Myths and reality about IIRSA

Mauro Marcondes-Rodrigues
IIRSA Coordinator
Inter-American Development Bank

Washington, DC
January 16th, 2008

⇨ IIRSA **IS NOT**

    ⇨ A mechanism to finance "mega-infrastructure"

    ⇨ A process for the privatization of public assets

    ⇨ An "*opaque process directed by corporations and International Finance Institutions to extract South American natural resources*"

⇨ IIRSA **IS**

   ⇨ A regional dialogue forum

   ⇨ 12 South American countries

   ⇨ To promote efficient infrastructure networks (*transport, energy and communications*)

   ⇨ To strengthen physical integration

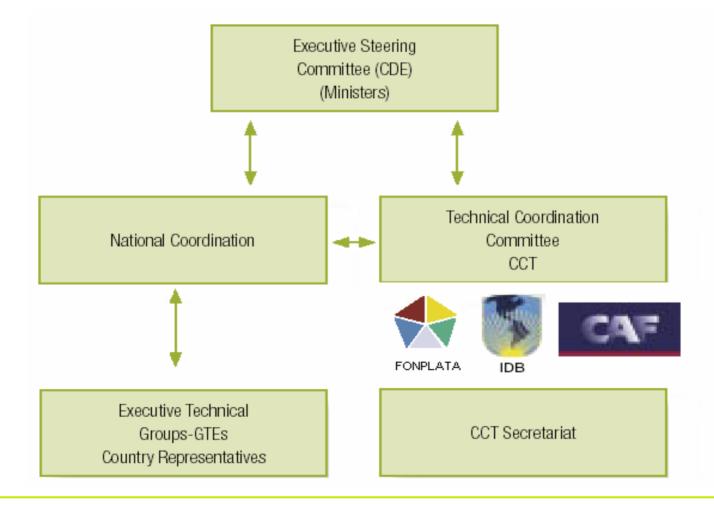   ⇨ Through a sustainable development pattern

⇨ IIRSA **IS BUILT ON**

⇨ Consensus

⇨ The responsibility and decisions of each government (*planning, civil works or foreign affairs ministries*)

⇨ The technical support of 3 regional financial institutions *(CCT = IDB + CAF + FONPLATA)*

⇨ IIRSA decision making structure

⇨ IIRSA **DOESN'T WORK** on

    ⇨ The specific details concerning every particular project

    ⇨ Establishing the technical agenda of the ministries

    ⇨ Defining the political agenda of each government

⇨ IIRSA **WORKS ON**

- ⇨ Structuring a Project Portfolio to strengthen integration

- ⇨ Follow up IIRSA Project Portfolio implementation

- ⇨ Defining mechanisms to tackle gaps on regulation

- ⇨ Developing tools & methodologies for:

   - ⇨ Efficient project implementation

   - ⇨ New territorial planning scope in which a broader set of aspects is considered *(SEA, logistic chains, productive integration)*

⇨ Integration projects discussed outside IIRSA **are not part of the IIRSA Portfolio**.

⇨ *Ex: "Venezuela-Brazil-Argentina Gas pipe-line"*

⇨ Projects are included in the IIRSA Portfolio after **a consensus process held within the Initiative**

⇨ Each country **DECIDES**

⇨ If it wants to prioritize the implementation of the projects in the IIRSA Portfolio…

⇨ …(and which projects)

⇨ How to finance each particular project

⇨ If it wants to apply IIRSA tools & methodologies

⇨ … (and when)

⇨ **And the IDB?**

    ⇨ Provides technical advise and expertise

    ⇨ Provides technical-cooperation funds to support the studies needed for preparation the projects identified in IIRSA

    ⇨ Finances particular projects of the IIRSA portfolio <u>on demand</u>…

    ⇨ … and studies related with IIRSA tools and methodologies

    ⇨ Collaborates in the communication of the IIRSA Initiative

⇨ Main **RESULTS** since 2000:

⇨ Consolidation as a forum where information is shared

⇨ Definition and implementation of a regional Project Portfolio (2007 Portfolio updated: from 351 to 507 projects, for a $69 billion estimated investment)

