTA DEL SOL EXPRESSWAY: IMPROVEMENT AND REHABILITATION OF THE SULLANA - AGUAS VERDES SECTION



AUTOPISTA DEL SOL EXPRESSWAY: IMPROVEMENT AND REHABILITATION OF THE SULLANA - AGUAS VERDES SECTION

CRITERION 1

This project (AND28) forms part of Project Group 5 of the Andean Hub (AND28), and is a priority in the Peru-Ecuador Border Integration Binational Plan (Road Axis No. 1: Guayaquil-Piura). Additionally, it is provided for in Peru's Road Concession Program, Intermodal Transport Plan 2004-2023, and "Peru toward 2021" Bicentenary Plan (approved in June 2011). Recently, the Peruvian Ministry of Transport and Communications entrusted the Private Investment Promotion Agency (ProInversión) with the responsibility for the project promotion process with a view to awarding the concession for the works construction, operation and maintenance to the private sector. The call for tender is scheduled for the fourth quarter of 2011, and investments are estimated at US\$90.3 million. The regular maintenance works on this section, involving a US\$15.5 million investment, as well as the construction of the 8.8-km long International Bypass (US\$40.5 million) were completed in 2009.

CRITERION 2

The project is at the pre-execution stage. ProInversión is carrying out the financial structuring studies for the purpose of the call for tender. The rehabilitation works will be executed under the concession. On the other hand, the rehabilitation of a series of bridges will be publicly funded; the relevant technical files are being prepared; and funds have been committed for the execution of the works, which is scheduled to start in 2012. The Sullana-Aguas Verdes road and its continuation into the Ecuadorian territory are the main way for articulating trade and tourism by road between northern Peru and southern Ecuador. The funds to improve the Sullana-Aguas Verdes road are committed within the framework of undertakings assumed by Peru in the Border Integration Binational Plan under the Peace Accord signed by the two countries in 1998.

CRITERION 3

The funds to improve the Sullana-Aguas Verdes road are committed within the framework of undertakings assumed by Peru in the Border Integration Binational Plan under the Peace Accord signed by Peru and Ecuador in 1998. This Plan provides for a number of projects in different sectors, such as transport, communications, energy, health, tourism, and the environment. Particularly in the field of roads, it includes the execution of five road axes, the most important of which in terms of traffic volume is Road Axis No. 1, Guayaquil-Piura. The Binational Plan is a strategy designed by both countries to enhance the quality of life of the population in northern and northeastern Peru and southern and eastern Ecuador through activities and projects to help integrate the economies in the region, boost its production and social development, and overcome its lag behind the other regions of both countries. This Plan, the execution of which is scheduled to be completed by 2013, is managed by two bodies: Binational Plan, Ecuadorian Chapter; and Binational Plan, Peruvian Chapter.

CRITERION 4

With funds provided by the European Union, progress has been made in the first-stage construction of two Binational Border Service Centers (CEBAFs) on the Ecuadorian and Peruvian sides of the International Bypass, respectively, with the aim of facilitating the control of people, goods, and vehicles at the border. Moreover, efforts are being made within the framework of the Andean Community to harmonize transport regulations, a process that needs to be further developed. There are still problems with the transfer of cargo at the border.

CAPRICORN HUB

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



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

CRITERION 1

This project forms part of the COSIPLAN Portfolio and of both countries' National Development Plans. It is mentioned in the declarations of presidential as well as ministerial summit meetings. In 1998, an exchange of notes was effected, resulting in the creation of an Argentina-Bolivia Joint Committee for the construction of a new bridge between Salvador Mazza and Yacuiba. Furthermore, the agreement on the construction of this bridge was registered with ALADI as the Twenty-Sixth Additional Protocol to Partial Scope Agreement No. 36.

CRITERION 2

As a result of a study conducted by the consulting firm SETEC, the building of a new international bridge to the west of the current border crossing was found to constitute an alternative to overcome the difficulties in the area. In addition, approach roads to the bridge in both countries and a border center for integrated control operations to be carried out at single headquarters located in the Argentine territory will be constructed. The current bridge will remain in place for local border traffic.

The new border crossing works consist of approach roads for a total length of 9.7 kilometers (5.5 kilometers in the Argentine territory and 4.2 kilometers in the 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 24.8-hectare border center comprising facilities for the control operations of both countries.

The project further includes the construction of three parking islands accommodating up to 100 general freight trucks and, in each country's area, one 20-space parking island for vehicles transporting hazardous materials.

CRITERION 3

The new bridge will help alleviate traffic congestion on the one currently in place, which would remain open to pedestrians only, thus strengthening regional networks and becoming an instrument of regional connectivity and integration. The approaches to the bridge in both countries should be paved.

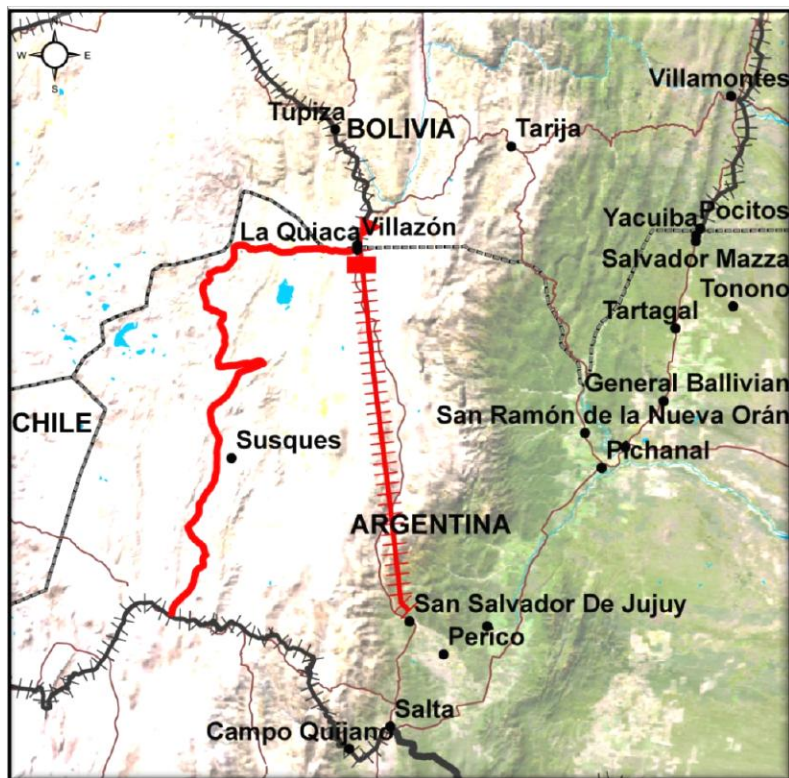
These works are necessary to contribute to the smooth flow of binational traffic, thus positioning the area as an articulating node that forms part of the road infrastructure system as a south-north corridor and as a service corridor for the sake of South American integration.

CRITERION 4

A program of complementary actions associated with the border strip is needed, involving infrastructure at the border crossing, management of the border center, sustainable environmental preservation, and logistics and production integration opportunities, in order to improve the quality of life of the population in the border area.

CAPRICORN HUB

ARGENTINA - BOLIVIA WEST CONNECTION



ARGENTINA - BOLIVIA WEST CONNECTION	
CRITERION 1	
Each of the projects that make up this structured Project forms part of the COSIPLAN Portfolio and is included in both countries' National Plans.	
CRITERION 2	
<p>The studies related to this structured project are as follows:</p> <ul style="list-style-type: none"> - Pre-feasibility study on the rehabilitation of the railway from Jujuy to La Quiaca - Project to pave National Route 40 (Mining Corridor Path), being prepared by the National Road Authority - New bridge and border center between La Quiaca and Villazón, being studied by the province of Jujuy <p>Worth noting is that the new bridge will help alleviate vehicular congestion and improve border pedestrian traffic. In addition, the new alignment of the Mining Corridor route provides a connection with in the entire Bolivian area of Uyuni, where there are high-potential mineral deposits, thus becoming an important hub for the development of the mining sector. Furthermore, the rehabilitation of the railway will boost the transport link between the two countries.</p>	
CRITERION 3	
In considering the new bridge and border center between La Quiaca and Villazón jointly with the new alignment of the Mining Corridor route and the rehabilitation of the railway from Jujuy to La Quiaca, this structured project strengthens regional networks and becomes an instrument of regional connectivity and integration.	
CRITERION 4	
A program of complementary actions associated with the border strip is needed, involving infrastructure at the border crossing, management of the border center, sustainable environmental preservation, and logistics and production integration opportunities, in order to improve the quality of life of the population in the border area.	

