

INITIATIVE FOR THE INTEGRATION OF REGIONAL  
INFRASTRUCTURE IN SOUTH AMERICA  
IIRSA



**Draft Document**

**Integration Priority Project Agenda (API, in  
Spanish)**

Rio de Janeiro, August 29, 2011





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# Background of API

- From IIRSA to COSIPLAN
  - Progress in integration through economic infrastructure within the context of IIRSA
  - UNASUR and a renewed momentum for integration
  - Articulating IIRSA with the scheme of COSIPLAN
- The challenges of integration and their relationship with API

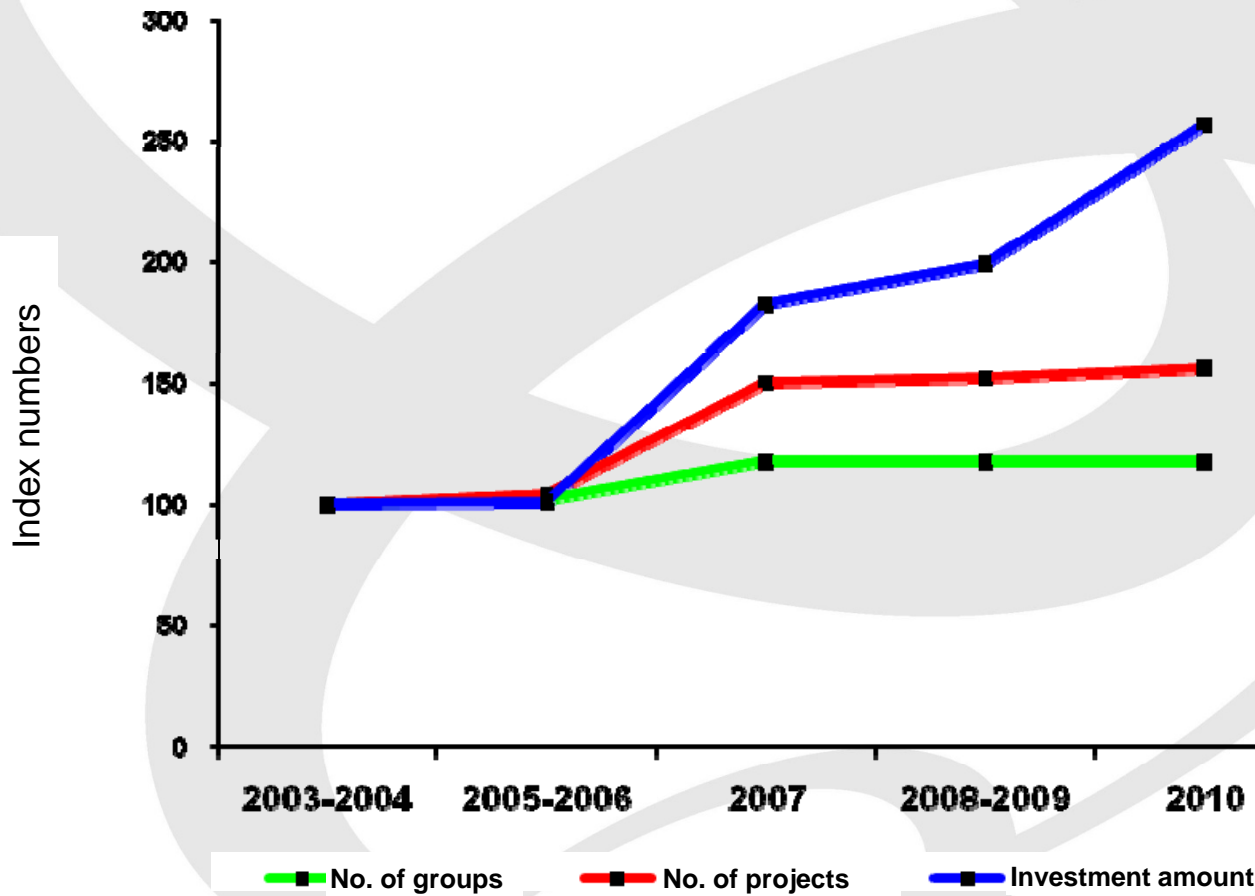


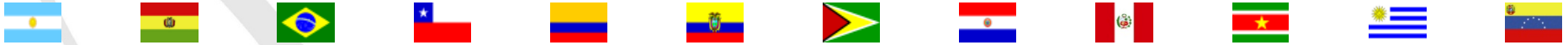
# Progress in Infrastructure

- Tangible Achievements:
  - IIRSA Project Portfolio
  - The Implementation Agenda Based on Consensus (AIC)
  - Actions oriented toward facilitating the Integration and Development Hubs
- Intangible Achievements:
  - Knowledge as to the limitations of and opportunities for the region
  - Cooperation among the countries
  - Methodological developments and training
  - Institutional capital
  - Mobilization of resources from regional technical cooperation mechanisms