⇨ Priorization of 31 projects to be implemented by 2010

⇨ Renewed discussion in sectorial processes
(border crossing, postal services, roaming)

Myths and reality about IIRSA

⇨ Main **RESULTS** since 2000:

    ⇨ 145 projects of the 2003-2005 Portfolio have been completed, are in preparation or with financing which represents a 41.3% of the Portfolio and an estimated investment of US$ 21billions

    ⇨ Development of a new territorial planning methodology for IIRSA project groups, by introducing new analytical tools: Environmental and Social Evaluation with Strategic Approach (EASE); Methodology of Productive Integration and Logistics; Geo-referenced information – Constitution of an IIRSA GIS Network (GEOSUR)

    ⇨ Renewal of IIRSA website (www.iirsa.org)

    ⇨ Production of audiovisual materials
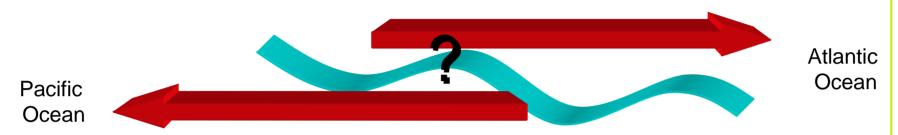
IIRSA added value

⇨ The combined efforts and advances of the 12 South American countries and the CCT and the use of comprehensive tools in the planning of integration infrastructures enriches the individual contribution of each country.

⇨ IIRSA is helping the countries to gradually construct a new vision in the planning and implementation of regional infrastructure networks.
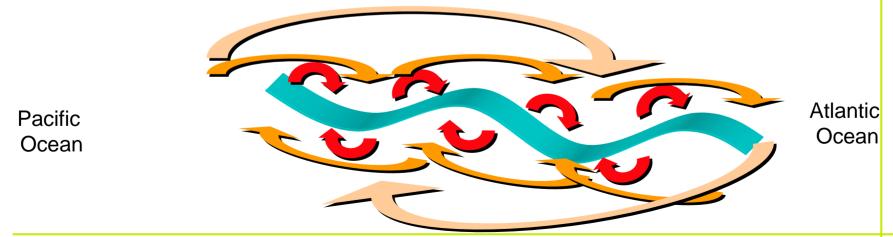
⇨ An example of this process is the new strategic vision of the Amazon Hub not as a "bioceanic corridor"…

Pacific Ocean

?

Atlantic Ocean

… but a backbone for the communication of local communities.

Pacific Ocean

Atlantic Ocean

⇨ The IIRSA strategic vision for the Amazon Hub includes

- ⇨ Sustainable and certified forest management

- ⇨ Development of bio-industry and bio-commerce

- ⇨ Export of new Amazon products through sustainable practices

- ⇨ The provision of environmental services

- ⇨ Strengthening of the "Amazonian" identity
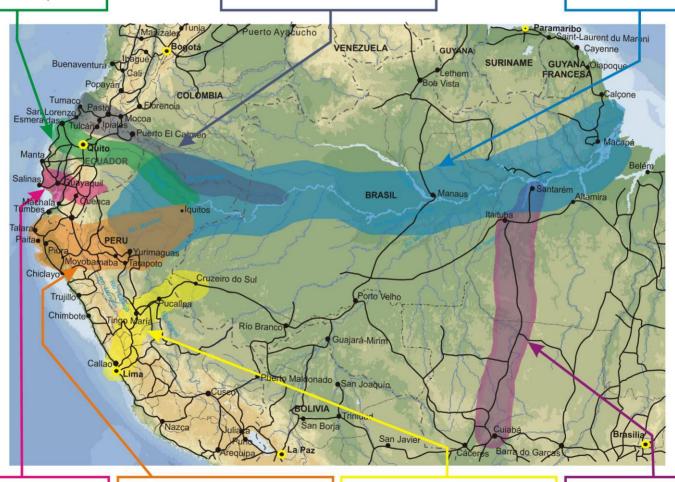
EJE DEL AMAZONAS
Grupos de Proyectos

