Activity Report 2013

XXIII Meeting of IIRSA National Coordinators
Chile, November 27, 2013
ACRONYMS AND ABBREVIATIONS

> **API**: Integration Priority Project Agenda
> **CCT**: Technical Coordination Committee
> **CMS**: Continuous Monitoring System
> **EASE**: Strategic Environmental and Social Evaluation
> **EID**: Integration and Development Hub
> **GDP**: Gross Domestic Product
> **GIS**: Geographic Information System
> **GTE**: Executive Technical Group
> **HDI**: Human Development Index
> **PAE**: Strategic Action Plan 2012-2022
> **PDB**: Project Database
> **PTI**: Integration Territorial Program
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**COSIPLAN Projects**

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## Publications

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## Technical Documents

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</thead>
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## Timetable of Meetings Held in 2013

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</thead>
</table>
Areas of Work 2013

> FIRST PART

COSIPLAN Projects

> SECOND PART

Planning Methodologies and Tools

> THIRD PART

Sectoral Integration Processes
First Part

COSIPLAN Projects

A. COSIPLAN Project Portfolio
   | PAE ACTION 4.2 |

B. Integration Priority Project Agenda
   | PAE ACTION 4.3 |

C. Project Database – Information System
   | PAE ACTION 4.1 |
A. COSIPLAN Project Portfolio

The COSIPLAN Project portfolio was set up on the basis of the implementation of the **Indicative Territorial Planning Methodology**. It is arranged in nine **Integration and Development Hubs** (EIDs).
A. Project Portfolio

I. Update of the Project Portfolio at the GTE Meetings on the Hubs (May 7-9, Montevideo).

II. Application of the Indicative Territorial Planning Methodology to the Amazon Hub.

III. Drawing up of the COSIPLAN Project Portfolio Report 2013.

IV. Update of the socioeconomic and environmental characterization. Beginning of work in the Andean and MERCOSUR-Chile Hubs.
I. Update of the Project Portfolio 2013

> 583 projects

> 48 project groups

> 9 Integration and Development Hubs

> US$157,730.5 million estimated investment
The incorporation of the northeastern and central-western territories of Brazil to the Amazon Hub resulted in the inclusion of a new project group in the Hub and accounts for 61.5% of the increase in the number of projects in the Portfolio.

The 72.8% increase in the estimated investment is explained by the incorporation of the new territories to the Amazon Hub, the estimated investment in which rose mostly due to the inclusion of nine rail projects.
Project Portfolio 2013 Indicators

NUMBER OF PROJECTS AND INVESTMENT AMOUNT BY IMPLEMENTATION STAGE

- **162 projects at the profiling stage**
  - Number: 162
  - Percentage: 27.8%
  - Investment: US$19,669.5 million
  - Percentage: 12.5%

- **164 projects at the pre-execution stage**
  - Number: 164
  - Percentage: 28.1%
  - Investment: US$46,503.9 million
  - Percentage: 29.5%

- **172 projects at the execution stage**
  - Number: 172
  - Percentage: 29.5%
  - Investment: US$75,267.3 million
  - Percentage: 47.7%

- **85 completed projects**
  - Number: 85
  - Percentage: 14.6%
  - Investment: US$16,289.8 million
  - Percentage: 10.3%

Source: COSIPLAN Information System as of October 4, 2013.
Project Portfolio 2013 Indicators

PROJECTS BY HUB AND IMPLEMENTATION STAGE

> in million US$
Two thirds of the total number of projects (384) are located in the MERCOSUR-Chile, Paraguay-Paraná Waterway, Amazon, and Capricorn Hubs.

70.2% of the estimated investment is allocated to the MERCOSUR-Chile, Amazon, and Peru-Brazil-Bolivia Hubs.
The largest number of Portfolio projects is in the transport sector (514 projects), particularly in road transportation (235 projects). Most road projects are concentrated in three Hubs: MERCOSUR-Chile, Capricorn, and Andean Hubs.

Rail and road projects account for more than 80% of investment in the transport sector. The projects in the energy sector account for one third of the Portfolio estimated investment. Ten projects in the communications sector involve an investment estimated at US$44.7 million.
Project Portfolio 2013 Indicators

SUBSECTOR-BASED BREAKDOWN IN THE TRANSPORT SECTOR

> percentage of total transport sector projects in number of projects and estimated investment
The public sector is the main source of financing for the Portfolio projects (74.5% of total projects).
II. Indicative Territorial Planning Methodology

Application of the methodology to the Amazon Hub on the basis of the incorporation of the Brazilian northeastern and central-western territories to the South American territorial planning.
Development of a **new Strategic Vision** for the Amazon Hub.

> **Application** of the Indicative Territorial Planning **Methodology** at the GTE Meeting on the Amazon Hub (March 20-21, Rio de Janeiro)
New Strategic Vision for the Amazon Hub

- Background to the Incorporation of the Northeastern and Central-Western Regions of Brazil
- Characteristics of the Area of Influence
- Economic Review
- Social and Environmental Background
- Infrastructure in the Original and the Expanded Hub
- Portfolio Project Groups 5 and 8
- Relation between the Amazon Hub and Other Hubs
Area of Influence of the Amazon Hub
Demographic Aspects

POPULATION INVOLVED IN THE AMAZON HUB

> in number of inhabitants of the original and the expanded Hub

> relative share of each country in the total population of the Hub

<table>
<thead>
<tr>
<th>Country</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brazil</td>
<td>60,469,183</td>
</tr>
<tr>
<td>Peru</td>
<td>17,065,652</td>
</tr>
<tr>
<td>Ecuador</td>
<td>21,741,934</td>
</tr>
<tr>
<td>Colombia</td>
<td>13,749,285</td>
</tr>
<tr>
<td>Colombia</td>
<td>6,458,895</td>
</tr>
</tbody>
</table>

Brazil 65%

Ecuador 12%

Peru 18%

Colombia 5%
Economic Aspects

GDP OF THE ADMINISTRATIVE UNITS OF THE HUB

> countries’ contribution to aggregate GDP in the original and the expanded Hub

> relative share of each country in the aggregate GDP of the Hub
Economic Aspects

MAIN PRODUCTS OF THE ADMINISTRATIVE UNITS OF THE HUB

> **BRAZIL**
Aluminum, cattle, copper, fertilizers, iron and steel, wood, corn, cassava, soybean, crude oil and its derivatives.

> **COLOMBIA**
Coffee, natural gas and crude oil extraction, manufactures.

> **ECUADOR**
Banana, natural gas and crude oil extraction, various industries (food, beverages, refining, chemicals, coke, rubber and plastics).

