

**SUPPORT FOR THE PREPARATION AND IMPLEMENTATION OF AIR TRANSPORT
PROJECTS IN LAC**

RG-T2577

CERTIFICATION

I hereby certify that this operation was approved for financing under Fund for the Financing of Technical Cooperation for Initiatives for Regional Infrastructure Integration (FIR) through a communication dated April 14, 2015 and signed by Felipe Caicedo, ORP/GCM. Also, I certify that resources from said fund are available for up to **US\$500,000** in order to finance the activities described and budgeted in this document. This certification reserves resources for the referenced project for a period of four (4) calendar months counted from the date of eligibility from the funding source. If the project is not approved by the IDB within that period, the reserve of resources will be cancelled, except in the case a new certification is granted. The commitment and disbursement of these resources shall be made only by the Bank in US dollars. The same currency shall be used to stipulate the remuneration and payments to consultants, except in the case of local consultants working in their own borrowing member country who shall have their remuneration defined and paid in the currency of such country. No resources of the Fund shall be made available to cover amounts greater than the amount certified herein above for the implementation of this operation. Amounts greater than the certified amount may arise from commitments on contracts denominated in a currency other than the Fund currency, resulting in currency exchange rate differences, for which the Fund is not at risk.

Original Signed

07/29/2015

Sonia M. Rivera
Chief
Grants and Cofinancing Management Unit
ORP/GCM

Date

APPROVAL

Approved:

Original Signed

07/31/2015

Nestor H. Roa
Division Chief
Transport Division
INE/TSP

Date

TC Document

I. Basic Information for Technical Cooperation

▪ Country/Region:	Regional
▪ TC Name:	Support for the preparation and implementation of sustainable air transport projects in Latin America and the Caribbean (LAC)
▪ TC Number:	RG-T2577
▪ Team Leader/Members:	Reinaldo Fioravanti (INE/TSP), Team Leader; Esteban Diez, Raúl Rodríguez Molina, Jacob Veverka y Giovanna Mahfouz (INE/TSP); Brian McNish (TSP/CPN); Daniel Torres (TSP/CHO); and Christopher Persaud (TSP/CSU); and Maria Elisa Arango (LEG/SGO)
▪ Taxonomy	Client Support (CS)
▪ If Operational Support TC, give number and name of Operation Supported by the TC:	N/A
▪ Date of TC Abstract authorization:	April 14, 2015
▪ Beneficiary:	Governments of LAC
▪ Executing Agency and contact name	Inter-American Development Bank (IDB) through its Transport Division (INE/TSP)
▪ Donors providing funding:	Fund for the Financing of Technical Cooperation for Initiatives for Regional Infrastructure Integration (FIRII)
▪ IDB Funding Requested:	US\$500,000
▪ Local counterpart funding, if any:	US\$125,000
▪ Disbursement period:	24 months of execution 30 months of disbursement
▪ Required start date:	June 2015
▪ Types of consultants:	Consulting firms and Individual consultants
▪ Prepared by Unit:	INE/TSP
▪ Unit of Disbursement Responsibility:	INE/TSP
▪ TC Included in Country Strategy (y/n):	No
▪ TC included in CPD (y/n):	
▪ GCI-9 Sector Priority:	(i) infrastructure for competitiveness and social welfare; and (ii) competitive regional and global international integration

II. DESCRIPTION OF THE ASSOCIATED LOAN/GUARANTEE

- 2.1 The works generated under this Technical Cooperation (TC) will provide the foundation for future Bank's operations. The TC has as a specific objective to support the development and dissemination of knowledge products and specific diagnoses that contribute to the preparation of investment projects, public and/or private, linked to air transport.

III. OBJECTIVES AND JUSTIFICATION

- 3.1 **Objective.** The objective of this TC is to support the Bank's borrowing countries in the planning and prioritization of investments in the air transport sector, strengthening the Bank's role in the field and increasing the participation of air transport in the Bank's portfolio. The specific objective of the TC is to support the development and dissemination of knowledge products and specific diagnoses that

contribute to: (i) policy and investment decisions in air transport; (ii) the inclusion of aviation in the country strategies of the Bank as a catalyst for economic development; and (iii) preparation of investment projects, public and/or private, linked to air transport.