I.I.R.S.A

Grupo 2: Acceso a
la Hidrovía del Napo

Grupo 1: Acceso a la
Hidrovía del Putumayo

Grupo 6: Red de Hidrovías
Amazónicas
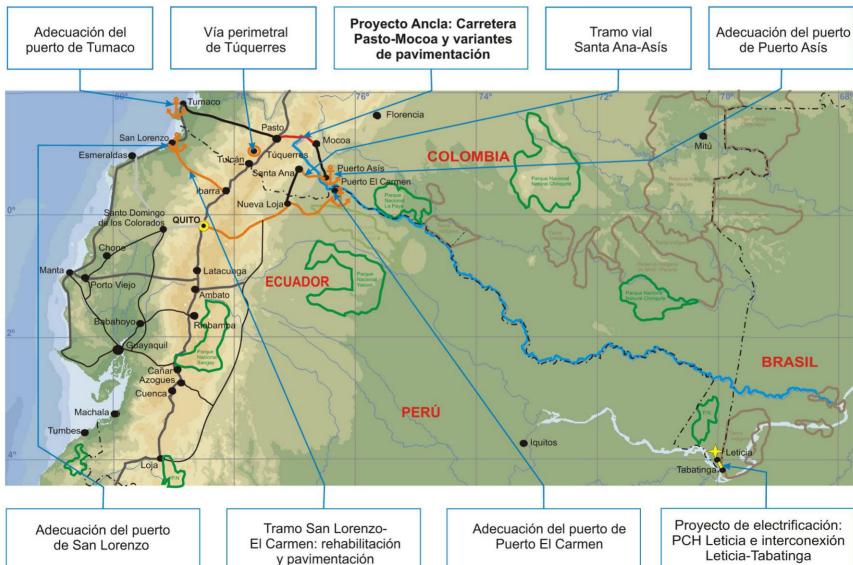
Grupo 7: Acceso a
la Hidrovía del Morona-
Marañón-Amazonas

Grupo 3: Acceso a la Hidrovía
del Huallaga-Marañón

Grupo 4: Acceso a
la Hidrovía del Ucayali

Grupo 5: Acceso a la Hidrovía
del Solimões-Amazonas

EJE DEL AMAZONAS
GRUPO 1: Acceso a la Hidrovía del Putumayo

I.I.R.S.A

Adecuación del puerto de Tumaco

Vía perimetral de Túquerres

Proyecto Ancla: Carretera Pasto-Mocoa y variantes de pavimentación

Tramo vial Santa Ana-Asís

Adecuación del puerto de Puerto Asís

Adecuación del puerto de San Lorenzo

Tramo San Lorenzo-El Carmen: rehabilitación y pavimentación

Adecuación del puerto de Puerto El Carmen

Proyecto de electrificación: PCH Leticia e interconexión Leticia-Tabatinga

Map labels: Tumaco, San Lorenzo, Esmeraldas, Pasto, Florencia, Mocoa, Tulcán, Túquerres, Santa Ana, Puerto Asís, Puerto El Carmen, Ibarra, Nueva Loja, Mitú, COLOMBIA, Santo Domingo de los Colorados, QUITO, Chone, Manta, Latacunga, ECUADOR, Porto Viejo, Ambato, Babahoyo, Riobamba, Guayaquil, Parque Nacional Yasuní, Parque Nacional Sangay, Cañar, Azogues, Cuenca, PERÚ, BRASIL, Machala, Tumbes, Iquitos, Loja, Leticia, Tabatinga

Parque Nacional La Paya, Parque Nacional Natural Chiribiquete

EJE DEL AMAZONAS
GRUPO 2: Acceso a la Hidrovía del Napo

I . I . R . S . A

Puerto
Esmeraldas

**Proyecto Ancla: Puerto
Francisco de Orellana**

Aeropuerto de turismo y
transferencia
de carga Nuevo Rocafuerte

Puerto
Manta

Aeropuerto de carga
El Tena

CEBAF Nuevo
Rocafuerte-Cabo Pantoja

EJE DEL AMAZONAS
GRUPO 3: Acceso a la Hidrovía del Huallaga-Marañón

I.I.R.S.A

Puerto de Sarameriza

Centro logístico de Paita

Puerto de Paita

Rehabilitación del aeropuerto de Piura

Puerto de Bayóvar

Construcción y mejoramiento de la carretera El Reposo-Sarameriza. Ruta Nacional 4C