> **PERU**
Metal mining, agriculture, birds, various meats, sugarcane and sugar, industries.
Social Aspects

HUMAN DEVELOPMENT INDEX (HDI) IN THE ADMINISTRATIVE UNITS OF THE HUB
Social and Environmental Aspects

RELATION OF INFRASTRUCTURE WITH INDIGENOUS PEOPLES AND PROTECTED AREAS
Application of the Indicative Territorial Planning Methodology

- Group 1: Access to the Putumayo Waterway
- Group 2: Access to the Napo Waterway
- Group 3: Access to the Huallaga - Marañón Waterway
- Group 4: Access to the Ucayali Waterway
- Group 5: Access to the Solimões - Amazon Waterway
- Group 6: Amazon Waterway Network
- Group 7: Access to the Morona - Marañon - Amazon Waterway
- Group 8: Porto Velho - Southern Northeastern Brazil Rail Connection
Group 5: Connection between the Amazon Basin and Northern Northeastern Brazil

- Santarém Port
- Paving of Road BR-230 Marabá (PA) - Itaituba (PA)
- North-South Railway Phase I (Vila do Conde - Açailândia)
- Rehabilitation of Road BR-222 Açailândia (MA) - Porto de Itaquí (MA)
- Aguiañópolis Multimodal Yard (North-South Railway)
- Porto Franco Multimodal Yard (North-South Railway)
- 500-KV Transmission Line (Tucuruí - Manaus)
- Cuiabá - Santarém Road (BR-163 / MT / PA)
- Rehabilitation of Road BR-230 Balsas (MA) - Marabá (PA)
- Environmental and Territorial Management Program (Cuiabá - Santarém Route) (BR-163 / MT / PA)
- Colinas do Tocantins Multimodal Yard (North-South Railway)
- Guarará Multimodal Yard (North-South Railway)
- North-South Railway - Phase II (Açailândia - Palmas)
- North-South Railway - Phase III (Palmas - Campinorte)
- Araguaína Multimodal Yard (North-South Railway)
- Anchor Project: New Cross-Northeastern Railway Phase II (Eliseu Martins - Porto Franco)
- Anchor Project: New Cross-Northeastern Railway Phase I (Suape - Salgueiro / Pecém - Eliseu Martins)
Group 8: Porto Velho - Southern Northeastern Brazil Rail Connection

Center-West Integration Railway - Phase III (Porto Velho - Rio Branco - Cruzeiro do Sul)
Center-West Integration Railway - Phase I (Lucas do Rio Verde - Porto Velho)
Improvement of Road BR-158 Vila Rica (MT) - Ribeirão Cascalheira
Palmas Multimodal Yard (North - South Railway)
Figueirópolis Multimodal Yard (North - South Railway)

Anchor Project: West-East Integration Railway - Phase II (Barreiras - Figueirópolis)
Construction of Road BR-020 Barreiras (BA) - São Raimundo Nonato (PI)
Enlargement of Road BR-242 São Roque do Paraguaçu (BA) - Sorriso (MT)
New Port in the Area of Ilhéus
Anchor Project: West-East Integration Railway - Phase I (Ilhéus - Barreiras)

Center-West Integration Railway - Phase I (Campinorte - Lucas do Rio Verde)
Ouro Verde Multimodal Yard (North - South Railway)
Anápolis Multimodal Yard (North - South Railway)
Uruaçu Multimodal Yard (North - South Railway)
North-South Railway (Figueirópolis - Uruaçu)
Amazon Hub Portfolio Progress 2012-2013

Between 2012 and 2013, the number of projects in the Amazon Hub Portfolio grew by **37.5%**.

Between 2012 and 2013, the estimated investment in the Amazon Hub Portfolio grew by **226%**.
III. COSIPLAN Project Portfolio Report 2013

- The Project Portfolio in the South American Physical Integration Process
- Territorial Planning in South America
- COSIPLAN Project Progress in 2013
- COSIPLAN Project Portfolio 2013 Indicators
- The Project Portfolio by Integration and Development Hub
IV. Update of the Socioeconomic and Environmental Characterization of the Hubs

Updated information on the **territorial, social, economic and environmental** fields in relation to the **infrastructure** in the Integration and Development Hubs.
Update of the Socioeconomic and Environmental Characterization of the Hubs

| main activities |

> Approval of the *objective and proposed content* at the GTE Meeting to Update the Portfolio (May 7-9, Montevideo).

> Delivery of the preliminary version to the countries involved in the *Andean and MERCOSUR-Chile Hubs*. 
B. Integration Priority Project Agenda - API

API is made up of a limited number of strategic projects with a high impact on the physical integration and the socioeconomic development of the region.
I. Consolidation of the methodology for scheduling the life cycle of the API individual projects.

II. Update of the information on the API projects and definition of their life cycle at the GTE Meeting on API and the CMS (August 27-28, Rio de Janeiro).

III. Drawing up of the API Progress Report 2013.
I. Consolidation of the Methodology for Project Life Cycle Scheduling

<table>
<thead>
<tr>
<th>INDIVIDUAL PROJECT STAGES AND SUB-STAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROFILING 0%</td>
</tr>
<tr>
<td>0% Initial status</td>
</tr>
<tr>
<td>6% Resources for studies</td>
</tr>
<tr>
<td>12% Studies underway</td>
</tr>
<tr>
<td>18% Approved studies</td>
</tr>
<tr>
<td>24% Permits granted</td>
</tr>
<tr>
<td>30% Resources for works</td>
</tr>
<tr>
<td>PRE-EXECUTION 30%</td>
</tr>
<tr>
<td>50% First quarter of works</td>
</tr>
<tr>
<td>65% Second quarter of works</td>
</tr>
<tr>
<td>80% Third quarter of works</td>
</tr>
<tr>
<td>95% Fourth quarter of works</td>
</tr>
<tr>
<td>EXECUTION 65%</td>
</tr>
<tr>
<td>100% Works handed over</td>
</tr>
<tr>
<td>COMPLETED 5%</td>
</tr>
</tbody>
</table>
II. Update of the Information on the API Projects

- 31 structured projects
- 101 individual projects
- US$16,713.8 million estimated investment
API Progress 2012-2013

> in number of structured and individual projects

> in estimated investment (million US$)
API Progress 2012-2013

API PROGRESS 2012-2013 BY PROJECT LIFE CYCLE
# API 2013 Indicators

## NUMBER OF PROJECTS AND INVESTMENT AMOUNT BY LIFE CYCLE STAGE

<table>
<thead>
<tr>
<th>Stage</th>
<th>Number of Projects</th>
<th>Life Cycle Stage</th>
<th>Investment Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Profiling</td>
<td>22</td>
<td>21.8%</td>
<td>US$1,337.0 million</td>
<td>8%</td>
</tr>
<tr>
<td>Pre-execution</td>
<td>52</td>
<td>51.5%</td>
<td>US$7,869.3 million</td>
<td>47.08%</td>
</tr>
<tr>
<td>Execution</td>
<td>20</td>
<td>19.8%</td>
<td>US$7,502.5 million</td>
<td>44.89%</td>
</tr>
<tr>
<td>Completed</td>
<td>7</td>
<td>6.9%</td>
<td>US$5.0 million</td>
<td>0.03%</td>
</tr>
</tbody>
</table>

Source: COSIPLAN Information System as of October 4, 2013.
API Indicators

PROJECTS BY HUB AND LIFE CYCLE STAGE

> in number of projects
The largest number of API projects is in the transport sector. Energy projects only account for 3%.