- 3.2 **Justification.** Economic growth and the increase in the average income of the population over the last decade in Latin America and the Caribbean (LAC) have contributed to an increase in demand for air transport in the region. Between 2007 and 2013, the region grew above the world average, resulting in countries like Colombia (16%), Perú (15%), Chile (13%), Panama (16%), and Brazil (12%) having significant growth in domestic air traffic. The sector has undergone a process of modernization in the last decade, which has resulted in increased safety and profitability of air transport. Even with the sector's modernization, the expected rapid growth in air transport in the LAC over the next 20 years with respect to regions such as Europe and North America¹ will further put pressure on existing systems and infrastructure. Therefore, for the region to reach its full potential and to competitively, safely, and sustainably meet growth forecasts, it will be necessary to address public policy challenges such as those related to: air regulation, governance, air integration; and construction, expansion and operation of airports.
- 3.3 **Background.** In order to promote actions among countries in the region in the aviation sector, the Transport Division (TSP) of the Bank launched in 2012 the second Regional Dialogue (RD) meeting to analyze the challenges of air transport in the region. The meeting was attended by ministers, deputy ministers and CEOs of aviation from 22 countries in the region². Among the needs expressed by the countries the following were highlighted: (i) improve the quality of public sector information (traffic, prices, performance, policies, regulatory issues, bilateral agreements, etc.) to support the decision-making process; (ii) increase the exchange of experiences in implementing aviation policies in the region, and the Bank financed operations; (iii) improve understanding of the levels of air integration of the countries, and its effects on activity in the sector; (iv) deepen discussions on technical and economic regulation, harmonization, promotion of bilateral agreements, and the possible creation of regional or subregional networks; and (v) explore alternatives to improve connectivity between the Caribbean and Latin America.
- 3.4 **Results and lessons learned from the TC RG-T2302/RG-T2358.** In response to the mandate of the Regional Policy Dialogue (RPD), the Bank approved the regional technical co-operations RG-T2302 and RG-T2358, in 2013, financed from the Regional Infrastructure Integration Fund (RIIF) and InfraFund respectively, in order to analyze and identify priority issues in the following areas: aviation policy and regulations, air integration, financing mechanisms for airport infrastructure, operational efficiency at cargo airports, and aviation biofuels. The results of the TCs were fully satisfactory and contributed to promoting technical dialogues with partners and generating Bank-financed operations. It enabled the Bank to resume its role in air transport in the region, and retake the lead on issues such as air

¹ According to forecasts by Airbus for 2012 to 2032, the LAC air transport market is expected to grow at 6%, faster than all regions except the Middle East (7.1%). Other regions: Asia-Pacific, 5.5%; Europe, 3.8%; North America, 3.0%; Commonwealth of Independent States, 5.8%; and Africa, 5.1%.

² Bahamas, Barbados, Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, El Salvador, Guatemala, Guyana, Honduras, Jamaica, México, Nicaragua, Panamá, Paraguay, Peru, Dominican Republic, Suriname, Trinidad & Tobago, and Uruguay.

connectivity and integration, regulatory frameworks and financing of airport infrastructure. The results were innovative products such as (i) air integration ranking³, (ii) studies of mobility around air hubs in Brazil,⁴ and (iii) adoption of sustainable aviation biofuels. These TCs also advanced important regional analyses in the Southern Cone⁵ and Caribbean⁶ countries and supported specific operations such as HA-L1089, with an action plan and prioritization of investment and operation CO-R1001, which implemented a fee for service to finance essential air services in Colombia⁷ and recommended policies and regulatory reforms to improve their performance.