Carretera Bagua-Rioja

Aeropuerto de Yurimaguas

Proyecto Ancla: Carretera Tarapoto-Yurimaguas y puerto de Yurimaguas

Centro logístico de Yurimaguas

BRASIL

PERÚ

Talara
Sullana
Paita
Piura
Bayovar
Chulucanas
Reposo
Bagua
Moyobamba
Rioja
Tarapoto
Sarameriza
Yurimaguas
Chiclayo
Cajamarca
Pacasmayo
Trujillo
Chimbote
Huáraz
Tingo María
Huánuco
Cerro de Pasco
Tarma
La Oroya
Pucallpa
Cruzeiro do Sul
Rio Branco

Parque Nacional Río Abiseo
Parque Nacional Da Serra do Divisor
Parque Nacional

Tierra Indígena do Vale do Javari
Tierra Indígena

EJE DEL AMAZONAS
GRUPO 4: Acceso a la Hidrovía del Ucayali

I.I.R.S.A

Centro logístico intermodal de Pucallpa

Aeropuerto de Pucallpa

Proyecto Ancla: Carretera Tingo María-Pucallpa y puerto de Pucallpa

Modernización del puerto de El Callao

Interconexión vial Pucallpa-Cruzeiro do Sul

Interconexión energética Pucallpa-Cruzeiro do Sul

Autopista Lima-Ricardo Palma

BRASIL

PERÚ

Chulucanas
Olmos
Jaén
Moyobamba
Yurimaguas
Chiclayo
Tarapoto
Cajamarca
Pacasmayo
Cruzeiro do Sul
Trujillo
Pucallpa
Chimbote
Tingo María
Huaraz
Huánuco
Barranca
Cerro de Pasco
Tarma
La Oroya
LIMA
Ricardo Palma
Callao
Huancayo

EJE DEL AMAZONAS
GRUPO 5: Acceso a la Hidrovía del Solimões-Amazonas

Proyecto Ancla:
Carretera
Cuiabá-Santarém

Puertos de
Santarém e Itaituba

Programa de manejo
ambiental y territorial
(rodovia Cuiabá-Santarém)

BRASIL

Laranjal do Jari
Óbidos
Oriximiná
Alenquer
Monte Alegre
Santarém
Parintins
Senador José
Maués
Altamira
Itaituba
Parque Nacional
São Félix do Xingu
Alta Floresta
Peixoto de Azevedo
Colíder
Sinop
Rosário Oeste
Cuiabá

I.I.R.S.A
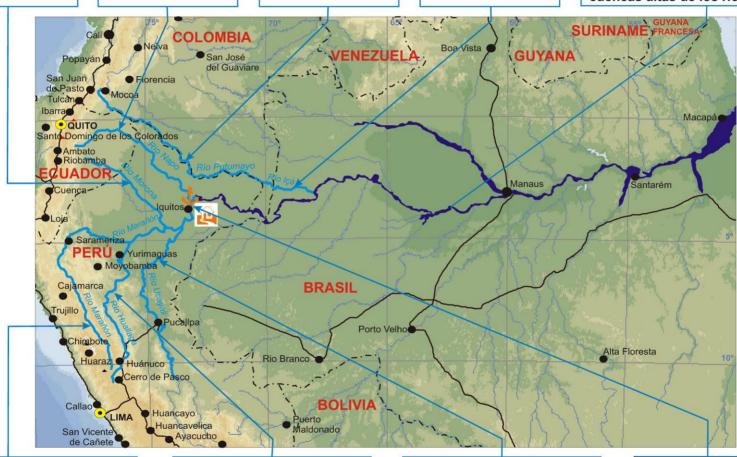
EJE DEL AMAZONAS
GRUPO 6: Red de Hidrovías Amazónicas