Energy projects account for 10.2% of the API estimated investment.
API Indicators

SUBSECTOR-BASED BREAKDOWN

> in number of projects

> in estimated investment (million US$)
API 2013 Indicators

API SOURCE OF FINANCING

> by Hub in number of projects

> by Hub in million US$
III. API Progress Report 2013

> API in the South American Physical Integration Process

> New API and CMS Tools and Developments in 2013

> API Projects: Taking Stock of Progress

> API Structured Projects by Hub
C. COSIPLAN Project Information System (Project Database)

A tool to support integration infrastructure planning and analysis containing standardized information on the COSIPLAN projects.
COSIPLAN Project Information System

| main activities |

I. Improvements in the COSIPLAN Project Portfolio Database.

II. Development of the API Structured Project Database.

III. Development and implementation (test phase) of the API Continuous Monitoring System (CMS).
Welcome to the Projects Database COSIPLAN

You can choose your preferred language in the top right of the site.
For inquiries should select below

COSIPLAN Portfolio Projects Database
Agenda of Priority Projects Integration

Total number of projects: 583
Total investment: 158,620,509,215 (in US$)
# COSIPLAN PORTFOLIO PROJECTS DATABASE

Select Criteria/Query

**Hub**
- Amazon Hub
- Andean Hub
- Capricorn Hub
- Central Interoceanic Hub

**Group**
- G01: G1 - Acceso a la hidrovía del PI
- G01: G1 - Antofagasta - Paso de Jama
- G01: G1 - Belo Horizonte - Frontera
- G01: G1 - Concepción - Bahía Blanca

**Country**
- Argentina
- Bolivia
- Brazil
- Chile

**Level**
- SELECT

**Sector**
- Communications
- Energy
- Transportation

**Subsector**
- Air subsector
- Border Crossing
- Communication Interconnection
- Energy Generation

**Type of Work**
- Bridges (new ones and refitting)
- Building of new power interconnections
- Building of new river ports
- Building of railways

**Anchor Project**
- SELECT

**API Project**
- SELECT

**Total Investment (in US$)**
- 0 - 500,000
- 500,001 - 1,000,000
- 1,000,001 - 10,000,000
- 10,000,001 - 50,000,000

**Source of Financing**
- Binational
- BIDES
- CAF
- European Union

**Type of Financing**
- Private
- Public
- Public/Private

**Project Stage**
- Pre-Implementation
- Implementation
- Concluded

**Complete Studies**
- SELECT

**Project Keyword**

**Code**

---

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# Database Priority Agenda for Integration Project

<table>
<thead>
<tr>
<th>COUNTRY</th>
<th>TOTAL INVESTMENT (in US$)</th>
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</thead>
<tbody>
<tr>
<td>ARGENTINA</td>
<td>0 - 5,000,000</td>
</tr>
<tr>
<td>BOLIVIA</td>
<td>5,000,001 - 10,000,000</td>
</tr>
<tr>
<td>BRAZIL</td>
<td>10,000,001 - 100,000,000</td>
</tr>
<tr>
<td>CHILE</td>
<td>100,000,001 - 500,000,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HUB</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>AMAZON HUB</td>
<td></td>
</tr>
<tr>
<td>ANDEAN HUB</td>
<td></td>
</tr>
<tr>
<td>CAPRICORN HUB</td>
<td></td>
</tr>
<tr>
<td>CENTRAL INTEROCEANIC HUB</td>
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</tbody>
</table>

| API STRUCTURED PROJECTS | ACCESS NO ORIENTAL AL RIO AMAZONAS | AEROPUERTO DISDISTRIBUIDOR DE CARGA Y PASAJEROS PARA SUDAMERICA (HUB AEROPUERTO INTERNACIONAL VIRU VIRU), SANTA C | AUTORISTA DEL SOL, MEJORAMIENTO Y REHABILITACION DEL TRAMO SULLANA - AGUAS VERDES [INCLUYE VIA DE EVITAMIENTO DE CENTRO BINAIONAL DE ATENCION DE FRONTERA (CEBAP) DESAGUADERO |

Results of Search: 31
# The CMS in the Individual Project Files

## Módulo de Estado y Monitoreo

### Etapas y Subetapas del Proyecto

<table>
<thead>
<tr>
<th>Perfil</th>
<th>Pre-Ejecución</th>
<th>Ejecución</th>
<th>Concluido</th>
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</thead>
<tbody>
<tr>
<td>0% Condición Inicial</td>
<td>6% Recursos Estudios</td>
<td>24% Permisos Otorgados</td>
<td>50% Primer Cuarto de obra</td>
</tr>
<tr>
<td>12% Estudios en desarrollo</td>
<td>18% Estudios aprobados</td>
<td>30% Recursos Obras</td>
<td>65% Segundo Cuarto de obra</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>80% Tercer cuarto de obra</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>95% Cuarto cuarto de obra</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>100% Obras recibidas</td>
</tr>
</tbody>
</table>

## Programación, Progreso y Desvíos

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Término</td>
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<td>Término</td>
<td>Término</td>
<td>Término</td>
<td>Término</td>
<td>Término</td>
</tr>
</tbody>
</table>

- **Cumplida**
- **Desarrollo normal**
- **Desarrollo con inconvenientes**
- **No cumplida**

## Desvíos

<table>
<thead>
<tr>
<th>Tipo de Desvío</th>
<th>Fecha de Término de la Subetapa</th>
<th>Subetapa</th>
<th>Causa</th>
<th>Fecha de Alta del Desvío</th>
<th>Fecha Modificación</th>
<th>Descripción</th>
<th>Estado</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estudios en desarrollo</td>
<td>12/2014</td>
<td>Problemas del trabajo por causas institucionales</td>
<td>03/10/2013</td>
<td>En julio de 2012 fueron suspendidos los contratos de consultoría e interventoría,</td>
<td></td>
<td>En curso</td>
<td></td>
</tr>
</tbody>
</table>
The CMS in the Structured Project Files
Contribution of the CCT Institutions to the Implementation of the COSIPLAN Projects
# CCT Financing to COSIPLAN Portfolio Projects or Project Components

## CCT Operations

<table>
<thead>
<tr>
<th>Country</th>
<th>IDB Operations</th>
<th>Approval</th>
<th>Amount Approved (million US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA</td>
<td>Support for the Transmission System in Paraguay (500-kV Transmission Line (Yacyretá - Ayolas - Carayao)</td>
<td>Dec-12</td>
<td>50</td>
</tr>
<tr>
<td>SU</td>
<td>Meerzorg - Albina Integration Corridor Rehabilitation Project - Supplementary Financing</td>
<td>Dec-12</td>
<td>40</td>
</tr>
<tr>
<td>UR</td>
<td>Punta del Tigre Combined Cycle Project</td>
<td>Dec-12</td>
<td>200</td>
</tr>
<tr>
<td>UR</td>
<td>Modernization of the Montevideo Port and Complementary Works</td>
<td>oct-13</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL:</strong></td>
<td><strong>350</strong></td>
<td></td>
</tr>
</tbody>
</table>