- 3.5 **The evolution of labor in Air Transport in the Bank.** The 2012 Regional Policy Dialogue allowed the mapping of air transport demand in the region and presented the Bank as a key partner in the development of air transport in the region. This effort was continued for the subsequent two years with the approval and implementation of the aforementioned TCs whose products and achieved results (¶3.4) positioned the Bank as a leader in the field, with capacity to support the development of key analyses that identify critical issues for the region. The present TC will enable the continuation of this line of support led by the Bank, focusing on priority areas identified in the previous TC, and specifying action plans and pre-investment in areas such as: (i) essential air services and regional airports (Brazil, Colombia and the Caribbean); (ii) air cargo and its role in production chains (Brazil, Central America, Caribbean); and (iii) market regulation and aviation policy; and (iv) regional and international air integration. A current ongoing air transport projects being financed by the Bank and not previously mentioned is BO-L1076 – Airport Infrastructure Program. Phase 1 for Bolivia
- 3.6 **Strategic Alignment.** This TC is part of the lessons learned contained in the March 2014 Transport Sector Framework as it will generate technical knowledge to improve the design of operations in the airline industry and seek efficient investment mechanisms with the private sector. Additionally, it is consistent with the Bank's Infrastructure Strategy as it supports infrastructure for regional and global integration improving competitiveness through better logistics networks (i.e. air cargo infrastructure). Similarly it is consistent with two of the sectorial priorities of the Bank's Ninth General Increase in Resources (GCI-9): (a) "Infrastructure for competitiveness and social welfare" and (b) "Competitive regional and global integration" as it will help to increase regional and local infrastructure with private sector participation and dialogue and consensus at the regional level by supporting regional initiatives from existing platforms (COSIPLAN/IIRSA and Mesoamerican Project) will be provided. Specifically, this TC incorporates air transport components put forth in COSIPLAN's 2015 Work Plan agreed to by the ministers representing each of the countries.

IV. Description of activities/components and budget

- 4.1 This TC consists of the following components:
- 4.2 **Component 1: Support for regional and international air integration and regulatory efficiency.** This component will provide continuity to the South

³ First ranking that looks at the evolution of air integration in the region since 2006.

⁴ Integrating aspects of urban mobility, urban cargo, and airports.

⁵ Integration and air cargo - presented to the technical group of UNASUR

⁶ Challenges in air transport in the Caribbean - to be presented at a sub-regional meeting in June 2015.

⁷ The Bank conducted a \$135,000 fee for service (CO-R1001) to provide policy recommendations in the areas of aviation and essential air services for the Colombia Government.

American Regional Air Connectivity and Integration Study⁸ by completing studies of the Caribbean and Central America, developing air connectivity assessments and action plans on essential air services and regional aviation for selected countries⁹; and organizing a regional sub forum for the Central American countries¹⁰ to discuss issues of air connectivity and integration within the sub-region. This component will also support studies to improve knowledge on air cargo and its role in production chains¹¹.

- 4.3 **Component 2: Support for prioritization of projects and pre-investment studies.** This component will support studies in select countries¹² that will provide empirical evidence to be used as inputs for the preparation of the Bank's country strategies, lending operations, and pre-investment studies. The studies will include a database of performance indicators, and pre-investment studies to provide support in the early stages of preparation for projects related to airport infrastructure, regulations, institutions, and other technical aspects. It will also emphasize Public-Private Partnership (PPP) seeking to leverage investments in the sector.

Indicative Results Matrix

Activities	Expected Outputs	Expected Outcomes
Component 1		
Air Connectivity and Integration Study - the Caribbean	2 sub-regional connectivity studies (Central America and Caribbean) 1 sub-regional workshop Central America	2 Countries strategies including air transport as one of the priorities in the transport sector
Air Connectivity and Integration Study - Central America		
Country Specific Studies/Action Plans pertaining to essential air services and regional aviation	2 country specific actions plans (potential Countries: Bahamas, Suriname, Guyana, Panama, Ecuador)	1 Investment loan or PBL in pipeline that include air transport as main component
Country Specific Studies on the Role of Air Cargo in Production Chains	1 air cargo policy paper (Brazil or Panama)	1 Investment loan or PBLs that include studies or indicators produced in this TC as empirical evidence.
Activities	Expected Outputs	Expected Outcomes
Component 2		
Studies that provide empirical evidence to be used as inputs for the preparation of the Bank's country strategies, lending operations, and pre-investment studies	1 database of Air Transport Indicators 3 pre-investment studies with public and/or private participation.	1 Investment loan or PBLs that include studies or indicators produced in this TC as empirical evidence.
Study on the use of Public Private Partnerships (PPP) in the air transport industry in Latin America and the Caribbean.	1 policy discussion on the role of the Bank in Public Private Partnerships (PPP) in the air transport industry in Latin America and the Caribbean.	

⁸ Preliminary Workshop Report <http://idbdocs.iadb.org/WSDocs/getDocument.aspx?DOCNUM=39440430>.