CAPRICORN HUB

PARANAGUÁ - ANTOFAGASTA BIOCEANIC RAILWAY CORRIDOR



PARANAGUÁ - ANTOFAGASTA BIOCEANIC RAILWAY CORRIDOR

CRITERION 1

The rehabilitation and improvement of the rail sections making up this corridor are included in the National Plans of the countries across which the corridor runs and in the COSIPLAN Portfolio.

CRITERION 2

At the Sixth Meeting of the Work Group on the Rail Integration of the Atlantic-Pacific Bioceanic Corridor, a report on the studies funded by the Brazilian Development Bank (BNDES) was submitted for reference purposes only together with the progress on the sections in each country.

Argentine Section: Reconstruction of the C3 Branch Line, Salta-Barranqueras-Avia Terai-Rosario, with a loan from China agreed upon on July 2010. Furthermore, a call for tender will be launched to study the location of the rail bridge in the Puerto Bermejo-Pilar area. As for the C12 Branch Line, rehabilitation and maintenance works are in execution between kilometer markers 1090 and 1124 as well as between kilometer markers 1373 and 1474.

Brazilian Section: The project is included in the Brazilian Growth Acceleration Program (or PAC, its acronym in Portuguese), and involves: i) the building of an international rail bridge over the Paraná river, on the Brazil-Paraguay border; ii) the construction of the Cascavel-Foz do Iguaçu stretch, spanning 170 km approximately; and iii) the construction of the Guarapuava-Engenheiro Bley rail bypass and the expansion of the Paranaguá-Cascavel section. With respect to the Cascavel-Foz do Iguaçu stretch, Ferroeste —the firm holding its concession— reported that the relevant studies and engineering design have been completed, but need to be updated. Regarding the construction of the international rail bridge, a bilateral agreement is yet to be signed.

Paraguayan Section: In the study phase

CRITERION 3

The construction of the bioceanic railway linking four countries strengthens regional connectivity.

CRITERION 4

In order to establish a meter gage connection from the port of Paranaguá, in Brazil, through Paraguay and Argentina to the port of Antofagasta, in Chile, a legal and institutional framework must be agreed upon by the countries involved and the respective railway operators. The implementation of the railway will promote logistics and production integration opportunities that should be analyzed, and will strengthen different economic sectors, as it will provide a bioceanic connection for products.

CAPRICORN HUB

FOZ DO IGUAÇU - CIUDAD DEL ESTE - ASUNCIÓN - CLORINDA ROAD CONNECTION



FOZ DO IGUAÇU - CIUDAD DEL ESTE - ASUNCIÓN - CLORINDA ROAD CONNECTION

CRITERION 1

This structured project comprises three individual projects included in the COSIPLAN Portfolio, namely: (i) an Argentina-Paraguay bilateral project —the Clorinda-Asunción node—; (ii) the Brazilian and Paraguayan new Puerto Presidente Franco-Porto Meira bridge project; and (iii) the Paraguayan project concerned with the concession for the improvement of Routes No. 2 and 7 between Asunción and Ciudad del Este.

The Optimization of the Clorinda - Asunción Node project is also part of the Argentine Strategic Territorial Plan —developed by the Territorial Planning Undersecretariat, under the purview of the Argentine Ministry of Planning—; a bilateral agreement concerning its implementation has been signed and ratified; and the project is mentioned in declarations of presidential as well as ministerial summit meetings.

The New Puerto Presidente Franco - Porto Meira Bridge project involves the construction of a second international bridge over the Paraná river, on the Paraguay-Brazil border. The governments of the two countries signed an agreement concerning its implementation on December 8, 2005. This agreement was approved by the Paraguayan Congress on May 25, 2007, and by the Brazilian Congress on September 18, 2008; has been mentioned in joint declarations by the presidents of both countries (May 21, 2007; July 25, 2009); and is being discussed within the framework of the Brazil-Paraguay Joint Committee.

The project is included in the Brazilian Growth Acceleration Program (or PAC, its acronym in Portuguese), and an amount of US\$12.5 million (R\$21.2 million) has been allocated for 2011.

CRITERION 2

A call for tender is being prepared for the feasibility study on the Optimization of the Clorinda - Asunción Node project. The basic design of the new bridge between Puerto Presidente Franco and Porto Meira has been approved, and the detailed designed should be completed by late 2011, when it will be submitted to the Joint Committee for approval.

The commencement of the studies for the concession of Routes No. 2 and 7 for their improvement is contingent on the approval of the Paraguayan Congress, which is currently considering the project.

The structured project will ease traffic congestion, thus promoting faster traffic flows in the transportation systems among the three countries. In addition, the improvement of infrastructure and management of the existing border center will lead to a better control of those who travel the border strip and an enhanced quality of life for its population.

CRITERION 3

The project strengthens networks that are regional in scope and is instrumental in fostering regional connectivity and integration. The bridge is necessary for smoothing the flow of goods and people among the three countries involved, and will position the area as an articulating node. The synergies among the three projects call for coordinated action to attain the goals of alleviating traffic congestion and checking urban sprawl in the region in order to facilitate east-west connection for people, goods and services for the sake of South American integration.

CRITERION 4

In the case of the Paraguay-Brazil bridge, the associated border crossing must be defined.

As for the structured project as a whole, there are important logistics and production integration opportunities to improve the quality of life of the population in the countries involved. Therefore, the results of the application of the Production and Logistics Integration Methodology (IPrLg, its acronym in Spanish) to Project Group 3 of the Capricorn Hub represent a significant input.

CAPRICORN HUB

ITAIPU - ASUNCIÓN - YACYRETÁ 500-KV TRANSMISSION LINE



ITAIPU - ASUNCIÓN - YACYRETÁ 500-KV TRANSMISSION LINE	
ITAIPU - ASUNCIÓN	
CRITERION 1	
The project, which forms part of Group 3 (Asunción-Paranaguá) of the Capricorn Hub, is currently at the execution stage, with funds provided by the Structural Convergence Fund within MERCOSUR (FOCEM) and additional funding by the government of Brazil and Paraguay's National Treasury.	
CRITERION 2	
The project is at the execution stage, with all the relevant studies completed and an implementation time frame of 36 months.	
CRITERION 3	
The project provides for the connection with other transmission lines in the national territory, such as Yacyretá, Ayolas, and Carayao, and with Argentina and Brazil through Yacyretá and Itaipu.	
CRITERION 4	
The purpose of the project is to reduce the energy deficit in some areas of the territory so as to promote their development. Also, actions aimed at facilitating energy transmission and trade at the regional level are needed.	
AYOLAS - CARAYAO	
CRITERION 1	
The project, which forms part of Group 3 (Asunción-Paranaguá) of the Capricorn Hub, is currently at the execution stage, with funds provided by the Inter-American Development Bank and Paraguay's National Treasury.	
CRITERION 2	
The project is at the execution stage, with all the relevant studies completed	
CRITERION 3	
The project provides for the connection with other transmission lines in the national territory, such as the Itaipu-Asunción 500-kV transmission line.	
CRITERION 4	
The purpose of the project is to reduce the energy deficit in some areas of the territory so as to promote their development. In addition, it will increase the exchange of electric power with Argentina by means of the 220-kV connection in place between the cities of Clorinda, in Argentina, and Guarambaré, in Paraguay.	

GUIANESE SHIELD HUB

REHABILITATION OF THE CARACAS - MANAUS ROAD



REHABILITATION OF THE CARACAS - MANAUS ROAD

CRITERION 1

This project is included in the Multi-Annual Plan 2008-2011 under actions "202C - Maintenance of BR-174 Road Sections in the Amazonas state" and "206Z - Maintenance of BR-174 Road Sections in the Roraima state." In 2011, there is a payable amount of R\$231 million, equivalent to US\$144.4 million, approximately.