## CAF Operations

<table>
<thead>
<tr>
<th>Country</th>
<th>CAF Operations</th>
<th>Approval</th>
<th>Amount Approved (million US$)</th>
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</thead>
<tbody>
<tr>
<td>BO</td>
<td>Uyuni-Tupiza Road Construction Project</td>
<td>nov-12</td>
<td>108</td>
</tr>
<tr>
<td>BO</td>
<td>Upgrade of La Paz - Cocharabamba - Santa Cruz Route to a Four-Lane Road, Quillacollo - Suticollo/Sacaba Chiñata Section</td>
<td>Dic-12</td>
<td>34</td>
</tr>
<tr>
<td>BO</td>
<td>Yapacaní Bridge - Ichilo Bridge Road Construction</td>
<td>Ago-13</td>
<td>73</td>
</tr>
<tr>
<td>BO</td>
<td>Padilla - El Salto Road Project</td>
<td>nov-13</td>
<td>77</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL:</strong></td>
<td><strong>292</strong></td>
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</table>

## FONPLATA Operations

<table>
<thead>
<tr>
<th>Country</th>
<th>FONPLATA Operations</th>
<th>Approval</th>
<th>Amount Approved (million US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BO</td>
<td>Rehabilitation by Degrees of Intervention of the San Ramón - San Javier - Río Uruguaíto Section</td>
<td>oct-13</td>
<td>35</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL:</strong></td>
<td><strong>35</strong></td>
<td></td>
</tr>
</tbody>
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* November 2012 - October 2013
CCT Financing for COSIPLAN Portfolio Projects Pre-Investment Studies

Number of Operations

<table>
<thead>
<tr>
<th>Year</th>
<th>Operations</th>
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<tbody>
<tr>
<td>2011</td>
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<tr>
<td>2012</td>
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<tr>
<td>2013</td>
<td>54</td>
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Amount (US$)

<table>
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<th>Year</th>
<th>Amount</th>
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<td>22,247,023</td>
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<td>2012</td>
<td>28,274,174</td>
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<td>2013</td>
<td>31,505,966</td>
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## Pre-Investment Studies (IDB)

<table>
<thead>
<tr>
<th>ID</th>
<th>Operation</th>
<th>Name of the Project/Technical Cooperation</th>
<th>Total Cost (US$)</th>
<th>FIRII Amount (US$)</th>
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<tbody>
<tr>
<td>1</td>
<td>UR-T1016</td>
<td>Support to the Preparation Stage of the Montevideo Port Modernization Program</td>
<td>1,120,000</td>
<td>898,000</td>
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<tr>
<td>2</td>
<td>GY-T1026</td>
<td>Pre-Investment Program for the Georgetown-Lethem Road (Guyana Section)</td>
<td>1,125,000</td>
<td>900,000</td>
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<td>3</td>
<td>CO-T1038</td>
<td>Preparation Stage of the Pasto-Mocoa Road Program</td>
<td>2,950,000</td>
<td>1,450,000</td>
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<tr>
<td>4</td>
<td>BO-T1054</td>
<td>Study: Final Design and Environmental Impact, Caranavi-Quibibey-Yucumo Road</td>
<td>1,452,000</td>
<td>1,155,000</td>
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<tr>
<td>5</td>
<td>RG-T1264</td>
<td>Study for the Enhancement of the “Cristo Redentor” Border Crossing</td>
<td>906,000</td>
<td>481,000</td>
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<tr>
<td>6</td>
<td>SU-T1030</td>
<td>Studies for the Meerk-Z-Albina Road Rehabilitation</td>
<td>1,875,000</td>
<td>1,484,975</td>
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<tr>
<td>7</td>
<td>BR-T1053</td>
<td>Strategic Plan for the Sustainable Development of Metropolitan Meso-Region of Rio de Janeiro</td>
<td>1,270,000</td>
<td>1,017,000</td>
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<td>8</td>
<td>BR-T1056</td>
<td>Pre-Feasibility for Santos Port Enlargement</td>
<td>1,300,000</td>
<td>973,000</td>
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<td>9</td>
<td>RG-T1230</td>
<td>Study on Chile and Argentina Connectivity</td>
<td>1,100,000</td>
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<tr>
<td>10</td>
<td>RG-T1589</td>
<td>Colombia-Ecuador Border Crossings</td>
<td>480,000</td>
<td>400,000</td>
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<tr>
<td>11</td>
<td>UR-T1057</td>
<td>IIRSA Market Study – Rivera Dry Port and Logistics</td>
<td>264,000</td>
<td>220,000</td>
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<tr>
<td>12</td>
<td>RS-T1275</td>
<td>Study on the Napo River Transportation and Navigation Conditions</td>
<td>931,000</td>
<td>745,000</td>
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<tr>
<td>13</td>
<td>BR-T1044</td>
<td>Economic, Technical and Environmental Pre-Feasibility Studies for River and Intermodal Connection of the Tietê-Paraná and Paraná-Prata Waterways</td>
<td>500,000</td>
<td>400,000</td>
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<tr>
<td>14</td>
<td>PR-T1046</td>
<td>Road Access from the Paraguayan Side to the Presidente Franco-Porto Meira Second Bridge (Foz do Iguaçu)</td>
<td>908,000</td>
<td>720,000</td>
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<tr>
<td>15</td>
<td>PE-T1040</td>
<td>Development Plan for the Amazon River System</td>
<td>1,062,500</td>
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<td>16</td>
<td>PE-T1240</td>
<td>Preparation of the National Border Crossings Plan, Peru</td>
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<td>17</td>
<td>RG-T2056</td>
<td>Support to the Studies on Andean Electrical Interconnection – SINEA</td>
<td>1,875,000</td>
<td>1,500,000</td>
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<td>18</td>
<td>RG-T2080</td>
<td>South American Broadband Network</td>
<td>1,843,750</td>
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<td>19</td>
<td>RG-T2244</td>
<td>Diagnosis of the Navigation Conditions on the Morona River</td>
<td>1,437,500</td>
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<td>20</td>
<td>RG-T2256</td>
<td>Studies for Diagnosis and Modernization of Salto Grande Hydroelectric Complex</td>
<td>1,700,000</td>
<td>1,360,000</td>
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TOTAL: 24,662,750 18,508,975

Notes: [Execution], [Bidding/Concession], [Completed]  
(*) October 2013
# Pre-Investment Studies (CAF)

PROINFRA – FAT – COPIF Cooperaciones Técnicas de IIRSA aprobadas (*)