⁹ Countries that showed interest include: Guyana, Suriname, Bahamas, Ecuador and Panama. To balance the participation of sub-regions, 2 from The Caribbean, 1 from Central America and 1 from Andean region will be supported.

¹⁰ Previous TCs have financed forums with South America and the Caribbean.

¹¹ Brazil has shown interest in a strategic plan for air cargo nationwide.

¹² The countries are expected to be among the following: Ecuador, El Salvador, Jamaica, Guatemala, Honduras, Nicaragua, Costa Rica, and Colombia.

- 4.4 The total estimated cost of the technical cooperation is US\$625,000 of which up to the amount of US\$500,000 will be financed by the Fund for the Financing of Technical Cooperation for Initiatives for Regional Infrastructure Integration (FIRII) on a non-reimbursable basis and US\$125,000 by the Beneficiaries by means of an in-kind contribution. The US\$125,000 is expected to consist of the in-kind cost of country governments and regional organizations, such as staff time, to work with the studies' teams and collect and provide any requested information, office space for meetings and conferences and travel costs. Of special note, the TC will cover the travel cost for attendance of any workshops and/or the regional forum involved with this TC. A breakdown of the indicative budget is shown below.

Indicative Budget (US\$)

Activity/Component	IDB/Fund Funding	Counterpart Funding¹	Total Funding
Component 1: Support for regional and international air integration and regulatory efficiency.	250,000	62,500	312,500
Air Connectivity and Integration Study - the Caribbean ²	60,000	15,000	75,000
Air Connectivity and Integration Study - Central America ²	60,000	15,000	75,000
Country Specific Studies/Action Plans pertaining to essential air services and regional aviation	80,000	20,000	100,000
Country Specific Studies on the Role of Air Cargo in Production Chains	50,000	12,500	62,500
Component 2: Support for prioritization of projects and pre-investment studies.	250,000	62,500	312,500
Studies that provide empirical evidence to be used as inputs for the preparation of the Bank's country strategies, lending operations, and pre-investment studies	100,000	25,000	125,000
Study on the use of Public Private Partnerships (PPP) in the air transport industry in Latin America and the Caribbean.	150,000	37,500	187,500
Total	500,000	125,000	625,000

¹ Counterpart funding is in kind, labor required to provide consultants with the necessary information.

² Both air connectivity and integration studies will be completed under a single contract.

V. EXECUTING AGENCY AND EXECUTION STRUCTURE

- 5.1 The executing agency of this TC will be the Bank, who with the member countries of the Bank will identify the needed program support and activities based upon a formal letter of request or non-objection to the execution of the activities in such countries. The studies to be contracted will be directly applied to the preparation of future programs and will be supervised and overseen by Bank specialists/staff.
- 5.2 The Bank is justified in executing this TC due to its regional nature. The TC will involve coordination with at least five regional organizations and five individual

country governments. Many of the studies to be implemented will cross the domain of one or more of these jurisdictions. Letter of request from Brazil is provided on behalf of UNASUR/IIRSA countries, letter from Panama is also attached. (Annex I). During the execution of the TC, new beneficiaries' countries will be added based upon a formal letter of request or non-objection.

- 5.3 **Monitoring and Evaluation.** The project team will prepare monitoring and evaluation reports every six months, including products delivered and results achieved. A meeting with the FIRII representatives and country departments will be conducted to share the results. A final evaluation will be performed 3 months after the last disbursement and included in the TC Operation Completion Report.
- 5.4 The Bank will be responsible for hiring consultancies, which will be implemented in accordance with the Policies for the Selection and Contracting of Consultants financed by the Inter-American Development Bank - GN-2350-9 of March 2011 and the policies of the Fund for the Financing of Technical Cooperation for Initiatives for Regional Infrastructure Integration (FIRII), Final (GN-2344-4(3/05)). The TC's execution period will be 24 months and the disbursement period will be 30 months (from eligibility).
- 5.5 As noted earlier, the TC will cover the travel cost for attendance of any workshops and/or the regional forum involved with this TC. As part of the Air Connectivity and Integration Study for Central America, and due to the multilateral aspects of the issues discussed, a regional conference using TC funds will be held to bring together the major air transport players and country officials in the region and reveal and discuss the outcome of the study and to discuss policy alternatives. An additional workshop based on a request from the TC's beneficiaries may be developed for the results of the other studies. These workshops will include Bank staff who will actively participate in the workshops as organizers, presenters, and experts, leading the technical discussion and linking the TC with the Bank's programming activities.