According to information from the Brazilian Ministry of Transport, on March 24, 2010, the rehabilitation works of a 126-km stretch in the state of Roraima were completed, and the restoration of another 265-km long section was authorized to commence. The rehabilitated stretch, between the cities of Caracará and Boa Vista, in Brazil, involved an investment of R\$103 million. The works, executed within scheduled time, meet the quality requirements from users. As for the road works already authorized to start, they involve a stretch from Caracará to the border with the Brazilian Amazonas state, which has been divided in three sections: 79.6 km from Igarapé Arruda (km 102.8) to Igarapé Seabra (km 82.5), for a R\$ 119.6 million investment; 99 km from Igarapé Seabra (km 182.5) to Igarapé Caleffi (km 281.6), for a R\$139.4 million investment; and 86.6 km from Igarapé Caleffi (km 281.6) to Caracará (km 361.2), for a R\$ 118.1 million investment. Thus, the Federal Government's total investment in these works will amount to R\$377 million.

Concerning the rehabilitation/maintenance of route BR-174 in the Amazonas state of Brazil, the following works will be executed (Second Stage of the Crema Program for BR-174/AM): Section: only one; Highway: BR-174/AM; Stretch: Div. MT/AM, Div. AM/RR; Sub-stretch: Highway AM-010 (Igarapé-Lajes); Segment: Km 883.8.

CRITERION 2

The technical feasibility studies have already been completed.

CRITERION 3

The rehabilitation of the Caracas-Manaus road will contribute to the integration of Brazil and Venezuela, since their interconnection by land takes place along route BR-174, in Brazil, and Trunk Road 10, in Venezuela. On the Brazilian side, the road is in poor condition, posing an obstacle for traffic between both countries. On the Venezuelan side, the road needs regular maintenance.

CRITERION 4

The project needs to be carefully approached from the environmental protection and preservation standpoint, as it runs across the Amazon rainforest. Yet, damages are minimized by the fact that the project involves the rehabilitation of an existing road. This area has great potential for logistics and production integration, particularly in northern Brazil and southern Venezuela. The rehabilitation of this road will bring about important benefits for the community.

GUIANESE SHIELD HUB

BOA VISTA - BONFIM - LETHEM - LINDEN - GEORGETOWN ROAD



BOA VISTA - BONFIM - LETHEM - LINDEN - GEORGETOWN ROAD

CRITERION 1

The Government of Guyana's National Development Strategy has been formulated after intensive collaboration between the public and private sectors, and has identified the Linden-Lethem road as the most essential north-south link in the transportation network of Guyana.

As a result of bilateral agreements between the Governments of Guyana and Brazil on the necessity of improving the road link, a feasibility study was undertaken in 1989 under the funding from the European Union, and an environmental impact assessment was commissioned by the Government of Guyana in 1994. A second feasibility study was also performed in the year 2000. These studies recommended upgrading to all-weather gravel road with new drainage structures.

CRITERION 2

Currently, the government of Guyana considers important to complete the first phase of the project, which consists of updating the feasibility study and the environmental studies, as well as to complete preliminary designs.

A "feasibility study" for the improvement of the Linden-Lethem road was carried out by the Government of Guyana in partnership with the Inter-American Development Bank.

The study was executed by an international consultancy firm and submitted in April 2011. It is currently being reviewed for final acceptance.

CRITERION 3

The conclusion of the Boa Vista-Bonfim-Lethem-Linden road will contribute to the integration between Brazil and Guyana, considering that, at present, the connection is quite poor, with an unpaved stretch of more than 400 km.

CRITERION 4

The project requires great attention to the protection and the preservation of the environment, as it crosses the Iwokrama Forest. Another initiative that is very important is the identification of opportunities of production and logistics integration between Boa Vista and Bonfim, in Brazil, and the entire region that is crossed by the road in Guyana, in order to benefit the communities affected by the paving works.

GUIANESE SHIELD HUB

ROUTES INTERCONNECTING VENEZUELA (CIUDAD GUAYANA) - GUYANA (GEORGETOWN) - SURINAME (APURA - ZANDERIJ - PARAMARIBO), INCLUDING CONSTRUCTION OF THE BRIDGE OVER THE CORENTYNE RIVER



ROUTES INTERCONNECTING VENEZUELA (CIUDAD GUAYANA) - GUYANA (GEORGETOWN) - SURINAME (APURA - ZANDERIJ - PARAMARIBO), INCLUDING CONSTRUCTION OF THE BRIDGE OVER THE CORENTYNE RIVER

CRITERION 1

This Corridor is located where most natural resources of Suriname are available, especially bauxite. The Government of Suriname has currently restarted talks with possible investors to start up large scale mining activities at the Bakhuys mountain area. It is expected that traffic will increase, and this foreseen investment, including a Hydropower Plant at Kabalebo, will support the development of the hinterlands of Suriname. The abovementioned strategy is part of the development plan for Suriname, as stipulated in the New Multi-Annual Plan 2012-2016, which will be presented by the Government of Suriname to the parliament in October 2011.

This road corridor will facilitate international trade and traffic. The spatial limitations of the Nieuw Nickerie-Paramaribo-Albina corridor (GUY 26 project) due to settlements along the road prevent fast traffic flow. The Corantijn bridge is a priority project of the Governments of Suriname and Guyana and is part of the development plan for Suriname, as stipulated in the New Multi-Annual Plan 2012-2016, which will be presented by the Government of Suriname to the parliament in October 2011. Both Presidents have expressed the need for building the Corantijn river bridge to improve the connection of the peoples and facilitate trade and tourism. A joint summit was held in September 2010.

CRITERION 2

In recent years many studies have been carried out. The most recent economic assessment has been done by the IDB in 2007. Due to the need of connecting the main highly inhabited settlements in the vicinity of this existing road, the Government of Suriname has decided to start up the reconstruction and rehabilitation of this corridor.

With regard to the Corantijn bridge, a technical proposal and preliminary engineering documents have been produced by the Government of Suriname. Currently, this project is in the financing phase, wherein the Government of Suriname is looking towards various forms of financing. The bidding process is expected to start in 2012.

This corridor is divided into the following stretches:

- Albina-Moengo: Approximately 40 km, in execution with funding by the IDB\EU\ ADF, the contractor being China Dalian International Cooperation Group, as part of the Meerzorg-Albina corridor reconstruction
- Moengo-Java: Approximately 60 km, to start up pre-feasibility study
- Java-Casipora: Approximately 30 km, to start up pre-feasibility study
- Casipora-Carolina-Kraka: Approximately 32 km, in execution under contract by China Dalina International Cooperation Holding LTD, to be finished by the first quarter of 2012
- Kraka-Zanderij-Matta: Approximately 30 km, in execution under contract by China Dalina International Cooperation Holding LTD, to be finished by the first quarter of 2012.
- Matta-Pikin Saron: Approximately 18 km, proposal will be submitted to pave this stretch
- Bridge Pikin Saron: A new bridge has been executed and finished in August 2011
- Pikin Saron-Apura: Approximately 290 km, to start up pre-feasibility study
- Apura-South Drain: Approximately 70 km, to start up pre-feasibility studies
- South Drain-border crossing Corantijn river: Approximately 12 km, already executed with asphalt pavement, finished in 2010
- Corantijn Bridge: 5.4-km length, about to start the bidding process

CRITERION 3

This project will provide Guyana and Venezuela as well as Suriname with a faster transport and trade route interlink. This will facilitate safe cargo transport between the nations.

CRITERION 4

The South Drain-Apura-Zanderij-Albina Corridor within Suriname borders does not require complementary action programs. The improved road connection will provide the basis to further develop the existing regulated forestry activities and new mining activities. Local communities will benefit from the improved connections due to the ease of travel and accessibility to health facilities.

PARAGUAY-PARANÁ WATERWAY HUB

IMPROVEMENT OF NAVIGATION CONDITIONS ON THE RIVERS OF THE PLATA BASIN



IMPROVEMENT OF NAVIGATION CONDITIONS ON THE RIVERS OF THE PLATA BASIN

CRITERION 1

The 10 individual projects making up this structured project form part of the COSIPLAN Portfolio and are mentioned in statements by the presidents and ministers of the countries involved. In addition, there are agreements among these countries concerning the use of the rivers that flow into the basin, such as the Paraguay-Paraná Waterway Treaty, the creation of the Intergovernmental Committee on the Waterway, and the Agreement between Argentina and Uruguay concerning the Creation of the Uruguay River Executive Commission (or CARU, its acronym in Spanish).

Furthermore, the Tamengo canal is part of the Paraguay-Paraná waterway; therefore, there are agreements and treaties ratified by the Plurinational State of Bolivia, which thus may participate in presidential summit meetings.