<table>
<thead>
<tr>
<th>ID</th>
<th>Operation</th>
<th>Name of the Projects/Technical Cooperation</th>
<th>Total Cost (US$)</th>
<th>CAF Amount (US$)</th>
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<tbody>
<tr>
<td>1</td>
<td>6203</td>
<td>Regional Environmental and Social Evaluation for the Bolpebra-Filadelfia Region and Nareuda-Extrema Road Project</td>
<td>50,000</td>
<td>40,000</td>
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<td>2</td>
<td>5327</td>
<td>Updates of the Studies on and Design of the Buga-Buenaventura Section (Colombia)</td>
<td>300,000</td>
<td>134,000</td>
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<td>3</td>
<td>6021</td>
<td>La Línea Tunnel Project (Colombia)</td>
<td>203,000</td>
<td>110,000</td>
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<td>4</td>
<td>5674</td>
<td>GeoSUR Program (resources for the first implementation phase of the Program)</td>
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<tr>
<td>5</td>
<td>6558</td>
<td>GeoSUR Program, Phase II</td>
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<td>6</td>
<td>7243</td>
<td>GeoSUR Program, Phase III</td>
<td>666,000</td>
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<td>7</td>
<td>6962</td>
<td>Uruguay-Paraguay-Bolivia Gas Pipeline</td>
<td>350,000</td>
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<td>8</td>
<td>7652</td>
<td>Uruguay-Paraguay-Bolivia Gas Pipeline II</td>
<td>452,000</td>
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<td>9</td>
<td>6642</td>
<td>Feasibility y Stud: Calemar Road (Peru)</td>
<td>561,690</td>
<td>165,000</td>
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<td>10</td>
<td>6720</td>
<td>Andahuaylas-Marcona Railway Line and Port Terminal</td>
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<td>11</td>
<td>7055</td>
<td>La Línea Tunnel Environmental Action Program Studies</td>
<td>1,047,000</td>
<td>810,000</td>
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<td>12</td>
<td>6564</td>
<td>Embalse Nuclear Power Plant Repowering</td>
<td>625,000</td>
<td>575,000</td>
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<td>13</td>
<td>6961</td>
<td>Program for the Rehabilitation of the Belgrano Freight Railway</td>
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<tr>
<td>14</td>
<td>6906</td>
<td>Fortalecimiento de la Integración Sudamericana y Formación de redes entre Arg., Bol. y Par.</td>
<td>125,000</td>
<td>96,000</td>
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<td>15</td>
<td>6717</td>
<td>Barranqueras Port Complex Master Plan</td>
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<td>235,000</td>
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<td>16</td>
<td>7244</td>
<td>Construction of the Rumichaca Border Crossing New Bridge</td>
<td>342,000</td>
<td>302,000</td>
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<td>17</td>
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<td>EASE of “Multimodal Transportation in the Laguna Merín and Lagoa dos Patos System</td>
<td>366,000</td>
<td>366,000</td>
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<tr>
<td>18</td>
<td>71</td>
<td>“Laguna Merín: Border Development, Waterway and Local Stakeholders&quot; Seminar-Workshop</td>
<td>15,000</td>
<td>15,000</td>
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<tr>
<td>19</td>
<td>8089</td>
<td>Regional Infrastructure for Internet Interconnection</td>
<td>375,000</td>
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<tr>
<td>20</td>
<td>8351</td>
<td>Infrastructure in the Comprehensive Development of Latin America (IDeAL) Study</td>
<td>490,000</td>
<td>490,000</td>
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</table>

Notes: **Execution** | **Bidding/Concession** | **Completed**

(*) October 2013
## Pre-Investment Studies (CAF)

### PROINFRA – FAT – COPIF Cooperaciones Técnicas de IIRSA aprobadas (*)

<table>
<thead>
<tr>
<th>ID</th>
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<th>Total Cost (US$)</th>
<th>CAF Amount (US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>7793</td>
<td>Investment Program to Improve the Territorial Integration of Argentina and Uruguay</td>
<td>637,500</td>
<td>495,000</td>
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<td>22</td>
<td>7679</td>
<td>Strategy to the Development and Integration of the Southern Part of the Brazil-Peru Border Integration Zone (ZIPF) 2013-2022 &amp; ZIF Operational Plan 2013-2014</td>
<td>433,572</td>
<td>305,000</td>
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<td>23</td>
<td>8218</td>
<td>Potential of Super Wifi Infrastructures to Bridge the Digital Divide in Latin America</td>
<td>173,000</td>
<td>173,000</td>
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<tr>
<td>24</td>
<td>8162</td>
<td>Update of the Telecommunications Infrastructure and Services in the Latin American Countries</td>
<td>358,000</td>
<td>358,000</td>
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<td>25</td>
<td>8089</td>
<td>Regional Infrastructure for Internet Interconnection</td>
<td>375,000</td>
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<tr>
<td>26</td>
<td>8320</td>
<td>Geosur Program Phase IV</td>
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<td>336,500</td>
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<td>27</td>
<td>8330</td>
<td>Initiative for the Integration of Regional Infrastructure in South America</td>
<td>672,000</td>
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<td>28</td>
<td>8350</td>
<td>Establishment of a Floods Monitoring System in Latin America</td>
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<td>29</td>
<td>8134</td>
<td>Border Observatory</td>
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<td><strong>TOTAL</strong></td>
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Notes: Execution | Bidding/Concession | Completed

(*) October 2013
# Pre-Investment Studies (FONPLATA)

## FONPLATA Pre-Investment Studies (*)

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<td>1</td>
<td>ARG-12/2002</td>
<td>Upgrade Works at Santa Fe Port (Pre-Investment Phase)</td>
<td>1,000,000</td>
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<td></td>
<td>OCT/RC/BIN PAR01/08 &amp; ARG 01/08</td>
<td>Optimization of the Clorinda-Asunción Node</td>
<td>670,218</td>
<td>603,196</td>
</tr>
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<td>3</td>
<td>OCT/RC/BIN PAR01/08 &amp; ARG 01/08</td>
<td>Optimization of the Ñeembucú - Bermejo River Node</td>
<td>670,218</td>
<td>603,196</td>
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<td>4</td>
<td>BOL-17/94</td>
<td>Abapó - Camiri Road</td>
<td>1,590,684</td>
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<td>PAR-16/2001</td>
<td>Multi-Purpose Terminal of the Pilar Port (Pre-Investment Phase)</td>
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<td><strong>TOTAL</strong></td>
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Notes:  
- **Execution**  
- **Bidding/Concession**  
- **Completed**  

(*) October 2013
Second Part
Planning Methodologies and Tools

A. Integration Territorial Programs (PTIs)
   | ACTIONS 3.1 and 3.2 |

B. Geographic Information System (GIS) and Cartography
   | ACTIONS 5.2 and 6.1.3 |

C. Strategic Environmental and Social Evaluation
   | ACTION 6.1.1 |

D. Risk and Disaster Prevention and Management in Infrastructure
   | ACTION 6.1.5 |
A. Integration Territorial Programs (PTIs)

These programs will help leverage the impact of infrastructure on the development of the territories involved, while considering the economic, social and environmental aspects and identifying complementary actions.
I. Drafting of the document entitled “Integration Territorial Programs – PTIs: Conceptual Guidelines for their Design” on the basis of case studies presented at the GTE Meeting on PTIs (April 9, Buenos Aires).
I. Main Aspects of PTI Design

Definition of the **objective and strategy** guiding the PTI actions in a concerted manner by the countries involved.

Contribution of the existing **planning methodologies** to the identification of problems, difficulties and opportunities.

PTI **area of influence** restricted to the objectives identified and the actions proposed.

**Participation** of different government levels and building of partnerships with the private sector and other key actors.