VI. MAJOR ISSUES

- 6.1 The main risk of this TC will be the difficulty of coordinating the TC among the numerous countries in the region, determining lines of joint action to ensure the continuity of this initiative and future efforts, and completing operations or partnerships in this area. To mitigate these risks the TC will be implemented through regional organizations such as Union of South American Nations (UNASUR), The Central American Secretariat for Economic Integration (SIECA), Central American Corporation for Air Navigation Services (COCESNA), The Caribbean Community (CARICOM), ICAO (International Civil Aviation Organization) and other relevant sectoral committees.

VII. EXCEPTIONS TO BANK POLICY

- 7.1 No exceptions to Bank policy were identified.

VIII. ENVIRONMENTAL AND SOCIAL STRATEGY

- 8.1 In accordance with the guidelines of the Policy Environment and Safeguards Compliance Policy (OP-703) and considering that this TC consists of the elaboration of studies, it has been classified as category "C" according to the

Bank's environmental and social screening process. It is estimated that this TC will not generate significant negative environmental and/or social impacts.

- 8.2 Safeguard Policy Filter Report and Safeguard Screening Form are saved under IDBDocs No. [39638627](#) and [39638631](#).

IX. ANNEXES

- 9.1 The annexes required are as follow:

Annex I: [Letter of Request](#)
Annex II: [Terms of Reference](#)
Annex III: [Procurement Plan](#)



Brasília, 27 de março de 2015.

Prezada Senhora,

Temos o prazer de acusar recebimento da Proposta de Estudo "Diagnostic study to investigate the constraints to Regional Air connectivity between countries of the Guiana Shield (Venezuela, Guyana, Suriname and Brazil) and the rest of South America."

Esta Secretaria, alinhada com as diretrizes contidas na resolução 007/2007 do Conselho Nacional de Aviação Civil e na Política Nacional de Aviação Civil, considera de suma importância a realização de estudos que visem promover a integração sulamericana, especialmente quando se tratam da promoção de ligações onde a densidade de tráfego é reduzida.

Cordialmente,


JOÃO BATISTA LANARI BO
Assessor Especial
Secretaria de Aviação Civil da
Presidência da República

À Senhora

DANIELA CARRERA MARQUIS

Representante do Banco Interamericano de Desenvolvimento no Brasil

Setor de Embaixadas Norte, Quadra 802, Conjunto F

70800-400 – Brasília - DF



14 de julio de 2015
DG-DPYP-PRES-134-15

Señor
FIDEL JARAMILLO
Representante
Banco Interamericano de Desarrollo en Panamá
E. S. D.

Señor Representante:


Tengo a bien dirigirme a usted con la finalidad de solicitarle apoyo técnico a la propuesta presentada por el Banco para la "Revisión de Política Aérea, Regulación Técnica, Operación de la Infraestructura e Investigación de Accidentes Aéreos", a través de la Asistencia Técnica Regional No Reembolsable "Apoyo a la preparación y ejecución de proyectos de transporte aéreo sostenible en América Latina y el Caribe (LAC) TC: RG-T2577".

Para dicho estudio, solicitamos que el Banco se encargue de la ejecución y contratación de los consultores y la Autoridad Aeronáutica Civil (AAC) podrá a disposición personal técnico para coordinación y revisión del estudio.

Este apoyo técnico le permitirá a la AAC realizar una revisión integral del sector transporte aéreo en Panamá, con el propósito de identificar los temas críticos del sector desde el punto de vista de la política aérea, evaluando las implicancias económicas, regulatorias y fiscales de la situación actual.

Agradeciendo de antemano la gestión favorable a esta propuesta, reitero la seguridad de mi más alta estima y consideración, de usted.