As the project is a priority for the Bolivian government, it has been included in the Transport Sector Programs and Projects Matrix as part of the National Development Plan, within the framework of which funds are being mobilized for project implementation. The rehabilitation and maintenance of the Tamengo canal plays a role under the Paraguay-Paraná River Transport Treaty, and provides South America with an east-west connection.

CRITERION 2

Uruguay River: The section of this river shared by Argentina and Uruguay spans from kilometer marker 0 (parallel of Punta Gorda) to kilometer marker 336 (ports of Salto and Concordia). In a declaration signed on March 16, 2011, at a bilateral meeting, the Ministers of the Governments of Argentina and Uruguay agreed to the following: instruct CARU to draw up, as soon as possible, a project for the dredging of and the installation of aids to navigation on the Uruguay river between kilometer markers 0 and 187.1; provide CARU with the financial resources required for the preparation of such project; and instruct CARU to carry out studies to anticipate any new dredging operations, provided that environmental impact assessments do not advise against it. On the Uruguayan side, partial dredging operations commissioned by CARU have been carried out on the Almirón Chico and Almirón Grande passageways.

Paraguay River: Brazil: The length of this river in the Brazilian territory is 1,270 km. It originates in Sete Lagoas, but is navigable only from Cáceres (state of Mato Grosso) through Porto Murtinho (state of Mato Grosso do Sul) to the mouth of the Apa river. The Brazilian stretch of the Paraguay river shared with Bolivia is 58 km long, whereas the one shared with Paraguay is 322 km long. Brazil's Growth Acceleration Program (or PAC, its acronym in Portuguese) provides for investments amounting to about US\$44 million to cover, among other things, studies as well as dredging operations and installation of markers on the entire corridor, particularly in Cáceres, Santo Antônio das Lendas, and the Passo do Jacaré stretch. **Bolivia:** There are studies aimed at improving the river, such as plans for the dredging, maintenance and rehabilitation of the Tamengo canal, which must undergo technical adjustments to be implemented. The support and funds needed for these operations are being sought from the central body.

Paraná-Plata Rivers: Argentina/Paraguay: Studies on the section spanning between Puerto Iguazú-Puerto Franco and Confluencia must be carried out to prepare the project. **Argentina:** The section running from Confluencia to the Plata river is under a concession arrangement for the dredging of and installation of aids to navigation on two sub-sections —from Santa Fe to the south, and from Santa Fe to Confluencia.

Paraná-Tietê Rivers: Brazil: The Paraná waterway, with a navigable length of 1,020 km, stretches from the hydroelectric dam of São Simão (Goiás state), on the Parnaíba river, and the hydroelectric dam of Água Vermelha (near Iturama, Minas Gerais state), on the Grande river, to Itaipu dam, on the so-called Triple Frontier, i.e. the Brazil-Argentina-Paraguay border. The Paraná river marks the border between Brazil and Paraguay for a 160-km long stretch. Brazil's Growth Acceleration Program provides for investments amounting to about US\$66 million to cover, among other things, dredging works and installation of markers on the sections among the São Simão, Ilha Solteira, Jupiá, and Itaipu hydroelectric dams, i.e. an approximate length of 910 km between the states of São Paulo and Paraná. As for the Tietê river, its navigable stretch runs from Mogi das Cruzes (São Paulo state, kilometer marker 0) to its confluence with the Paraná river (kilometer marker 863). Brazil's Growth Acceleration Program provides for investments amounting to about US\$882 million to cover, among other works, enlargement of bridges, increase of channel capacity, improvement of locks, and dam and lock implementation, as well as the studies and projects associated with such works, and maintenance along the entire corridor.

CRITERION 3

The project strengthens networks that are regional in scope and is instrumental in furthering regional connectivity and integration. Proper development of the project requires investments by all the parties as well as close, interdisciplinary intra- and inter-governmental coordination, involving all the relevant sectors, such as transport and communications. There are agreements in force and potential new accords that support the implementation of the project.

CRITERION 4

The project calls for a program of complementary actions concerned with sustainable environmental preservation as well as with logistics and production integration opportunities, aiming at improving the quality of life of all the inhabitants of the basin. With regard to the social and environmental aspects, the Plurinational State of Bolivia, pursuant to the provisions of its Political Constitution and of Environmental Law No. 1333, will carry out, through the Competent National Environmental Authority, the strategic environmental assessment (SEA) of the Bolivian Pantanal wetland component in order to mainstream critical social and environmental issues in the development of sectoral policies, plans and programs, which will help decision makers lead the region towards sustainable development and, thus, meet the needs of current and future generations in the area, for the sake of attaining well-being for all.

PARAGUAY-PARANÁ WATERWAY HUB

PARAGUAY - ARGENTINA - URUGUAY RAILWAY INTERCONNECTION



PARAGUAY - ARGENTINA - URUGUAY RAILWAY INTERCONNECTION

CRITERION 1

The individual projects making up this integration project form part of the COSIPLAN Portfolio. Furthermore, they are included in the National Plans of the countries involved, and mentioned in declarations of ministerial as well as presidential summit meetings.

CRITERION 2

A technical study is needed for the reactivation and improvement of the rail sections in the three countries, which will enable connectivity, resulting in lower transaction costs and a better quality of life for those who live in the region.

Argentine Section: Partially operational between Zárate and Posadas, and requiring improvement

Paraguayan Section: Being studied

Uruguayan Section: Feasibility studies underway

CRITERION 3

The project strengthens networks that are regional in scope and is conducive to regional connectivity and integration. The infrastructure works involved are necessary to facilitate a smoother flow of people and goods among the countries concerned, thus positioning the area as an articulating node that forms part of the rail infrastructure system as a south-north corridor and as a service corridor for the sake of South American integration. Furthermore, the project promotes social and economic sustainable development in its entire area of influence. Investments by the countries in the sections that concern each of them are needed.

CRITERION 4

Depending on the section concerned, there may be a need for a program of complementary actions associated with the routes to access the rail lines in each country, duly providing for sustainable environmental preservation, social and economic sustainability, and logistics and production integration opportunities in order to improve the quality of life of the population in the three countries. As the rail sections involve an international connection, complementary actions related to border crossings and regulatory harmonization are required as well.

PARAGUAY-PARANÁ WATERWAY HUB

REHABILITATION OF THE CHAMBERLAIN - FRAY BENTOS RAILWAY BRANCH LINE



REHABILITATION OF THE CHAMBERLAIN - FRAY BENTOS RAILWAY BRANCH LINE

CRITERION 1

The project forms part of the COSIPLAN Portfolio and is a priority in government action.

CRITERION 2

The relevant feasibility studies were carried out in 2008. The main benefit resulting from project completion is the access of the production centers in the area to the rail network, which will leverage their development and facilitate their trade operations.

CRITERION 3

This rail section is of strategic importance, as it links production centers to regional connection networks.

CRITERION 4

No complementary actions are needed.

PARAGUAY-PARANÁ WATERWAY HUB

NUEVA PALMIRA BELTWAY

AND PORT ACCESS ROADS NETWORK



NUEVA PALMIRA BELTWAY AND PORT ACCESS ROADS NETWORK

CRITERION 1

The project is included in IIRSA Project Portfolio. Regarding budget allocation, the Government has provided for it in a priority request for funding, as its completion will facilitate road links in a dynamic production area, leveraging its development and promoting connectivity with the region.

CRITERION 2

A financial study on detailed design alternatives has been conducted. The feasibility study for the project has not been carried out yet, although funds have been allocated to this end in the five-year budget. The construction of the bypass road around Nueva Palmira will prevent trucks from passing through the city, since heavy transport vehicles will be diverted from the port directly onto Routes 12 and 21, with consequential positive environmental, social and economic effects on the urban area. All road works are in compliance with environmental and social impact regulations.

CRITERION 3

The project consolidates a vast production network and, in regional terms, provides a link to the area of influence of the Paraguay-Paraná waterway.

CRITERION 4

The project will improve access of heavy goods vehicles to the port of Nueva Palmira by providing them with a connection with the national routes that make up integration networks, and also prevent heavy truck traffic from entering the city. As the project is directly related to the port of Nueva Palmira, it is appropriate to implement action programs concerning logistics, border crossings, and the harmonization of legal and regulatory aspects.