**Action program** requiring a management plan, allocation of resources and responsibilities, and established timeframes for its implementation.
B. Geographic Information System and Cartography

Information system on the main infrastructure for integration purposes and relevant aspects of the territory aimed at facilitating geospatial analysis and regional physical integration planning.
COSIPLAN GIS Work Plan

1st Stage
1. Survey of available geographic information
2. Identification of information completion needs
3. Identification of valid methodologies and/or data sources for information completion
4. Data standardization
5. Definition of spatial topological relations

2nd Stage
6. Editing of geometries
7. Editing of attributes
8. Data integration at the continental level
9. Final editing and processing (union of information layers)
10. Data quality control
11. Creation of metadata

3rd Stage
12. Dissemination, publication and update
Geographic Information System and Cartography

| main activities |

I. Preparation of a **series of technical documents** to complete the first stage in the work plan during two GTE meetings (April 10 and October 16, Buenos Aires) and two videoconferences (August 13 and November 19).

II. Approval of a US$230,155 assistance by the Common Initiatives Fund of UNASUR.
I. Technical Documents 2013

- Survey of Geographical Data
- Feature Catalogue
- Topological Rules and Relationships
- Data Dictionary Form
II. Approval of an Assistance by the Common Initiatives Fund of UNASUR

- **Execution term:** Eight months
- **Amount:** US$230,155
- **Components:**
  - consultancy services
  - support to face-to-face meetings
  - SIG data distribution, publication and update costs
C. Strategic Environmental and Social Evaluation (EASE) Methodology

This identifies complementary actions to enhance—from a social, environmental and cultural point of view—the positive effects of infrastructure projects and minimize their negative impact.
DEVELOPMENT AND APPLICATION OF THE EASE METHODOLOGY

2005
- December. Asunción, Paraguay. Executive Steering Committee commissions the Technical Committee to prepare methodologies: Logistics, Production Integration, and Social and Environmental.

2006
- The TC gathers information available on SEAs applied to IIRSA territories.

2007
- March, Brasilia; May, Washington DC. TC approach meetings.

2008
- June - September. Adjustment of the EASE general scheme.

2009
- February-June. Application of EASE Methodology to Project Group 6 of the Andean Hub: Colombia-Ecuador.

2010
- Adjustment of the EASE Methodology.

2012
- Agreement with governments to apply the EASE Methodology to the Laguna Merín – Lagoa dos Patos multimodal project. Brazil-Uruguay.

2013
- Application of the EASE Methodology to the Pehuenche Program. Argentina.

2006
- The TC gathers information available on SEAs applied to IIRSA territories.

2007
- March, Brasilia; May, Washington DC. TC approach meetings.

2008
- June - September. Adjustment of the EASE general scheme.

2009
- February-June. Application of EASE Methodology to Project Group 6 of the Andean Hub: Colombia-Ecuador.

2010
- Application of the EASE Methodology to Group 2 of the Southern Hub. Argentina-Chile.

2012
- Agreement with governments to apply the EASE Methodology to the Laguna Merín – Lagoa dos Patos multimodal project. Brazil-Uruguay.

2013
- Application of the EASE Methodology to the Pehuenche Program. Argentina.
I. Application of the EASE Methodology to the Laguna Merín and Lagoa dos Patos Multimodal project (Brazil - Uruguay).

II. Application of the EASE Methodology to the Pehuenche Program (Argentina).

III. Analysis of the EASE Methodology and its complementarity with other planning tools at the GTE Meeting on EASE (September 24, Santiago).
I. Application of the EASE Methodology to an API Project

Multimodal Transportation in the Laguna Merín and Lagôa dos Patos System (Brazil - Uruguay)
The implementation area runs almost 700 km along the Atlantic coast.

- It applies to the Merín and dos Patos lakes basins.
- Axis between Montevideo y Porto Alegre.
- Connected by large road corridors and, at the global level, by the Rio Grande port.
WORK DIAGRAM
STUDY DURATION: 6 MONTHS

- RECOGNITION OF THE PROJECT
- RECOGNITION OF THE TERRITORY
- IDENTIFICATION OF STRATEGIC ISSUES
- VALIDATION IN THE FIELD
  - FIELD VISIT
  - INTERVIEWS
  - EXPERTS ROUNDTABLE
- FEEDBACK AND ADJUSTMENT WORKSHOP
- CRITICAL ASPECTS: OPPORTUNITY, RISKS AND POTENTIAL
- CONSTRUCTION AND ANALYSIS OF TERRITORIAL SCENARIOS
- CURRENT
  - BUSINESS-AS-USUAL
  - WITH PROJECT
- PROPOSED STRATEGIES AND LINES OF ACTION
- FINAL DOCUMENT AND COMMUNICATION OF RESULTS

DIAGRAM

- WORKFLOW
- STAGES
- ACTIVITIES
5 STRATEGIC COMPONENTS
18 LINES OF ACTION

➢ social and territorial cohesion

➢ preservation of biodiversity, ecosystems and water resources

➢ consolidation of cross-border integration processes

➢ efficient planning and management of navigable waterways

➢ a boost to local economic development based on the vocation of the territory
CONCLUSIONS FROM THE APPLICATION

POSITIVE VALUES OF THE EASE METHODOLOGY

> Facilitates a comprehensive and strategic view of the territory.

> Represents an initial platform for regional integration: creates value added as a process of knowledge building and facilitation and exchange of ideas regarding the project among the key actors of the territory.

> Promotes the involvement of local authorities in a project originated at the national or supranational level. Encourages dialogue between the territorial actors and other levels.

> Can be applied to national projects outside the COSIPLAN-IIRSA framework.
CONCLUSIONS FROM THE APPLICATION

SOME CHALLENGES

➢ Go from a sectoral vision to one aimed at sustainable development.

➢ Materialize the recommendations of the EASE study in the territory and in the technical, economic and political decisions concerning integration projects.

➢ Disseminate the results of EASE by means of an enlarged communication and participation process.
II. Application of the EASE Methodology to the Pehuenche Program
STUDY AREA
PROGRAM METHODOLOGY

**FIRST STAGE**

- BASELINE
  - Characterization of the territory and system of activities
  - Description and assessment of the transport system
  - Design and implementation of the Pehuenche Territorial Information System (SIT)

**SECOND STAGE**

- DESIGN OF A TERRITORIAL INTEGRATION PROGRAM (PTI)
  - Pehuenche Logistics Macroregion (MLP) pre-feasibility
  - MLP technical-institutional feasibility
  - Strategic Social and Environmental Assessment
    - Road infrastr. pre-feasibility
    - Logistics centers pre-feasibility
    - Port rail infrastr. pre-feasibility
    - Other studies
    - Territorial integration plan

**THIRD STAGE**

- FEASIBILITY OF THE PTI PROJECTS
  - Single Border Center - Feasibility, preliminary technical project
  - Other projects
  - Other actions

- Executed and in execution
- To be executed
## APPLICATION ACTIVITIES

### STAGE 1: EASE GENERAL CONTEXT ANALYSIS

1. **Phase 1 Approximation and Planning**
   a) Drafting of basic proposal
   b) Participation plan
   c) Kickoff workshop