Atentamente,


ALFREDO FONSECA MORA
Director General 14/07/15

cc. S.E. Dulcidio De La Guardia – Ministro de Economía y Finanzas
Lcda. Aida Arias – Directora de Cooperación Técnica Internacional – MEF
Lcdo. Juan Manuel Leño Mayorga, Especialista en Transporte - BID ✓

DECLARACIÓN DE LAS MINISTRAS Y MINISTROS DEL CONSEJO SURAMERICANO DE INFRAESTRUCTURA Y PLANEAMIENTO

Reunidos en la ciudad de Montevideo, República Oriental del Uruguay, el 4 de diciembre de 2014 en el marco de la V Reunión Ordinaria del Consejo Suramericano de Infraestructura y Planeamiento (COSIPLAN) de la Unión de Naciones Suramericanas (UNASUR):

Convencidos de la importancia de fortalecer a UNASUR como proyecto geopolítico, tomando en consideración los retos que plantea el contexto internacional y su dinámica.

Conscientes que el desarrollo con integración social, cultural y productiva que impulsan los países de UNASUR hace imprescindible disponer de una mayor y más adecuada infraestructura para la integración del territorio suramericano, que fortalezca su complementariedad competitiva para una mejor inserción internacional.

Las Ministras y Ministros del COSIPLAN:


1. Resaltan la excelente gestión realizada en el período comprendido entre setiembre 2013 y diciembre 2014, durante la Presidencia Pro Tempore del COSIPLAN por parte de la República de Chile, a la que agradecen y felicitan en la persona del Subsecretario de Obras Públicas, Ing. Sergio Galilea Ocón y de sus colaboradores.
2. Aprueban el Informe de Actividades 2014 del COSIPLAN y los documentos generados como resultado de los trabajos del año: (i) Cartera de Proyectos del COSIPLAN 2014; (ii) Informe de Avance de la Agenda de Proyectos Prioritarios de Integración (API) 2014; (iii) Caracterización Socio Económica y Ambiental de los Ejes MERCOSUR-Chile y Andino; (iv) Plan de Trabajo para la Formulación de un Programa Territorial de Integración (PTI) al proyecto Túnel Binacional de Agua Negra (Argentina-Chile); (v) Manual del Usuario de la Metodología para Incorporar la Gestión de Riesgos de Desastres (GRD) en los Proyectos de Infraestructura de Integración Regional de COSIPLAN; (vi) Propuesta de Programa de Capacitación en Formulación y Gestión de Políticas sobre Transporte de Carga y Logística; y (vii) Indicadores de Resultados del Programa Exportación por Envíos Postales de COSIPLAN-IIRSA.

3. Destacan lo actuado por el Grupo de Trabajo de Telecomunicaciones coordinado por la República de Paraguay y aprueban el Convenio CAF-UNASUR para el desarrollo del proyecto "Red para la conectividad suramericana para la integración".
4. Subrayan el avance del Grupo de Trabajo en Integración Ferroviaria Suramericana, coordinado por la República Oriental del Uruguay. Aprueban los Términos de Referencia para el llamado a la "Consultoría que aporte insumos para elaborar una estrategia que facilite la integración ferroviaria de Suramérica" y la realización de gestiones tendientes a conseguir financiamiento para el referido estudio.
5. Resaltan los esfuerzos del Grupo Trabajo de Financiamiento y Garantías, coordinado por la República Federativa de Brasil, e instan a continuar con las gestiones iniciadas para trabajar con el Grupo de Trabajo de Integración Financiera del Consejo de Economía y Finanzas a efectos de mejorar el acceso al financiamiento para los proyectos de la cartera de COSIPLAN, especialmente aquellos que constituyen la Agenda de Proyectos Prioritarios de Integración.
6. Reconocen los logros del Grupo de Trabajo sobre Sistema de Información Geográfica (SIG) y Sitio Web del COSIPLAN, coordinado por la República Argentina y resaltan la firma de la Carta Compromiso entre la Secretaría General de UNASUR y la Coordinación del GT, que permitirá aplicar durante 2015 la asistencia técnica del Fondo de Iniciativas Comunes de UNASUR y finalizar el desarrollo del Sistema de Información Geográfica. Al mismo tiempo aprueban los lineamientos para el desarrollo del Sitio Web que han sido consensuados por los países integrantes del COSIPLAN.
7. Acuerdan el Plan de Trabajo 2015 del COSIPLAN como instrumento orientador de las actividades que deberá impulsar la Presidencia Pro Tempore.
8. Destacan la importancia de la coordinación de acciones estratégicas y la articulación de actividades entre los Consejos de UNASUR, la participación en la II Reunión del Grupo de Trabajo sobre Infraestructura para la Integración Física del Transporte, las Telecomunicaciones y la Integración Fronteriza de CELAC, así como en otros foros internacionales.