# Evolution of IIRSA Project Portfolio 2004-2010

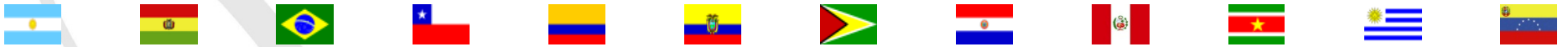




# Current IIRSA Portfolio

HUB	No. of Groups	No. of Projects	Projects %	Estimated Investment (million US\$)	Investment %
ANDEAN	10	64	12	6919	6.6
CAPRICORN	5	76	14.2	9049.4	8.6
PARAGUAY-PARANÁ WATERWAY	5	93	17.4	6504.3	6.2
AMAZON	7	64	12	4985.7	4.7
GUIANESE SHIELD	4	19	3.6	1520.3	1.4
SOUTHERN	2	27	5.1	2738	2.6
CENTRAL INTEROCEANIC	5	61	11.4	4869.5	4.6
MERCOSUR-CHILE	6	105	19.7	39349.3	37.3
PERU-BRAZIL-BOLIVIA	3	25	4.7	29419.6	27.9
<b>TOTAL</b>	<b>47</b>	<b>532</b>	<b>100</b>	<b>105098</b>	<b>100</b>

Source: IIRSA Database as of August 12, 2011.



## AIC Projects 2005-2010 (in million US\$)

No. of Projects	No. of Hubs	No. of Processes	Million	Countries
31	7	1	14.023,0	12



## Guiding Criteria Applied to AIC

- Portfolio projects having political support from the countries involved, including the commitment of the economic and financial areas of their respective governments
- Anchor projects, or projects associated with anchor projects, i.e. prioritization of high-impact, high-visibility projects
- Projects at an advanced preparation stage, and having good short-term financing and execution prospects
- Projects from the Hub's groups that have received the best ratings at the IIRSA Project Portfolio structuring meetings





# AIC

- 77% of the projects in the Agenda expected to be completed by 2014
- 14 expected to be completed by late 2011
- 19 by late 2012
- 21 by late 2013
- 24 by late 2014



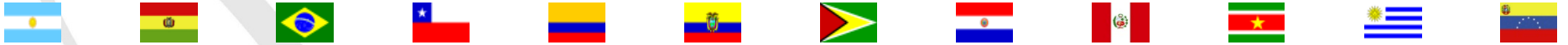
# The creation of AIC has been very significant

- It gave impetus to IIRSA and represented a symbolic beacon for implementation, securing faster concrete results in high-impact projects that are turning the regional vision of the physical, economic, social and cultural integration of the South American subcontinent into a reality.



# UNASUR

- The actions undertaken by UNASUR and the renewed momentum for integration are outlined.
- The objectives of UNASUR regarding infrastructure are described.
- The articulation of IIRSA with the scheme of COSIPLAN is explained.



# UNASUR

- COSIPLAN is the key actor in selecting the priority projects that make up the API.
- For such projects, COSIPLAN will seek additional support from sources of financing, where necessary.
- COSIPLAN, based on its general and specific objectives, has prepared a Strategic Action Plan for 2012-2022, in which one of the fundamental commitments is to give overall support to the implementation of API.



# The Integration Agenda and AIC

The book *IIRSA 10 Years After: Its Achievements and Challenges* refers to a series of topics that will be the main challenges to be faced by the integration process. The document outlines the challenges ahead and their relationship with the significance and purpose of AIC.