I.I.R.S.A

Navegabilidad del Río Morona. Sector ecuatoriano
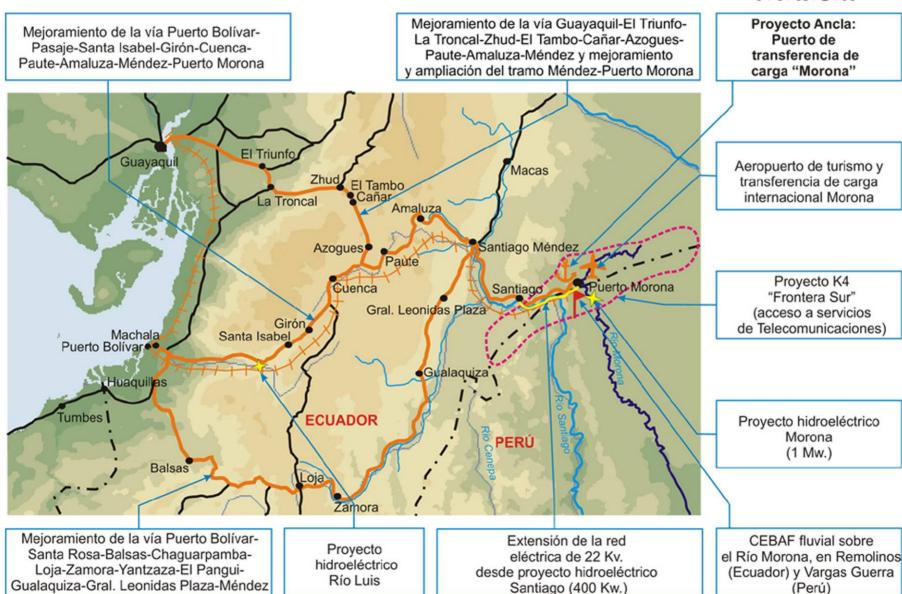
Navegabilidad del Río Napo

Navegabilidad del Río Putumayo

Navegabilidad del Río Içá

Proyecto Ancla: Navegabilidad del sistema Solimões-Amazonas y aspectos ambientales y sociales en las cuencas altas de los ríos amazónicos

Navegabilidad de la hidrovía Río Marañón

Navegabilidad de la hidrovía Río Huallaga

Navegabilidad de la hidrovía Río Ucayali

Puerto y centro logístico de Iquitos
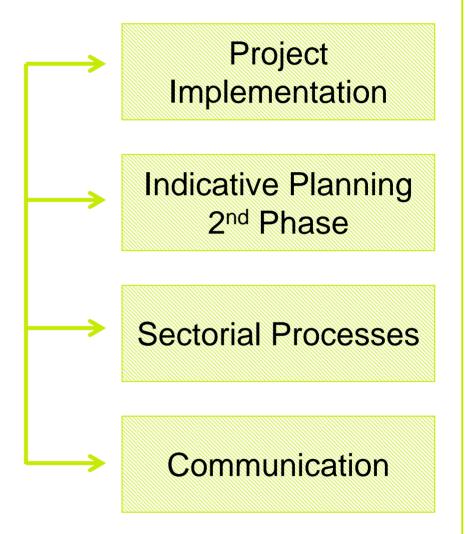
EJE DEL AMAZONAS
GRUPO 7: Acceso a Hidrovía del Morona-Marañón-Amazonas

I.I.R.S.A

Mejoramiento de la vía Puerto Bolívar-Pasaje-Santa Isabel-Girón-Cuenca-Paute-Amaluza-Méndez-Puerto Morona

Mejoramiento de la vía Guayaquil-El Triunfo-La Troncal-Zhud-El Tambo-Cañar-Azogues-Paute-Amaluza-Méndez y mejoramiento y ampliación del tramo Méndez-Puerto Morona

Proyecto Ancla: Puerto de transferencia de carga "Morona"

Aeropuerto de turismo y transferencia de carga internacional Morona

Proyecto K4 "Frontera Sur" (acceso a servicios de Telecomunicaciones)

Proyecto hidroeléctrico Morona (1 Mw.)

CEBAF fluvial sobre el Río Morona, en Remolinos (Ecuador) y Vargas Guerra (Perú)

Extensión de la red eléctrica de 22 Kv. desde proyecto hidroeléctrico Santiago (400 Kw.)