Firmada en la ciudad de Montevideo, República Oriental del Uruguay, el 4 de diciembre de 2014.


Por la República Argentina


Por el Estado Plurinacional de
Bolivia

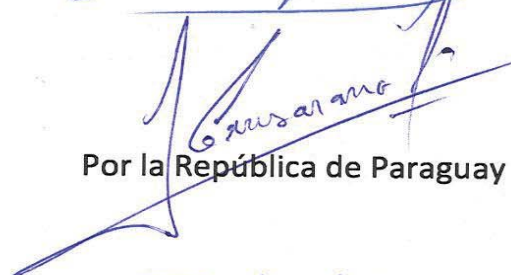

Por la República Federativa de
Brasil


Por la República de Chile


Por la República de Colombia


Por la República del Ecuador


Por la República Cooperativa de
Guyana


Por la República de Paraguay


Por la República del Perú


Por la República Oriental del
Uruguay



UNASUR

UNION DE NACIONES SURAMERICANAS

PRESIDENCIA PRO TEMPORE URUGUAY 2014 - 2015

PLAN DE TRABAJO 2015

Comité Coordinador del COSIPLAN

- ACCION 1.1: Metodología y proceso de Planeamiento Territorial Indicativo
 - Dar seguimiento a:
 - Proyectos del COSIPLAN
 - Metodologías y Herramientas de Planificación
 - Procesos Sectoriales de Integración
 - Incorporar la integración fronteriza al proceso de Planificación Territorial Indicativa
- ACCION 1.2: Diagnóstico de las Redes de Infraestructura de América del Sur
 - Consolidar el aporte de estudios y talleres diversos:
 - Estudio del GT sobre Integración Ferroviaria
 - Estudios del GTE sobre Integración Aérea
 - Integración Suramericana a través de Puertos e Hidrovías
 - Transporte de Carga y Logística

- ACCION 2.3: Metodología de Participación Social y de Contribución Activa de las Comunidades Involucradas
 - Continuar reuniones con distintos grupos de representantes de la sociedad
 - Impulsar la participación ciudadana en la aplicación de metodologías de planificación a proyectos de la Cartera del COSIPLAN

- ACCION 6.2.1: Promover la convergencia normativa que regule el desarrollo y operación de la infraestructura regional
 - Dar seguimiento a estudios y talleres diversos, presentando los avances en las reuniones del Comité Coordinador:
 - Estudio del GT sobre Integración Ferroviaria
 - Estudios del GTE sobre Integración Aérea
 - Integración Suramericana a través de Puertos e Hidrovías
 - Transporte de Carga y Logística
 - Integración y Facilitación Fronteriza

- CAPITULO 4.4: Articulación y sinergia con las demás instituciones de la UNASUR y de otros mecanismos de integración
 - Favorecer la articulación con otros foros, de acuerdo con las directrices del PAE 2012-2022

BALANCE DEL PLAN DE ACCION ESTRATEGICO 2012-2022

PLAN DE TRABAJO 2015

Grupos de Trabajo del COSIPLAN

GRUPO DE TRABAJO SOBRE MECANISMOS DE FINANCIAMIENTO Y GARANTÍAS

- **CAPITULO 4.2 y 4.3**
 - Realizar una reunión conjunta entre el GT sobre Mecanismos de Financiamiento y Garantías del COSIPLAN y el GT sobre Integración Financiera del Consejo de Economía y Finanzas, con el objetivo de identificar soluciones de financiamiento para la Agenda de Proyectos Prioritarios del COSIPLAN, de acuerdo con lo tratado en la IV Reunión de este Grupo de Trabajo (9 de setiembre de 2014), y con el punto 8 de la Declaración de la IV Reunión de Ministras y Ministros del COSIPLAN (29 de noviembre de 2013)

(Coordinación República Federativa de Brasil)

GRUPO DE TRABAJO SOBRE MECANISMOS DE FINANCIAMIENTO Y GARANTÍAS

- **CAPITULO 4.2 y 4.3**
 - Continuar con la identificación de fuentes alternativas de financiamiento para los proyectos de la Cartera del COSIPLAN
 - Explorar posibilidades de constituir un fondo para estudios de pre inversión para proyectos de integración fronteriza

(Coordinación República Federativa de Brasil)