# Characteristics of API

- The development of integration infrastructure is a tool for sustainable economic, social and environmental development.
- The agenda is made up of projects –which may be national, binational or multinational– with a high impact on the physical integration of the region.
- The twelve countries are represented in the agenda, and there is a balance in the number of projects promoted by each of them, for which there is agreement by two or more countries.
- The projects are selected by consensus on the basis of predefined criteria.
- The projects belong to IIRSA Project Portfolio, as revised, and/or to IIRSA Sectoral Integration Processes.
- The projects will seek, wherever viable and appropriate, a relative increase of all the transportation modes.
- The priority projects will be supported by actions in the regulatory and territorial planning fields that will shape a Territorial Integration Program.
- A selection will be made of ongoing projects included in the AIC to be added to the API, provided that they meet the selection criteria to make up API.



# The Distinct Elements Lessons Learned from AIC

There are four key aspects in evaluating AIC:

- i) Estimated investment costs
- ii) Compliance with the implementation schedules
- iii) Influencing and relevant political factors
- iv) Innovations introduced to several AIC projects



## Lessons Learned from AIC

- Between 2004 and 2010, the estimated investment grew from US\$4,316 million to US\$14,023 million.
- Its budget increased threefold because at the time the countries agreed to implement AIC, two thirds of the prioritized projects were in a very preliminary development stage.





## Lessons Learned from AIC

- Regarding compliance with the implementation schedules, only 2 of the 31 projects were completed, despite the initial expectation that all of them would be completed in the 2005-2010 period.
- In the case of all the projects that were not completed, the difference between the expected and actual implementation times is significant, ranging from 2 to 6 years.



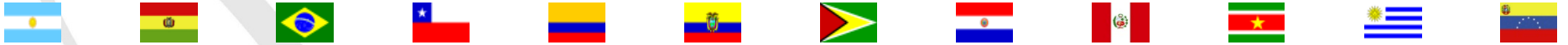
# Lessons Learned from AIC

- Thanks to the political impetus of IIRSA, five years after the creation of AIC 61% of the projects in the agenda are at the execution stage, as compared to 32% at such stage at the beginning.
- This is significant because of the progress of the physical works underway as well as of the progress of the integration process itself, attained through agreements, dialogue and consensus building among the countries.



## Distinct Elements: Its Criteria

- The projects should belong to IIRSA Project Portfolio and be a priority in government action, and there should be a commitment to accomplish them (evidenced by the allocation of funds through multi-year financing programs, by the legislation passed, the budget measures taken, etc.).
- Feasibility studies should be available, or the country should have the funds allocated to start their execution.
- The projects should strengthen connectivity networks that are regional in scope, and involve cross-border synergies.
- There should exist an opportunity or a need for taking complementary actions intended to promote efficient service provision and the sustainable development of the territory, according to the characteristics and modality of each specific project.



# Distinct Elements

- API is defined by its characteristics, selection criteria and the drive toward significant and multinational actions.
- The first two criteria –i.e. the need to ensure priority and commitment to project implementation through resource allocation, and the availability of feasibility studies– are meant to prevent the recurrence of the delays that led to gaps between the scheduled and actual execution of the AIC projects.
- Likewise, the requirement to have advanced pre-investment studies completed will ensure reasonably predictable compliance with the implementation schedules as well as a more accurate assessment of real investment costs.



# Distinct Elements

- The selection criterion establishing that the API project or project group (program) must strengthen connectivity networks that are regional in scope and generate cross-border synergies is aimed at safeguarding the multinational character or the real potential for integration of the actions.
- Throughout the process of defining the criteria and the portfolio, the representatives of the countries have sought to coordinate the actions of the countries in order to ensure the potential for integration of the projects or programs incorporated into the API.
- For this reason, as indicated further on, some API programs are combinations of projects oriented to converging objectives that will facilitate the execution of the works as well as foster dialogue, agreements and consensus building among the countries.



## Distinct Elements

- The fourth criterion, establishing the need to take complementary actions intended to promote efficient service provision and sustainable territorial development, is the feature in all API projects that will make infrastructure actions impact positively on the economic, social and environmental sustainable development.



# Criteria Application Process

- Revision of IIRSA Project Portfolio and preliminary identification of the priority projects at the national level (May 2011)
- Revision of IIRSA Project Portfolio and presentation of the priority projects (GTE Meetings in June-July 2011)
- Preparation of priority project proposals at the national level
- Definition of API
- Approval of API by the National Coordinators and by COSIPLAN



- API is made up of 31 projects with an estimated investment amount of US\$13,616 million, accounting for 13% of the total updated IIRSA Portfolio amount.
- In the case of some projects, the information about their compliance with the selection criteria is not yet available.
- The experience gained with AIC helps us understand that a key criterion is project maturity.