2. **Phase 2 Gathering, Systematization and Analysis**
   a) Information analysis and synthesis
   b) Identification and analysis of other plans, programs and projects
   c) Definition of indicators
   d) Preliminary assessment and identification of strategic factors

### STAGE 2: CONSULTATION AND STRATEGIC ANALYSIS

3. **Phase 3 Consultation and Building of Scenarios**
   a) Consultation and information supplementation
   b) Verification of key issues and identification of scenarios
   c) Characterization of the scenarios

4. **Phase 4 Strategic Analysis**
   a) Assessment of alternative scenarios
   b) Identification of actions

### STAGE 3: PROPOSED STRATEGY AND TERRITORIAL ACTION PLAN

5. **Phase 5 Proposed Strategy and Territorial Action Plan**
   a) Identification of strategies
   b) Preparation of a Strategic Action Plan

6. **Phase 6 Consultation and Agreement**
   a) Consultation and revision of the Strategic Action Plan
   b) Presentation of the results
PARTICIPATION PLAN

This involved the application by an **Enlarged Work Team** and the organization of **National and Provincial Workshops** in order to develop the application, reach agreement, and disseminate the results.

**Enlarged Work Team** made up of:
- Team of expert consultants
- Representatives of national agencies
- Representatives of agencies of the provinces involved in the Program (Buenos Aires, La Pampa and Mendoza).

Coordinated by the Territorial Planning Under-Secretariat, Planning Ministry
STRATEGIC ACTION PLAN

- Safe and sustainable connectivity and movement
- Territorial planning and domestic and international integration
- Sustainable economic development
- Harmonious social and cultural Development
- Sustainable environmental preservation and use
- Institutional strengthening and articulation
- Risk reduction and adjustment to climate change
CONCLUSIONS FROM THE APPLICATION

LESSONS LEARNED

Continuous attention is necessary:

> To avoid losing sight of the **conceptual premises** of the application underway.

> For the **actions proposed to be concrete and directly related** to the consolidation of the projects in the area under study.

> For interaction through the **joint work of the national and provincial jurisdictions**, which lays the foundation to ensure compliance with the planning, management and assessment guidelines.

> For the **application to raise no differences if it is nationally or binationally conducted**, except, of course, in terms of coordination activities, which may be more complex in the first case, which will be also highly associated with the availability of resources.
III. Analysis of the EASE Methodology

CONCLUSION OF THE GTE MEETING

> It is a valuable tool to incorporate environmental and social issues into the planning of infrastructure projects.

> The participation plan is a suitable way to promote the involvement of civil society in project planning and to disseminate the COSIPLAN actions.

> It is important to promote its application in order to create consistent knowledge about its use and advantages.

> It is important to coordinate this methodology with other planning tools included in the PAE, such as the Integration Territorial Programs.
Methodology for Risk and Disaster Prevention and Management in Infrastructure

It provides clear procedures on the prevention and reduction of the effects arising from disasters affecting South American infrastructure, and allows the establishment of plans for reactivating connectivity and public infrastructure.
I. Proposed Methodology for Risk and Disaster Prevention and Management in Infrastructure presented at the GTE meeting on this topic (September 25, Santiago de Chile).
III. Conclusions of the GTE Meeting on the Methodology

> Disaster risk prevention and management are an integral part of sustainable development and must be distinguished from the concept of “disaster management.”

> It is necessary to get the technical opinion of the specialized national agencies and to engage national political and technical teams in its applications.

> The methodology should take into account the application process used for the other COSIPLAN planning tools.

> The development of a User’s Handbook on the methodology will help clarify the steps required to apply it, which will be improved based on the experience of pilot applications.
Third Part
Sectoral Integration Processes

A. Facilitation and Modernization of Border Crossings
   [PAE ACTION 6.2.2]

B. Trade Integration through Postal Services
   [PAE ACTION 6.2.3]
A. Facilitation and Modernization of Border Crossings

Actions intended to transform borders into areas for better and greater integration, facilitating the movement of goods and people throughout the region, while taking into account economic, legal, logistics, and IT aspects.
I. Support by the CCT to countries and pairs of countries for the development and maintenance of border crossings and border integration projects through national programs or for specific border crossings.

II. Proposed Performance Standards and Indicators for Border Crossings presented at the GTE Meeting on Border Crossings (April 11, Buenos Aires).
I. Support by the CCT

BORDER CROSSING PROJECTS

> Optimization of the Cristo Redentor Border Crossing (IDB)

> Ecuador - Peru Border Crossings over Rivers (IDB)

> Cúcuta - San Antonio - Ureña. Studies on the Villa Silvania (Colombia) - Tienditas (Venezuela) Bridge Border Crossing (CAF)

> Facilitation of Colombia - Ecuador Border Crossings (CAF)
I. Support by the CCT

BORDER INTEGRATION PROJECTS

> Argentina - Chile Connectivity (BID)
> Binational Study on the Navigation Conditions on the Napo River (Peru - Ecuador) (IDB)
> Binational Study on the Navigation Conditions on the Morona River (Peru - Ecuador) (IDB)
> Multinational Study on the Navigation Conditions on the Putumayo River (Peru - Colombia - Ecuador - Brazil) (IDB)
> Diagnostic Study on the Peruvian Border Crossing System (IDB)
> Peruvian Border Crossings (Desaguadero, Iñapari - Santa Rosa) (IDB)
> Colombia - Ecuador Border Crossings (IDB)
> Colombia - Peru Border Development Plan (CAF)
> Argentina - Bolivia Border Development Plan (CAF)
> Investment Program to Improve the Territorial Integration of Argentina and Uruguay (CAF)
> Strategy for the Development and Integration of the Southern Part of the Brazil - Peru Border Integration Zone (ZIF) 2013-2022 and ZIF Operational Plan 2013-2014 (CAF)
> Clorinda - Metropolitan Area of Asunción Node (FONPLATA)
> Ñeembucú - Bermejo River Node (FONPLATA)
II. Proposed Standards and Indicators

CONCLUSIONS OF THE GTE

- The Peruvian National Coordinator expressed interest in using such performance standards and indicators at the Santa Rosa-Chacalluta Border Crossing (Peru-Chile) and the Road Axis No. 1 Binational Border Service Center (CEBAF) (Ecuador-Peru).

- The National Coordinators expressed their willingness to continue working on this issue and to identify contents for future activities.
B. Trade Integration through Postal Services

This is intended for micro, small- and medium-sized enterprises to gain access to the international market through the implementation of a simplified export and import system using the postal logistics platform.
Trade Integration through Postal Services

I. Improvements in the system in the countries that have implemented the Exporta Fácil project (Brazil, Colombia, Ecuador, Peru and Uruguay).