CENTRAL INTEROCEANIC HUB

PASSENGER AND CARGO HUB AIRPORT FOR SOUTH AMERICA

(VIRU VIRU, SANTA CRUZ, INTERNATIONAL HUB AIRPORT)



PASSENGER AND CARGO HUB AIRPORT FOR SOUTH AMERICA (VIRU VIRU, SANTA CRUZ, INTERNATIONAL HUB AIRPORT)

CRITERION 1

The passenger and cargo hub airport project has been included as a priority in the National Development Plan, as Viru Viru International Airport lies at the geographic midpoint of South America and is almost at sea level, which will allow airplanes to operate at full payload. Offering the possibility of concentrating people and cargo at a single point to be taken to transoceanic countries in bigger airplanes, its privileged location will afford lower fares and rates for passenger and freight flights from any origin to any destination. At present, import and export goods movement volumes at the airport are large, with flights to meet both domestic and international demand for cargo transport. The distances among the main South American capital cities are great, affecting regional integration by air. For instance, a non-stop flight from Buenos Aires to Bogotá without refueling takes approximately six hours, which calls for the use of relatively large airplanes that must take off carrying the maximum allowable payload for flights to be economically viable. Completion of the project will reduce flight times, increase the number of routes served, improve carrying capacity, and enable the use of smaller aircraft to centralize cargo operations at a single location. With regard to international regulations, due account is taken of the regulations and requirements of the International Civil Aviation Organization (ICAO), the Latin American Civil Aviation Commission (LACAC), the International Air Transport Association (IATA), as well as of other international instruments in the field of air cargo transportation.

CRITERION 2

There is a Master Plan for Viru Viru International Airport prepared by the Japan International Cooperation Agency (JICA) and updated in 2005 by the airport operator, which describes the characteristics and potential of the airport as a cargo reception and distribution center at the South American and intercontinental levels. At the regional level, the use of short-haul aircraft will help airlines reduce operational costs by bringing cargo together at a single node and redistributing it based on the concept of economy of scale. The Viru Viru Hub will improve efficiency, resulting in shorter travel times and, consequently, reduced operational costs, a factor that will lead to lower passenger fares and freight rates and an increased use of air transport. Furthermore, the elimination of unnecessary travel will free up aircraft to serve other routes, benefiting operators and users. In addition, the Viru Viru Hub will contribute to the exploitation of the significant potential for agribusiness in the department of Santa Cruz, as it will enable the export of its products to transoceanic destinations as well as the import of inputs to be distributed to other countries in the continent, thus helping build robust regional trade links. There are projects involving an initial expansion of the passenger terminal in the international area, funded with investments coordinated with the firm that operates the airport.

CRITERION 3

Viru Viru International Airport is included in the Regional Air Navigation Plan as qualifying for international passenger and cargo services. The use of its potential for the whole region will bring about the following benefits: 1) Products from the region may be stored at the airport to be subsequently carried in larger aircraft to transcontinental markets, and vice versa; 2) In a strengthened regional air transport network, commercial airlines will be able to reduce costs by flying short-haul planes to take passengers and cargo to the Viru Viru Hub, where they will be transferred to larger aircraft to continue their journey to distant destinations; 3) Regional imports and exports will grow thanks to the implementation of specific actions, such as office and storage facilities as well as information and advice services on taxes and custom duties, within the framework of an adequate and efficient management of air cargo in compliance with international standards; 4) Airport operations will be organized in different categories, namely first line activities, which include logistics operations directly associated with modal shifts from road to air and with handling terminals; second line activities, involving the logistics operations that are strictly necessary for modal interchange, such as general services, customs processes, and border inspection procedures, among others; and, finally, third line activities, concerned with the users of the system, such as industrial companies, ultimate consignees, and airlines.

CRITERION 4

Upgrade and construction of new hangars and infrastructure for cargo storage and control, as well as the expansion of the cargo apron, among other works, will be in accordance with the guidelines set forth in the Master Plan for the airport. Control and safety procedures for both air and ground operations will comply with international standards. As the airport will provide a single point of exit for border control purposes, customs procedures, phytosanitary controls and other related formalities will be more efficient and expeditious, contributing to reduced time for inspection activities specific to the airports of origin. Border inspection posts (BIPs) will be established, appropriately equipped to handle goods, cargo, and other products of plant and animal origin for human consumption transported by air. The hub airport will help lower operational costs at the regional airports of origin, which will not need sophisticated cargo-handling infrastructure. To this end, actions must be taken at the regional level, namely: (i) Implement multilateral agreements; (ii) Strengthen airport regulatory frameworks to help enhance competitiveness in the provision of related services (e.g. ground handling services); (iii) Facilitate soft restrictions (customs, IT, security) and other requirements to foster sustained sectoral growth so that air transport companies may deliver more reliable services at lower cost; (iv) Support an air traffic control center for the entire region; and (v) Promote regional integration and airport marketing in order to consolidate the passenger and cargo hub.

CENTRAL INTEROCEANIC HUB

IMPROVEMENT OF ROAD CONNECTIVITY IN THE CENTRAL INTEROCEANIC HUB



IMPROVEMENT OF ROAD CONNECTIVITY IN THE CENTRAL INTEROCEANIC HUB

CRITERION 1

The four individual projects making up this structured project are included in the COSIPLAN Portfolio. One of the major planning tools in Bolivia is the National Development Plan, which comprises the national and sectoral State objectives, policies, strategies, plans, programs, and projects for the medium and long terms. Furthermore, there are investment plans providing for the financial resources required for the project implementation and harmonization with public expenditure plans. In this context, the Plurinational State of Bolivia's Development Plan 2010-2011, "Wellbeing," provides for three pillars: Restoring the Heritage and Leading Role of the State; Domestic Articulation and Foreign Integration; and Efficient Investment in Transportation Infrastructure. The second pillar includes one of the most important programs for both the country and the region, namely the Central Interoceanic Corridor, the construction of which has been prioritized by the Bolivian government and included in IIRSA Project Portfolio. Therefore, efforts are being made to execute the construction of dual carriageways from the city of La Paz to the city of Santa Cruz de la Sierra. To date, works are being carried out on the following stretches: 1) Warnes-Montero 23-km long four-lane road, in operation; 2) La Paz-Oruro Section 1, 70-km long four-lane road, in execution; 3) La Paz-Oruro Section 2, 77-km long four-lane road, in execution; 4) La Paz-Oruro Section 3, 55-km long four-lane road, in execution; 5) Caracollo-Colomi 251-km four-lane road, in the design phase; 6) Montero-Cristal Mayo 313-km long four-lane road, in the design phase; 7) Other sections, the design of which is open for bid. The Central Interoceanic Corridor is covered by a trilateral agreement among the governments of Bolivia, Brazil, and Chile. The Campo Grande bypass construction works, which started on May 23, 2011, are being executed by the Municipality of Campo Grande with funding from Brazil's federal government. The project forms part of the first stage of the Brazilian Growth Acceleration Program (or PAC 1, its acronym in Portuguese), and an amount of US\$10 million (R\$17 million) has been allocated for 2011.

CRITERION 2

Below is a detail of the sections of the La Paz-Santa Cruz dual carriageway and their current status:

- Warnes-Montero 23-km long four-lane road, completed and in operation
- La Paz-Oruro Section 1, 70-km long four-lane road, in execution, including financing from CAF
- La Paz-Oruro Section 2, 77-km long four-lane road, in execution, including financing from CAF
- La Paz-Oruro Section 3, 55-km long four-lane road, in execution, including financing from CAF
- Caracollo-Colomi 251-km four-lane road, in the final design phase, with the necessary funding
- Montero-Cristal Mayo 313-km long four-lane road, in the final design phase, with the necessary funding

Brazil is the host country of the Puerto Suárez-Corumbá Integrated Control Area, pursuant to negotiations between Brazil and Bolivia. According to a study conducted by the Brazilian Secretariat of Federal Revenue, for the border crossing to be fully operational, an approximate amount of US\$1,250,000 (R\$1,995,000) is needed, involving the construction of warehouses for the storage of goods seized, the building of a kennel for sniffer dogs, improvement of the Esdras border crossing infrastructure, and purchase of forklift trucks.

CRITERION 3

The Central Interoceanic Corridor connects Bolivia with Peru and Chile on the west, and with Brazil on the east, more specifically the city of Puerto Quijarro, which serves as a link to the Paraguay-Paraná waterway through the Tamengo canal, thus integrating Bolivia also with Paraguay and Uruguay. Furthermore, this corridor provides Bolivia with a connection with southbound roads leading to Argentina, and northbound roads leading to Brazil and Peru.