# API: Analyzing the Criteria

- Three projects lack information about their compliance with the selection criteria:
  - Colombia - Venezuela Border Crossings Connectivity System
  - Boa Vista - Bonfim - Lethem - Linden - Georgetown Road
  - Infante Rivarola - Cañada Oruro Border Crossing



# API: Analyzing the Criteria

- For 25 projects, information on compliance of the individual projects with the selection criteria for a structured project to be included in API is complete.
- For 2 projects, such information is partial.
- In 11 cases, there is no information on criteria compliance of the structured projects, but there is information about criteria compliance of the individual projects.



# Scope of IIRSA Portfolio Projects

Scope	No. of Projects	Project %	Estimated Investment (million US\$)	Investment %
NATIONAL	436	82	79,454.82	75
BINATIONAL	85	16	25,953.90	24
TRI-NATIONAL	8	2	717.75	1
MULTINATIONAL	3	1	380.50	0
<b>Total</b>	<b>532</b>	<b>100</b>	<b>106,506.97</b>	<b>100</b>

Source: IIRSA Database as of August 12, 2011.



# Summary of IIRSA Portfolio by Country

Country	No. of Projects	Project %	Estimated Investment (million US\$)	Investment %
ARGENTINA	161	30	35,079.94	33
BOLIVIA	53	10	7,162.06	7
BRAZIL	87	16	47,056.04	44
CHILE	53	10	8,883.70	8
COLOMBIA	38	7	3,043.14	3
ECUADOR	45	8	2,530.93	2
GUYANA	9	2	855.80	1
PARAGUAY	62	12	11,395.71	11
PERU	68	13	9,273.28	9
SURINAME	6	1	715.80	1
URUGUAY	40	8	6,903.41	6
VENEZUELA	23	4	2,518.57	2
<b>Total</b>	<b>645</b>	<b>100</b>	<b>135,418.37</b>	<b>100</b>

Source: IIRSA Database as of August 12, 2011.



# Number of Projects by Implementation Stage and by Hub

HUB	No. of Projects Profiling	Estimated Investment Profiling	No. of Projects Pre-Execution	Estimated Investment Pre-Execution	No. of Projects Execution	Estimated Investment Execution	No. of Projects Completed	Estimated Investment Completed
ANDEAN	21	983.21	6	98.08	24	4,457.96	13	1,590.75
CAPRICORN	15	599.00	36	4,731.86	18	3,305.50	7	413.00
PARAGUAY-PARANÁ WATERWAY	34	1,472.70	35	1,522.25	18	2,226.30	6	1,283.00
AMAZON	24	1,467.57	14	603.97	23	4,025.70	3	83.00
GUIANESE SHIELD	7	53.00	1	250.00	6	1,205.80	5	11.50
SOUTHERN	6	706.50	7	660.00	11	1,286.00	3	85.50
CENTRAL INTEROCEANIC	15	296.10	15	2,192.76	22	2,000.75	8	127.86
MERCOSUR-CHILE	26	7,234.68	26	16,450.25	39	10,400.24	13	5,259.14
PERU-BRAZIL-BOLIVIA	7	2,700.01	10	1,776.04	7	24,931.59	1	12.00
<b>TOTAL</b>	<b>155</b>	<b>15,512.77</b>	<b>150</b>	<b>28,285.20</b>	<b>168</b>	<b>53,839.84</b>	<b>59</b>	<b>8,865.75</b>

Source: IIRSA Database as of August 12, 2011.



# API Portfolio

HUB	Estimated Investment (US\$)
ANDEAN	1,404,446,170
CAPRICORN	1,703,600,000
PARAGUAY-PARANÁ WATERWAY	730,800,000
AMAZON	3,484,966,480
GUIANESE SHIELD	1,030,800,000
CENTRAL INTEROCEANIC	3,506,056,453
MERCOSUR-CHILE	1,611,000,000
PERU-BRAZIL-BOLIVIA	145,293,930
<b>TOTAL</b>	<b>15,227,963,033</b>