II. Monitoring visit to the Exporta Fácil project in Colombia (July, 1-4).

III. GTE Meeting on Trade Integration through Postal Services (September 27, Santiago de Chile) – Presentation of the best practices in customs postal import processes.
I. Improvements in the Exporta Fácil System (Main Results)

> More than 120 thousand exports through postal services, amounting to US$2,052 million
> Almost 11 thousand companies used the service (accounting for a 15% increase in the pool of exporting companies)
> Main products: textiles (in number) and articles of jewelry and precious metals (in value)
> Exports to 140 countries

BRAZIL

> Exports for a declared value of US$1,109,895
> Main products: manufactures, biological and natural products, metal drums, pneumatic articles, leather bags and handbags
> Main 5 destinations: United States (43%), Spain (6%), Australia (6%), France (5%), Japan (4%)

COLOMBIA
1. Improvements in the Exporta Fácil System (Main Results)

**ECUADOR**

- **17,338 exports** for a FOB value of **US$2,099,332**
- **329 MSMEs and artisans** have used the Exporta Fácil service since its implementation
- **Main products:** surfboards, bamboo bikes, acoustic panels, herbassal, hats, palm hearts, plantains, dried flowers
- **Main 5 destinations:** United States (46%), Canada (16%), other (12%), Australia (8%), Spain (7%)

**PERU**

- **30,442 customs declarations** for a FOB value of **US$11,298,672**
- **582 companies** have used the Exporta Fácil service from January to August 2013; 811 companies in 2012; 1,077 in 2011; 840 in 2010; and 724 in 2009.
- **Main products:** imitation jewelry, silver jewelry, food supplements containing vegetable extracts or blends, toys representing animals/non-human creatures, knitted cotton baby clothes
- **Main 5 destinations:** United States (38%), Australia (10%); United Kingdom (8%), Canada (4%), France (4%)
I. Improvements in the Exporta Fácil System (Main Results)

- **459 exports** for a FOB value of **US$287,444**
- **58 exporters** have used the Exporta Fácil service since its inception
- **Main Products:** handicrafts; wool clothes and yarn; books; amethysts
- **Main 5 destinations:** Europe (30%); ROW (20%); United States (18%); Expanded MERCOSUR (17%); Rest of America (7%)
II. Monitoring Visit to Colombia

Objective:

- Verify the progress made in the Simplified Exports through Postal Services Project - “Exporta Fácil Colombia”

Main Results Attained

- reposition the project under the new coordination
- raise awareness again among all the institutions involved
- promote inter-institutional dialogue
- rescue the action plans drafted during the implementation of the project
III. GTE Meeting on Trade Integration through Postal Services

Study to survey the best practices in customs postal import processes

PRESENTATION AND CONCLUSIONS OF THE STUDY

> Presentation of the main problems faced by the customs postal import processes

> Presentation of the guidelines to map import processes through postal services in each of the countries

> Presentation of a proposed flexible, simplified process model with four implementation modules: institutional, operational, technological and market, and their relevant variables
III. GTE Meeting on Trade Integration through Postal Services

Study to survey the best practices in customs postal import processes

MAIN STUDY-RELATED ACTIONS IN THE COUNTRIES

> Discussion on the strategic action lines recommended in the study presented at the GTE meeting

> Definition of the priority actions to be developed by the countries:
  – Formalize the post-customs contact committee
  – Map postal and customs import processes
  – Implement a postal and customs data capture system for electronic exchange
III. GTE Meeting on Trade Integration through Postal Services

**MAIN RESULTS**

**PROPOSED REGIONAL WORK PLAN FOR 2014**

> Exporta Fácil development conditions diagnosis visits
> Monitoring visits to the countries that have the Exporta Fácil in place
> Organization of two GTE meetings in 2014

**NATIONAL WORK PLANS**

> Improvement of the Exporta Fácil system
> Actions to simplify customs postal import processes
  – Presentation of each country’s national plan for 2014 not later than December 13
Correlation between the Activities by the Universal Postal Union (UPU) and the World Customs Organization (WCO)
UPU MICRO, SMALL AND MEDIUM ENTERPRISE DEVELOPMENT GROUP

- Customs projects
- Payment methods projects
- E-commerce projects
- Training group
- Technical Cooperation Group...
- RESTRICTED UNIONS PUASP
- TECHNICAL SUPPORT
- IDB Financing
- FINANCING
- South America
- EXPERTISE
III. Study to survey the best practices in customs postal import processes

CONCLUSIONS OF THE STUDY

> offers guidelines to map import processes through postal services in each of the countries

> includes a proposed flexible model for simplified import processes

> provides for four implementation modules: institutional, operational, technological and market, and their relevant variables

MAIN STUDY-RELATED ACTIONS IN EACH COUNTRY

> formalization of the Post-Customs contact committee

> mapping of customs and postal processes

> implementation of a data capture system for electronic exchange
Publications

- COSIPLAN Project Portfolio Report 2013
- API Progress Report 2013
Technical Documents

> Amazon Hub Strategic Vision

Elements for the Sustainable Development of the Territory of the Expanded Amazon Hub

Version approved by CCSIPLAN-IIRSA

UNASUR COSIPLAN

IIRSA

Meeting of the Executive Technical Group on the Amazon Hub
Rio de Janeiro, Brazil | March 20 and 21, 2013
Technical Documents

> Conceptual Guidelines for PTI Design

> Methodology for Risk and Disaster Prevention and Management in Infrastructure
Technical Documents

> Performance Standards and Indicators for Border Crossings

> Survey on the Best Practices in Customs Postal Import Processes
# Timetable of Meetings Held in 2013

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<thead>
<tr>
<th>Date</th>
<th>Place</th>
<th>Activity</th>
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<tr>
<td>March 20 and 21</td>
<td>Rio de Janeiro</td>
<td>GTE Meeting on the Amazon Hub</td>
</tr>
<tr>
<td>April 9</td>
<td>Buenos Aires</td>
<td>GTE Meeting on PTIs</td>
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<tr>
<td>April 10</td>
<td>Buenos Aires</td>
<td>GTE Meeting on GIS and Cartography</td>
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<tr>
<td>April 11</td>
<td>Buenos Aires</td>
<td>GTE Meeting on Border Crossings</td>
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<tr>
<td>May 7 and 9</td>
<td>Montevideo</td>
<td>GTE Meeting on the Nine Hubs to Update the Portfolio</td>
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<tr>
<td>June 25</td>
<td>Lima</td>
<td>XXII Meeting of National Coordinators</td>
</tr>
<tr>
<td>August 13</td>
<td>Videoconference</td>
<td>GTE Meeting on GIS and Cartography</td>
</tr>
<tr>
<td>August 27-28</td>
<td>Rio de Janeiro</td>
<td>GTE Meeting on API and the CMS</td>
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<tr>
<td>September 24</td>
<td>Santiago de Chile</td>
<td>GTE Meeting on the EASE Methodology</td>
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<tr>
<td>September 25</td>
<td>Santiago de Chile</td>
<td>GTE Meeting on Risk and Disaster Prevention and Management</td>
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<tr>
<td>September 27</td>
<td>Santiago de Chile</td>
<td>GTE Meeting on Trade Integration through Postal Services</td>
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<tr>
<td>October 16</td>
<td>Buenos Aires</td>
<td>GTE Meeting on GIS and Cartography</td>
</tr>
<tr>
<td>November 19</td>
<td>Videoconference</td>
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<tr>
<td>December 27</td>
<td>Santiago de Chile</td>
<td>XXIII Meeting of National Coordinators</td>
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