In the Bolivian territory, this corridor will join the departments of La Paz, Oruro, Cochabamba, and Santa Cruz with four-lane, paved, category 1 roads, facilitating vehicular traffic coming from the neighboring countries, and reducing the number of accidents frequently caused by cars swerving onto the wrong side of the road. For all these reasons, dual carriageways in this important hub will foster the regional integration of many countries.

CRITERION 4

As it is part of the Central Interoceanic Corridor, Bolivia is working on the construction of a 789-km long, four-lane road surfaced with a flexible or rigid pavement, running parallel to the Central Interoceanic Hub. This upgrade to a dual carriageway complements regional integration of the Peruvian and Chilean Pacific ports and the Brazilian Atlantic ports through Bolivia, facilitating intraregional trade as well as social, cultural, and economic integration. Its implementation will result in safer and larger volumes of vehicular traffic between the Pacific and Atlantic oceans, directly involving Chile, Brazil, Peru, and Bolivia, and indirectly providing a linkage with other neighboring countries, namely Argentina and Paraguay. The individual projects call for complementary actions, such as the implementation of efficient border crossings and the harmonization of vehicular traffic rules. The structured project requires a program of complementary actions concerned with sustainable environmental preservation as well as with logistics and production integration opportunities, aiming at improving the quality of life of the people living along the corridor.

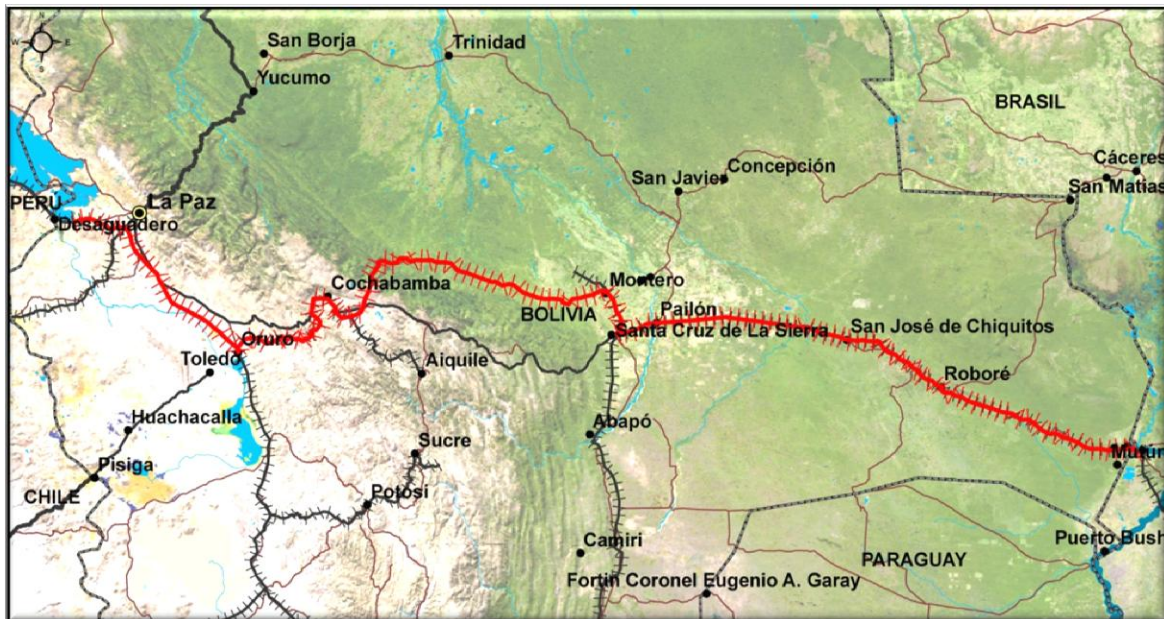
CENTRAL INTEROCEANIC HUB

INFANTE RIVAROLA - CAÑADA ORURO BORDER CROSSING



NOTE: As of the date of this document, the file accounting for compliance of this project with the API selection criteria was not available.

CENTRAL BIOCEANIC RAILWAY CORRIDOR (BOLIVIAN SECTION)



CENTRAL BIOCEANIC RAILWAY CORRIDOR (BOLIVIAN SECTION)

CRITERION 1

The Central Bioceanic Railway Corridor is the largest and most important undertaking in the history of Bolivia. As such, it is included as a priority in Bolivia's National Development Plan and in the Annual Operating Plan for 2010-2011 of the Bolivian Office of the Deputy Minister of Transport.

At present, a total amount of US\$6.7 million is available to finance the completion of studies until the basic design is finished, at which time construction will take place on a turnkey basis.

CRITERION 2

A study to identify alternatives for the corridor has already been carried out, which will be supplemented by other studies aimed at completing the basic design. It is worth mentioning that the financial resources needed to implement this project have been obtained from the Inter-American Development Bank.

The length of the Central Bioceanic Railway Corridor, stretching from the port of Santos, in Brazil, to Arica, in Chile, is over 4,000 km, about 94% of which is already constructed using meter gage tracks with a load-bearing capacity ranging from 15-ton to 18-ton axle load.

The lack of an interconnection in the Bolivian territory hinders uninterrupted traffic along the entire corridor. This deficiency cannot be remedied by resorting to road transport due to its limited payload capacity and the high rates charged, which prevents it from meeting the forecasted demand for freight carriage and turns Bolivia into an obstacle to international transport and trade.

Today and in the years ahead, as a result of the new international trade order, Asian countries account for a vast demand for heavy and bulky low-price products, particularly raw materials from the agricultural, forestry and mining sectors, soybean and iron ore being the most important ones. Completion of the project will improve regional connectivity, as it will reduce transport time and costs of cargo movements to Asia.

With regard to heavy and low-price cargo, rail transport offers considerable advantages over other modes of transport in terms of time and costs, which helps supply the demanding markets at competitive prices and in a timely manner, thus fostering trade with neighboring countries as well as exports to the huge Asian markets.

Furthermore, rail transport has great comparative advantages in connection with exports to Japanese and Chinese ports because it is more time- and cost-efficient and can be used for long-distance transportation of heavy, bulky, low-value goods. For instance, a 60-car train can haul 4,800 net tons, while it would take more than 100 large-tonnage trucks to carry the same freight.

As far as energy and the environment are concerned, rail is one of the most energy-efficient modes of transport in terms of fuel consumption per ton-km (if diesel continues to be used), as well as the most environment-friendly one in both construction and operation phases.

As for speed and travel time in freight transport, conventional trains travel at speeds that are similar to or better than those of road vehicles, and greatly faster than sea and river freight vessels speeds. In addition, traffic congestion on rail lines is unusual. Moreover, as railways are guided transport systems, the entry and exit of trains can be fully controlled, which results in more reliable transportation and lower casualty rates.

CRITERION 3

The Central Bioceanic Railway Corridor is a multinational project, as it provides a direct connection between Bolivia and at least three countries. The project also aims at setting up a real bridge between the Atlantic and Pacific oceans to build cross-border synergies and promote the regional integration of South America, linking the ports of Santos, on the Atlantic, and Arica, on the Pacific.

Existing infrastructure along the network may be used by all the countries in the region —by Brazil, Chile, Peru and Bolivia in a direct manner; indirectly by Argentina down the southward branch lines, and, possibly, by Paraguay and Uruguay via the Paraguay-Paraná waterway. Analyzing the different export routes in the continent, it can be seen that the Central Bioceanic Railway Corridor offers significant advantages in terms of time and costs, particularly for geographical areas away from the seacoast, such as Bolivia and the Brazilian states of Rondônia and Mato Grosso.

CRITERION 4

In the regional context, two fundamental aspects must be taken into account if interoperability of the entire network is to be achieved, interoperability being the ability of locomotives and freight cars to run on any stretch of the network from the Atlantic to the Pacific without the need for cargo transfer. Such aspects are: i) compatible track gages; and ii) a standard track bearing capacity.

The project involves the use of existing infrastructure in the region (Brazil, Bolivia, Chile, Peru, and even Argentina), which would require the utilization of meter gage all along the corridor, as well as the improvement of the railroad superstructure in order to harmonize and upgrade the carrying capacity of tracks to 25-ton axle load. Consequently, Brazil and Chile would only need to enhance their rail tracks to increase carrying capacity, whereas Peru should provide dual gage track if the corridor is extended to the port of Matarani, or build a new railroad to port of Ilo.