# API - Amazon Hub

API PROJECT NAME	COUNTRIES INVOLVED	NAME OF PROJECTS INCLUDED	AMOUNT
CONNECTION OF THE WESTERN AMAZON BASIN TO THE PACIFIC OCEAN	COLOMBIA/ BRAZIL/ ECUADOR/PERU	TARAPOTO - YURIMAGUAS ROAD AND YURIMAGUAS PORT	USD 842,530,767
		PAITA LOGISTICS CENTER	
		YURIMAGUAS LOGISTICS CENTER	
		PAITA PORT	
		PAITA - TARAPOTO ROAD	
		IMPROVEMENT OF NAVIGATION CONDITIONS ON THE HUALLAGA RIVER WATERWAY, BETWEEN YURIMAGUAS AND THE CONFLUENCE WITH MARAÑÓN RIVER	
		IMPROVEMENT OF NAVIGATION CONDITIONS ON THE MARAÑÓN RIVER WATERWAY, BETWEEN SARAMERIZA AND THE CONFLUENCE WITH UCAYALI RIVER	
		MORONA FREIGHT TRANSFER PORT	
		MODERNIZATION OF IQUITOS PORT	
		IMPROVEMENT OF NAVIGATION CONDITIONS ON THE IÇÁ RIVER	
		AUTOPISTA DEL SOL EXPRESSWAY: IMPROVEMENT AND REHABILITATION OF THE SULLANA - AGUAS VERDES SECTION (INCLUDING TUMBES BYPASS)	USD 90,300,000
		IMPROVEMENT OF NAVIGATION CONDITIONS ON THE PUTUMAYO RIVER	USD 15,000,000
		TINGO MARÍA - PUCALLPA ROAD AND PUCALLPA PORT	USD 2,529,135,713
		PUCALLPA INTERMODAL LOGISTICS CENTER	
		MODERNIZATION OF EL CALLAO PORT (NEW CONTAINER DOCK)	
		LIMA - RICARDO PALMA EXPRESSWAY	
		IMPROVEMENT OF NAVIGATION CONDITIONS ON THE UCAYALI RIVER WATERWAY, BETWEEN PUCALLPA AND THE CONFLUENCE WITH MARAÑÓN RIVER	
		IIRSA CENTER, SECTION 2: RICARDO PALMA - LA OROYA - TURN OFF TO CERRO DE PASCO / LA OROYA - HUANCAYO	
IIRSA CENTER, SECTION 3: TURN OFF TO CERRO DE PASCO - TINGO MARÍA			
EL CALLAO LOGISTICS ACTIVITIES ZONE (ZAL CALLAO)			
EL CALLAO MULTIPURPOSE NORTHERN TERMINAL			
EL CALLAO MINERAL SHIPPING TERMINAL			
<b>TOTAL</b>		<b>USD 3,484,966,480</b>	



# API - Andean Hub

API PROJECT NAME	COUNTRIES INVOLVED	NAME OF PROJECTS INCLUDED	AMOUNT
CARACAS - BOGOTÁ - BUENAVENTURA / QUITO ROAD CORRIDOR	COLOMBIA/ ECUADOR/ VENEZUELA	REHABILITATION OF THE CÚCUTA - BUCARAMANGA ROAD	USD 243,000,000
		BOGOTÁ - BUENAVENTURA ROAD CORRIDOR	USD 938,159,000
COLOMBIA - ECUADOR BORDER INTERCONNECTION	COLOMBIA/ ECUADOR	BINATIONAL BORDER SERVICE CENTER (CEBAF) AT SAN MIGUEL AND ITS ACCESS ROADS	USD 480,000
		IMPROVEMENT AND PAVING OF THE MOCOA - SANTA ANA - SAN MIGUEL ROAD SECTION	USD 104,000,000
		IMPLEMENTATION OF THE BINATIONAL BORDER SERVICE CENTER (CEBAF) AT THE TULCÁN - IPIALES (RUMICHACA) BORDER CROSSING	USD 480,000
COLOMBIA - VENEZUELA BORDER CROSSINGS CONNECTIVITY SYSTEM	COLOMBIA/ VENEZUELA	IMPROVEMENT OF THE BORDER CROSSINGS IN THE NORTHERN DEPARTMENT OF SANTANDER AND THE TÁCHIRA STATE	USD 2,000,000
		BINATIONAL BORDER SERVICE CENTER (CEBAF) AT PARAGUACHÓN	USD 2,000,000
		IMPROVEMENT OF JOSÉ ANTONIO PÁEZ BRIDGE	USD 1,280,000
		PUERTO CARREÑO BORDER CROSSING	USD 1,000,000
PUERTO GAITÁN - PUERTO CARREÑO MULTIMODAL PROJECT, INCLUDING IMPROVEMENT OF THE NAVIGATION CONDITIONS ON THE META RIVER	COLOMBIA/ VENEZUELA	PUERTO GAITÁN - PUERTO CARREÑO MULTIMODAL PROJECT, INCLUDING IMPROVEMENT OF THE NAVIGATION CONDITIONS ON THE META RIVER	USD 108,000,000
DESAGUADERO BINATIONAL BORDER SERVICE CENTER (CEBAF)	BOLIVIA/PERU	DESAGUADERO BINATIONAL BORDER SERVICE CENTER (CEBAF)	USD 4,047,170
<b>TOTAL</b>			<b>USD 1,404,446,170</b>