Proyecto hidroeléctrico Río Luis

Mejoramiento de la vía Puerto Bolívar-Santa Rosa-Balsas-Chaguarpamba-Loja-Zamora-Yantzaza-El Pangui-Gualaquiza-Gral. Leonidas Plaza-Méndez

IRSA Strategic Objectives 2006-2010

- Project Implementation
- Indicative Planning 2nd Phase
- Sectorial Processes
- Communication
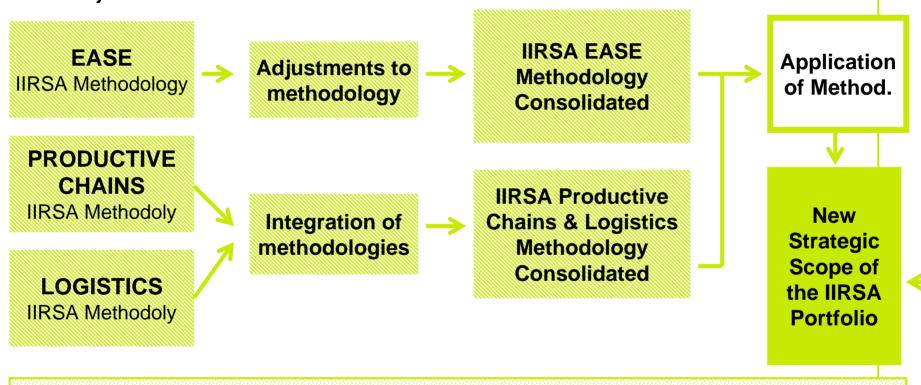
⇨ The new set of methodologies will give a new scope to the IIRSA Project Portfolio

```
EASE                    →   Adjustments to      →   IIRSA EASE          →   Application
IIRSA Methodology           methodology             Methodology             of Method.
                                                    Consolidated

PRODUCTIVE
CHAINS
IIRSA Methodoly         →   Integration of      →   IIRSA Productive        New
                            methodologies           Chains & Logistics      Strategic
LOGISTICS                                           Methodology             Scope of
IIRSA Methodoly                                     Consolidated            the IIRSA
                                                                            Portfolio
```

Consolidation of GIS information for IIRSA (GEOSUR)

2007   **2008**

25

⇨ **IIRSA EASE Methodology**

The first step for the application of the new IIRSA EASE methodology will be the conduction of 5 workshops in the first semester of 2008 aimed at training professionals within the governments

- Lima: (Chile, Bolivia and Peru)

- Buenos Aires: (Argentina, Paraguay and Uruguay)

- Caracas: (Colombia, Ecuador and Venezuela)

- Brasilia: (Brazil)

- Paramaribo: (Guyana and Suriname)

⇨ The training program will strengthen the application of the IIRSA EASE methodology during 2008 and 2009

	EASE		2008												2009											
	Hub	Group	E	F	M	A	M	J	J	A	S	O	N	D	E	F	M	A	M	J	J	A	S	O	N	D
1	AND	**G6** (Connection Colombia-Ecuador II)	1	2	3	4																				
2	INT	**G4** (Connection StaCruz-Cuiabá)					1	2	3	4	5	6														
3	AMA	**G6** (Network of Amazon Waterway)							1	2	3	4	5	6											
4	SUR	**G2** (Binational Touristic Circuit of the Lakes Zone)									1	2	3	4	5	6									
5	INT	**G1** (Connection Chile-Bolivia-Paraguay-Brazil)											1	2	3	4	5	6							
6	AND	**G7** (Connection Peru-Ecuador II)													1	2	3	4	5	6					
7	INT	**G3** (Connection StaCruz-Puerto Suárez- Corumbá)															1	2	3	4	5	6			
8	CAP	**G2** (Salta-Villazón-Yacuiba-Mariscal Estigarribia)																		1	2	3	4	5	6	

Thanks!

Mauro Marcondes-Rodrigues
IIRSA Coordinator
Inter-American Development Bank

Washington, DC
January 16th, 2008