MERCOSUR-CHILE HUB

NORTHEASTERN ARGENTINA GAS PIPELINE



NORTHEASTERN ARGENTINA GAS PIPELINE

CRITERION 1

This project forms part of IIRSA Project Portfolio and has been mentioned in the declarations of ministerial and presidential summit meetings. Furthermore, contracts for the supply of gas from Bolivia to Argentina have been entered into, providing for the price to be charged and the volumes (in cubic meters) to be supplied. In March 2010, Argentina and Bolivia signed an addendum to the gas purchase contract, in which they agreed to use part of the Northeastern Argentina Gas Pipeline route for the construction of the Juana Azurduy Integration Gas Pipeline between the Argentina-Bolivia border and the gas compressor station owned by Refinor S.A. and located in Campo Durán, in the Argentina province of Salta. The Juana Azurduy Gas Pipeline, which involved a US\$50 million investment, was officially opened in the second half of 2011.

CRITERION 2

The technical and economic pre-feasibility studies as well as the basic design engineering have been carried out. Under Decree No. 267/2007, a concession to build, maintain, and operate the gas pipeline as well as to provide natural gas transportation services was awarded to Empresa Energía Argentina Sociedad Anónima (ENARSA) for a 35-year period.

The project will ensure the supply of natural gas to northeastern Argentina, i.e. the provinces of Salta, Formosa, Chaco, Misiones, Corrientes, Entre Ríos, and Santa Fe.

In addition, completion of the works will improve the quality of life of the population in the region by securing residential natural gas use, with the resulting comfort, and will also enhance environmental standards, as the project encourages the replacement of other, more polluting fossil fuels.

CRITERION 3

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 northeastern Argentine provinces, some of which either lack gas supply or have insufficient provision to secure the economic development that the region requires. The project consolidates Argentina-Bolivia gas pipe networks and promotes regional integration. It demands investments by both countries as well as intergovernmental coordination.

CRITERION 4

A program of complementary actions associated with the border strip is needed, involving infrastructure, sustainable environmental preservation, and logistics and production integration opportunities, in order to improve the quality of life of the population in northeastern Argentina.

MERCOSUR-CHILE HUB

CONSTRUCTION OF THE JAGUARÃO - RÍO BRANCO INTERNATIONAL BRIDGE



CONSTRUCTION OF THE JAGUARÃO - RÍO BRANCO INTERNATIONAL BRIDGE

CRITERION 1

This bilateral project is included in the COSIPLAN Portfolio, and a Brazil-Uruguay Joint Committee has been established for its implementation. On February 26, 2007, both countries signed an agreement on the construction of a second international bridge over the Yaguarón (or Jaguarão) river, replacing the agreement entered into in 2000. Funds have been allocated in the 2010-2014 budget for ancillary works, such as approach roads to the new bridge and maintenance of the bridge currently in place. Cooperation for the project has also been provided for.

CRITERION 2

As agreed by the Brazil-Uruguay Joint Committee, a consulting firm has been hired to conduct the technical, financial and environmental feasibility study as well as the project design (financed by Brazil). The feasibility study report has been received and is under the consideration of the Joint Committee. The environmental impact assessment is complemented by other environmental studies specific to each country, which are currently being carried out.

CRITERION 3

This project is deemed to have a highly positive impact on the physical integration of Brazil and Uruguay, as it bolsters trade and economic links, and promotes social and cultural exchange. Furthermore, it helps protect the nature and heritage reserves on the Atlantic coast by reducing traffic on the Chuí-Chuy commercial road.

CRITERION 4

This project involves a border center for integrated control purposes, as it strengthens road connectivity between Brazil and Uruguay, consolidating the integration of both countries' economic and commercial potential as well as social and cultural permeability.

MERCOSUR-CHILE HUB

MULTIMODAL TRANSPORTATION IN THE LAGUNA MERÍN AND LAGOA DOS PATOS SYSTEM



MULTIMODAL TRANSPORTATION IN THE LAGUNA MERÍN AND LAGOA DOS PATOS SYSTEM

CRITERION 1

This bilateral project is included in the COSIPLAN Portfolio and conducted within the framework of the Treaty on Cooperation in the Use of Natural Resources and the Development of the Merín Lake Basin, dated July 7, 1977. On July 30, 2010, Uruguay and Brazil signed an agreement concerning international passenger and cargo transportation by river and lake along the Uruguay-Brazil waterway, covering the Merín (or Mirim) and dos Patos lakes and their tributaries, among other navigable bodies of water. Pursuant to the provisions of the agreement, the officials who will form the Uruguay-Brazil Technical Secretariat under the Joint Committee for the Development of the Merín Lake Basin have already been appointed. The Technical Secretariat will be responsible for complementing the legal framework for the waterway and the necessary works.

The project is mentioned in the joint statements by the presidents of Brazil and Uruguay dated March 10, 2009; July 30, 2010; and May 30, 2011.

Uruguay's National Hydrography Authority, under the purview of the Ministry of Transport and Public Works, has provided for support to transport on this waterway in its budget estimate for 2010-2014.

The project forms part of the second stage of the Brazilian Growth Acceleration Program (or PAC 2, its acronym in Portuguese).

CRITERION 2

A multimodal transportation feasibility study was carried out in 2002 and 2003, considering the possibility of building a terminal on the Cebollatí river. The main positive impacts of the project on the social and economic development of its area of influence in the Uruguayan territory have been identified. The most important economic and financial risks were found to be associated with clinker production and transport in the area; and the environmental risks identified can be avoided (by selecting the sediment disposal sites, in terms of dredged material management) and mitigated.

In Brazil, the basic design of the dredging works on Merín (or Mirim) lake and on Tacuarí river has already been carried out, but the pre-feasibility studies for the other projects have not been conducted yet.

CRITERION 3

This bilateral, cross-border project involves works in both countries, but no ancillary infrastructure for operation purposes needs to be built. There are regional road links with the ports interconnected via a waterway by this project.

CRITERION 4

Since the project will restore navigation on a binational waterway, actions associated with immigration, customs and sanitary regulations, among other issues, need to be taken. This can be done by the existing binational agency —the Joint Committee for the Development of the Merín Lake Basin—, as well as by a new body, the Technical Secretariat, to be established within the framework of the agreement entered into in 2010.

MERCOSUR-CHILE HUB

MONTEVIDEO - CACEQUI RAILWAY CORRIDOR



MONTEVIDEO - CACEQUI RAILWAY CORRIDOR

CRITERION 1

The two individual projects that make up this structured project (MCC30 and MCC115) are included in the COSIPLAN Portfolio. This project, which is a priority in government action for both Uruguay and Brazil, is mentioned in the joint presidential statements dated July 30, 2010, and May 30, 2011.

Uruguay has allocated US\$74.8 million for its implementation, of which a US\$50 million amount is being provided by the MERCOSUR Structural Convergence Fund (FOCEM).

In Brazil, the rehabilitation works will be carried out by ALL, the firm holding the concession for this rail section.

CRITERION 2

The feasibility study was conducted in 2010. The main benefit of this project is that Uruguay will be connected with the Brazilian rail network, thus leveraging regional integration.

In August 2010, experts and representatives from Brazil's National Land Transport Agency and ALL carried out an inspection of the rail stretch in the Brazilian territory and identified the necessary rehabilitation works, namely cross-tie replacement, embankment reinforcement, cut removal, and repair activities in 10 bridges. These works, carried out by the firm holding the concession, are underway since March.

The Brazil-Uruguay Strategic Planning and Production Integration Bilateral Commission (CBPE) is monitoring the undertaking.

CRITERION 3

The project strengthens regional connectivity networks, as it contributes to integration with the Bioceanic Railway Corridor and links Brazilian and Chilean ports.

Furthermore, it involves cross-border synergies between Uruguay and Brazil for the use of compatible rail gages in their territories, which calls for specific bilateral coordination.

CRITERION 4

Complementary actions, mainly associated with regulatory matters, are needed on account of the international nature of the project.