# API - Capricorn Hub

API PROJECT NAME	COUNTRIES INVOLVED	NAME OF PROJECTS INCLUDED	AMOUNT
CONSTRUCTION OF THE SALVADOR MAZZA - YACUIBA BINATIONAL BRIDGE AND BORDER CENTER	ARGENTINA/ BOLIVIA	CONSTRUCTION OF THE SALVADOR MAZZA - YACUIBA BINATIONAL BRIDGE AND BORDER CENTER	USD 23,000,000
ARGENTINA - BOLIVIA CONNECTION THROUGH LA QUIACA - VILLAZÓN	ARGENTINA/ BOLIVIA	LA QUIACA - VILLAZÓN BRIDGE AND BORDER CENTER	USD 15,000,000
		PAVING OF NATIONAL ROUTE NO. 40, MINING CORRIDOR PATH (BORDER WITH BOLIVIA)	USD 150,000,000
PARANAGUÁ - ANTOFAGASTA BIOCEANIC RAILWAY CORRIDOR	ARGENTINA/ BRAZIL/ PARAGUAY/ CHILE	CASCAVEL - FOZ DO IGUAÇU BIOCEANIC RAILWAY CORRIDOR	USD 0
		OPTIMIZATION OF THE ÑEEMBUCÚ - BERMEJO BRIDGE NODE	USD 60,000,000
		CONSTRUCTION OF CIUDAD DEL ESTE - PILAR RAILWAY	USD 438,600,000
		REHABILITATION OF THE C3 RAILWAY BRANCH LINE: RESISTENCIA - AVIA TERAI - PINEDO	USD 104,000,000
		REHABILITATION OF THE C12 RAILWAY BRANCH LINE: AVIA TERAI - METÁN	USD 212,000,000
		REHABILITATION OF THE C14 RAILWAY BRANCH LINE: SALTA - SOCOMPA	USD 60,000,000
		RAILWAY BRIDGE WITH FREIGHT YARD (CIUDAD DEL ESTE - FOZ DO IGUAÇU)	USD 70,000,000
		BIOCEANIC RAILWAY CORRIDOR: PARANAGUÁ - CASCAVEL SECTION AND GUARAPUAVA - INGENIERO BLEY RAILWAY BYPASS	USD 0
		BIOCEANIC RAILWAY CORRIDOR, CHILEAN SECTION (ANTOFAGASTA - SOCOMPA)	USD 0
		ATLANTIC - PACIFIC CONNECTION THROUGH FOZ DO IGUAÇU	ARGENTINA/ BRAZIL/ PARAGUAY
NEW PUERTO PRESIDENTE FRANCO - PORTO MEIRA BRIDGE, WITH A PARAGUAY-BRAZIL BORDER CENTER	USD 80,000,000		
CONCESSION FOR THE IMPROVEMENT OF ROUTES NO. 2 AND 7 (ASUNCIÓN - CIUDAD DEL ESTE)	USD 136,000,000		
ITAIPU - ASUNCIÓN - YACYRETÁ 500-KV TRANSMISSION LINE	BRAZIL/ PARAGUAY	500-KV TRANSMISSION LINE (ITAIPU - ASUNCIÓN)	USD 125,000,000
		500-KV TRANSMISSION LINE (YACYRETÁ - AYOLAS - CARAYAO)	USD 130,000,000
<b>TOTAL</b>			<b>USD 1,703,600,000</b>



# API - Guianese Shield

API PROJECT NAME	COUNTRIES INVOLVED	NAME OF PROJECTS INCLUDED	AMOUNT
REHABILITATION OF THE CARACAS - MANAUS ROAD	BRAZIL/ VENEZUELA	REHABILITATION OF THE CARACAS - MANAUS ROAD	USD 480,000,000
BOA VISTA - BONFIM - LETHEM - LINDEN - GEORGETOWN ROAD	BRAZIL/GUYANA	BOA VISTA - BONFIM - LETHEM - LINDEN - GEORGETOWN ROAD	USD 250,000,000
ROUTES INTERCONNECTING VENEZUELA (CIUDAD GUAYANA) - GUYANA (GEORGETOWN) - SURINAME (APURA - ZANDERIJ - PARAMARIBO)	GUYANA/ SURINAME/ VENEZUELA	ROUTES INTERCONNECTING VENEZUELA (CIUDAD GUAYANA) - GUYANA (GEORGETOWN) - SURINAME (APURA - ZANDERIJ - PARAMARIBO)	USD 300,800,000
CONSTRUCTION OF THE BRIDGE OVER THE CORENTYNE RIVER	GUYANA/ SURINAME	CONSTRUCTION OF THE BRIDGE OVER THE CORENTYNE RIVER	USD 0
<b>TOTAL</b>			<b>USD 1,030,800,000</b>



# API - Paraguay-Paraná Waterway Hub

API PROJECT NAME	COUNTRIES INVOLVED	NAME OF PROJECTS INCLUDED	AMOUNT
IMPROVEMENT OF NAVIGATION CONDITIONS ON LA PLATA RIVER BASIN	ARGENTINA/ BOLIVIA/ BRAZIL/ PARAGUAY/ URUGUAY	IMPROVEMENT OF NAVIGATION CONDITIONS ON THE PARAGUAY RIVER (BETWEEN APA AND CORUMBÁ) (*)	USD 4,300,000
		IMPROVEMENT OF NAVIGATION CONDITIONS ON THE PARAGUAY RIVER (ASUNCIÓN - APA)	USD 40,000,000
		IMPROVEMENT OF NAVIGATION CONDITIONS ON THE TIETÉ RIVER	USD 50,000,000
		BINATIONAL PROJECT FOR THE IMPROVEMENT OF THE NAVIGATION CONDITIONS ON THE PARANÁ AND PARAGUAY RIVERS, BETWEEN SANTA FE AND ASUNCIÓN	USD 30,000,000
		DEEPENING OF THE FAIRWAY IN THE PARANÁ RIVER FROM SANTA FE TO WHERE IT FLOWS INTO THE PLATA RIVER	USD 110,000,000
		BINATIONAL PROJECT FOR THE IMPROVEMENT OF NAVIGATION CONDITIONS ON THE ALTO PARANÁ RIVER	USD 0
		BINATIONAL PROJECT FOR THE IMPROVEMENT OF NAVIGATION CONDITIONS ON THE URUGUAY RIVER	USD 40,000,000
		SYSTEM FOR WATER LEVEL PREDICTION IN THE PARAGUAY RIVER (APA - ASUNCIÓN)	USD 0
		IMPROVEMENT OF NAVIGATION CONDITIONS ON THE ALTO PARANÁ RIVER (UPSTREAM OF SALTOS DEL GUAIRÁ) (*)	USD 70,000,000
		REHABILITATION AND MAINTENANCE OF THE TAMENGO CANAL	USD 10,500,000
PARAGUAY - ARGENTINA - URUGUAY RAILWAY INTERCONNECTION	ARGENTINA/ PARAGUAY/ URUGUAY	REHABILITATION AND IMPROVEMENT OF THE ASUNCIÓN - MONTEVIDEO RAILWAY CORRIDOR	USD 102,000,000
		REHABILITATION OF THE ZÁRATE - POSADAS RAILWAY BRANCH LINE	USD 0
		CONSTRUCTION AND REHABILITATION OF THE ASUNCIÓN - POSADAS RAILWAY	USD 166,000,000
REHABILITATION OF THE CHAMBERLAIN - FRAY BENTOS RAILWAY BRANCH LINE	URUGUAY	REHABILITATION OF THE CHAMBERLAIN - FRAY BENTOS RAILWAY BRANCH LINE	USD 100,000,000
NUEVA PALMIRA BELTWAY AND PORT ACCESS ROADS NETWORK	URUGUAY	NUEVA PALMIRA BELTWAY AND PORT ACCESS ROADS NETWORK	USD 8,000,000
<b>TOTAL</b>			<b>USD 730,800,000</b>