MERCOSUR-CHILE HUB

OPTIMIZATION OF THE CRISTO REDENTOR BORDER CROSSING SYSTEM



OPTIMIZATION OF THE CRISTO REDENTOR BORDER CROSSING SYSTEM

CRITERION 1

This project forms part of the COSIPLAN Portfolio. It has its origins in a bilateral study conducted under technical cooperation provided by the IDB within the framework of the Facilitation at Border Crossings Sectoral Integration Process of IIRSA, and is made up of a series of projects included in the Portfolio. Furthermore, in the case of Argentina, the project forms part of the National Strategic Territorial Plan, developed by the Territorial Planning Undersecretariat, under the purview of the Argentine Ministry of Planning. As for Chile, the road upgrade works recommended in the above-mentioned study as well as the construction of the Los Libertadores Complex and other actions are provided for in the country's national plans. Within the bilateral scope, both the study and the works involved are supported by the decisions adopted in the context of the Joint Technical Group; furthermore, the initiative and the results of the study have been approved in recent declarations of presidential and ministerial summit meetings. In January 2011, an exchange of notes was effected concerning the creation of the Binational Commission for the optimization of the Cristo Redentor border crossing, made up of the competent agencies of the two countries responsible for agreeing on a short-, mid- and long-term work plan to implement the actions involved in the project.

CRITERION 2

The study was completed in the first quarter of 2011 in relation to a project executed within the framework of IIRSA. Its purpose was to identify, from a systemic and global perspective, alternatives for the improvement of both infrastructure and operations at the Cristo Redentor border crossing in order to select the ones to be implemented with the aim of having the best possible border control system in place and proposing a staged development plan for the short, medium and long term, as agreed upon by both countries. To attain these goals, the countries analyzed the studies delivered by consultants detailing the border control procedures and the operational capacity of the facilities currently in place, as well as the forecasted flows of people and goods across the border crossing. Based on such analysis, the consultants, in active collaboration with the relevant agencies of the two countries, offered proposals concerning the modernization and harmonization of procedures related to documentary checks and requirements, traffic circulation plans for passengers and vehicles, and the infrastructure necessary to carry out border control functions.

Comprehensive Solution - Salient Points:

Cargo Transport: Integrated Control Area - Single Headquarters; Integrated Control Area in Uspallata, Argentina; Cargo transport control at booths: Los Libertadores, Chile.

Passengers: Integrated Control Area - Two Headquarters / Country of Entry - Home Country; Integrated Control Area in Los Hornos, Argentina; Integrated Control Area in Los Libertadores, Chile.

Control: Integrated Management System, via data capture and validation Management Stations located along the road corridor and online connected with the control centers and data centers —all the checks in the Integrated Control Areas and the Management Stations define the beginning and end of the Cristo Redentor management control operations; Sequential proximity of technical actions, tending towards simultaneous controls; this proposal covers both passengers and cargo; Control of the traffic flow in Integrated Control Areas, by means of an enhanced security to greatly reduce the risk of goods being transferred from vehicles to be examined to means of transport already checked and released from control.

CRITERION 3

The project strengthens networks that are regional in scope and is instrumental in furthering regional connectivity and integration. Furthermore, defining the solutions to implement the best border control system, as well as proposing a staged development plan for the short, medium and long term, brings about improved performance of border control functions, which results in reduced travel time for passengers and goods, lower operational costs, and smoother traffic in the area.

CRITERION 4

The study is likely to have an indirect impact on the production integration processes, as it would contribute to the logistics necessary to facilitate trade between the two countries involved and with the other national territories in the MERCOSUR-Chile Hub.

MERCOSUR-CHILE HUB

AGUA NEGRA BINATIONAL TUNNEL



AGUA NEGRA BINATIONAL TUNNEL

CRITERION 1

This project forms part of the COSIPLAN Portfolio, and its implementation is the responsibility of the Agua Negra Tunnel Binational Entity (EBITAN), established for this purpose under the Maipú Treaty signed by Argentina and Chile in 2009. Within this framework, progress has been made on this project since 2010 at various technical meetings, and at present, the draft of the binational treaty for the execution of the works is soon to be finished. This treaty will serve as a framework for launching bilateral calls for tenders (pre-qualification stage and subsequent official call for bids), as the relevant technical studies (social impact assessment and basic design, among others) have been completed.

CRITERION 2

In both countries, the demand studies and social impact assessment have been completed, as well as the relevant technical studies (conceptual design, basic design, geological survey, hydro-geological investigation). Also, preliminary proposals to finance the works have been received. The following is a list of the studies already completed:

1. Technical Pre-feasibility Study to Define the Necessary Works to be Carried Out in the Agua Negra Border Crossing Area (Chilean Region IV - Argentine Province of San Juan), conducted by the Consulbaires-Ingendesa International Consortium, May 2004
2. Study on the Potential Demand for the Agua Negra Border Crossing (Argentine Province of San Juan - Chilean Region IV), conducted by HYTSA Estudios y Proyectos S.A. - R&Q Ingeniería S.A., March 2005
3. Study on the Improvement of Route CH-41, Agua Negra Border Crossing, International Tunnel (Chilean Region IV, Coquimbo), conducted by CIS Asociados Consultores en Transporte S.A., 2009
4. Conceptual Design of the Agua Negra International Tunnel, conducted by De La Torre and Geoconsult, 2009
5. Survey of the Surface Geology and Hydrology of the Agua Negra Border Crossing, conducted by De La Torre and Geoconsult, 2008
6. In-depth Geological and Hydro-geological Studies, conducted by De La Torre and Geoconsult, 2009-2010
7. Interpretative Study of Drillings and Borehole Tests, conducted by De La Torre and Geoconsult, 2010
8. Agua Negra Tunnel and its Approach Roads Basic Design Study, conducted by Bureau de Proyectos e Consultoria Ltda, De La Torre and Geoconsult, 2010-2011
9. Preliminary Bid Specifications for the Construction of the Agua Negra Tunnel, 2011
10. Preliminary Funding Proposals by the Argentine Partner, 2011
11. Potential Demand Study, conducted by HYTSA; updated in 2010

CRITERION 3

The tunnel project along with the improvement of Chilean Route CH-41 and of Argentine National Route 150 represents an important regional integration axis that will contribute to development, particularly of the Chilean region of Coquimbo and the Argentine province of San Juan. The routes will become a connectivity alternative in central Argentina, where there are projects currently in execution to consolidate such connectivity, and will facilitate the transportation of export products —originating in this area as well as in the other countries that make up the MERCOSUR-Chile Hub— from the port of Coquimbo to the Eastern countries. Furthermore, favorable conditions for boosting tourism will be created, facilitating the development of integrated tourist circuits.

CRITERION 4

The project requires the improvement of Chilean Route CH-41 and of Argentine National Route 150 (pavement up to both ends of the tunnel) to strongly leverage this new binational connection, which will certainly also be instrumental in helping countries such as Brazil, Paraguay and Uruguay export their products to the Asia-Pacific region. Furthermore, completion of the project and the approach roads is expected to increase vehicular demand, which will definitely trigger the need for investment in border crossings and, consequently, in the services required to cater for the demands of passengers and cargo in the best possible manner. In a more local context, actions should be taken concerning trucks passing through cities and towns, particularly La Serena and Coquimbo, where bypass construction —and Coquimbo port access improvement— projects are expected to be considered in order to protect the quality of life of the population of these cities as well as others in the vicinity of regional corridors that may become consolidated.

PERU-BRAZIL-BOLIVIA HUB

PORTO VELHO - PERUVIAN COAST CONNECTION



PORTO VELHO - PERUVIAN COAST CONNECTION

CRITERION 1

Peru's Southern Interoceanic Highway is at the execution phase and should be completed not later than 2011. The bridge over the Madeira river in Abunã is included in the second stage of the Brazilian Growth Acceleration Program (or PAC 2, its acronym in Portuguese) under the name "BR 364/RO - Ponte sobre o Rio Madeira em Abunã." Therefore, it is provided for in the Multi-Annual Plan 2008-2011, and in the Federal Government's Budget for 2011 through action "1D02 - Construction of a Bridge over the Madeira River - in the Municipality of Abunã - on Route BR-364 - in the State of Rondônia." For 2011, funds amounting to R\$56,279,237 —approximately US\$35.2 million— have been allocated to this action.

CRITERION 2

The basic design of the bridge project has been completed.

CRITERION 3

The bridge over the Madeira river in Abunã will provide a road link between Brazil and Peru through the Southern Interoceanic Highway, since with the completion of this highway (scheduled for this year), Peru's connection with the other Brazilian regions, except for Acre, will still rely on a ferry crossing over the Madeira river, which is subject to seasonal water-level fluctuation.

CRITERION 4

There is great potential for the sustainable development of the territory through which the Peru-Brazil road interconnection passes. In addition, new opportunities for production integration are opened up, especially between southern Peru and northern Brazil, which should be studied.