# API - Central Interoceanic Hub

API PROJECT NAME	COUNTRIES INVOLVED	NAME OF PROJECTS INCLUDED	AMOUNT
PASSENGER AND CARGO HUB AIRPORT FOR SOUTH AMERICA (VIRU VIRU - SANTA CRUZ INTERNATIONAL HUB AIRPORT)	BOLIVIA	PASSENGER AND CARGO HUB AIRPORT FOR SOUTH AMERICA (VIRU VIRU - SANTA CRUZ INTERNATIONAL HUB AIRPORT)	USD 20,000,000
IMPROVEMENT OF ROAD CONNECTIVITY IN THE CENTRAL INTEROCEANIC HUB (PHASES I AND II)	BOLIVIA/BRAZIL	UPGRADE OF LA PAZ - SANTA CRUZ ROUTE TO A FOUR-LANE ROAD	USD 269,056,453
		CORUMBÁ BYPASS	USD 8,000,000
		PUERTO SUÁREZ - CORUMBÁ BORDER CROSSING	USD 2,000,000
		TOLEDO - PISIGA ROAD	USD 95,000,000
INFANTE RIVAROLA - CAÑADA ORURO BORDER CROSSING	BOLIVIA/ PARAGUAY	INFANTE RIVAROLA - CAÑADA ORURO BORDER CROSSING	USD 2,000,000
CENTRAL BIOCEANIC RAILWAY CORRIDOR	BOLIVIA	CENTRAL BIOCEANIC RAILWAY CORRIDOR	USD 3,100,000,000
CONSTRUCTION OF A MULTIPURPOSE PORT OR MEGAPORT IN ILO	BOLIVIA	CONSTRUCTION OF A MULTIPURPOSE PORT OR MEGAPORT IN ILO	USD 10,000,000
<b>TOTAL</b>			<b>USD 3,506,056,453</b>



# API - MERCOSUR-Chile Hub

API PROJECT NAME	COUNTRIES INVOLVED	NAME OF PROJECTS INCLUDED	AMOUNT
NORTHEASTERN ARGENTINA GAS PIPELINE	ARGENTINA/ BOLIVIA	NORTHEASTERN ARGENTINA GAS PIPELINE	USD 1,000,000,000
CONSTRUCTION OF THE JAGUARÃO - RÍO BRANCO INTERNATIONAL BRIDGE	BRAZIL/URUGUAY	CONSTRUCTION OF THE JAGUARÃO - RÍO BRANCO INTERNATIONAL BRIDGE	USD 65,000,000
MULTIMODAL TRANSPORTATION IN THE LAGUNA MERÍN AND LAGOA DOS PATOS SYSTEM	BRAZIL/URUGUAY	MULTIMODAL TRANSPORTATION IN THE LAGUNA MERÍN AND LAGOA DOS PATOS SYSTEM	USD 100,000,000
MONTEVIDEO - CACEQUI RAILWAY CORRIDOR	BRAZIL/URUGUAY	REHABILITATION OF THE MONTEVIDEO - RIVERA RAILWAY	USD 100,000,000
		UPGRADE OF BRAZILIAN GAGE RAILWAY, RIVERA - SANTANA DO LIVRAMENTO - CACEQUI	USD 96,000,000
OPTIMIZATION OF THE CRISTO REDENTOR BORDER CROSSING SYSTEM	ARGENTINA/ CHILE	OPTIMIZATION OF THE CRISTO REDENTOR BORDER CROSSING SYSTEM	USD 250,000,000
<b>TOTAL</b>			<b>USD 1,611,000,000</b>



# API - Peru-Brazil-Bolivia Hub

API PROJECT NAME	COUNTRIES INVOLVED	NAME OF PROJECTS INCLUDED	AMOUNT
PORTO VELHO - PERUVIAN COAST CONNECTION	BRAZIL/PERU	PERU - BRAZIL BORDER CROSSING: CONSTRUCTION OF A BINATIONAL BORDER SERVICE CENTER (CEBAF)	USD 8,293,930
		BRIDGE OVER THE MADEIRA RIVER IN ABUNÃ (BR-364/RO)	USD 137,000,000
<b>TOTAL</b>			<b>USD 145,293,930</b>