GRUPO DE TRABAJO SOBRE INTEGRACIÓN FERROVIARIA

- ACCION 6.2.1

- Gestionar fondos de asistencia técnica para la contratación de una consultoría que aporte insumos para elaborar un plan de acción que facilite la integración ferroviaria de Suramérica
- Contratar la consultoría
- Presentar los resultados del estudio
- Continuar con las actividades del subgrupo del Corredor Ferroviario Bioceánico Paranaguá – Antofagasta (Argentina – Brasil – Chile – Paraguay)
- Iniciar actividades del subgrupo Corredor Ferroviario Bioceánico Central (Bolivia – Brasil – Perú)

(Coordinación República Oriental del Uruguay)

GRUPO DE TRABAJO SOBRE TELECOMUNICACIONES

- ACCION 5.3 y 6.2.5

- a) Proyecto “Red para la conectividad suramericana para la integración”

- Designar los representantes de cada país que integrarán el grupo de trabajo de supervisión
 - Elaborar y aprobar los pliegos de bases y condiciones para el Concurso Público Internacional y el contrato respectivo
 - Evaluar las propuestas y adjudicación del servicio de consultoría
 - Desarrollar y dar seguimiento a los estudios

(Coordinación República de Paraguay)

GRUPO DE TRABAJO SOBRE TELECOMUNICACIONES

- ACCION 5.3 y 6.2.5

- b) Utilización de la Red Clara

- Presentar un diagnóstico por parte de los países
 - Elaborar un plan de acción

- c) Seguridad de la red de fibra óptica

- Coordinar con el Grupo de Trabajo de Defensa Cibernética del Consejo de Defensa Suramericana para la elaboración de un plan de acción

(Coordinación República de Paraguay)

GRUPO DE TRABAJO SOBRE SIG Y SITIO WEB

- ACCION 5.2 y 6.1.3

- Avanzar en la ejecución del Plan de Trabajo para la implementación del SIG del COSIPLAN, con la asistencia del Fondo de Iniciativas Comunes de la UNASUR
- Abordar la integración final de los datos para la obtención del “Set de Datos Inicial” (16 capas de información proporcionadas por los países)
- Realizar tres reuniones presenciales y videoconferencias

Se trabajará en coordinación con el Centro de Comunicación e Información de la UNASUR, donde será alojado el SIG de COSIPLAN

Se iniciará el desarrollo del Sitio Web en base a los lineamientos aprobados por los Ministros del COSIPLAN

(Coordinación República Argentina)

PLAN DE TRABAJO 2015

Foro Técnico IIRSA

PROYECTOS DEL COSIPLAN

Sistema de Información de Proyectos del COSIPLAN (SIP)	ACCION 4.1
Cartera de Proyectos del COSIPLAN	ACCION 4.2
Agenda de Proyectos Prioritarios de Integración (API)	ACCION 4.3

SISTEMA DE INFORMACIÓN DE PROYECTOS

- ACCION 4.1: Mantener actualizada la Base de Datos de la Cartera de Proyectos con el objetivo de socializar sus servicios
 - Actualizar en forma permanente el Sistema de Información de Proyectos del COSIPLAN (SIP)
 - Realizar los ajustes y mejoras funcionales al SIP sugeridas por los países

CARTERA DE PROYECTOS DEL COSIPLAN

- ACCION 4.2: Actualizar la Cartera de Proyectos de Infraestructura del COSIPLAN
 - Completar la información de los proyectos: descriptores por sector, sub-sector y tipo de obra, y aplicación del Sistema de Monitoreo Permanente (SMP) para los proyectos en ejecución; e indicadores de resultado para los proyectos concluidos
 - Realizar reuniones de los GTEs para la Actualización de la Cartera de Proyectos y de la API de los 9 EIDs en forma virtual
 - Realizar una reunión plenaria del GTE de Cartera de Proyectos y API para analizar aspectos relativos a la planificación territorial
 - Completar y difundir la caracterización socioeconómica y ambiental de los EIDs
 - Elaborar el Informe de la Cartera de Proyectos 2015

AGENDA DE PROYECTOS PRIORITARIOS DE INTEGRACIÓN

- ACCION 4.3: Crear y revisar la Agenda de Proyectos Prioritarios de Integración (API) y elaborar un mecanismo de monitoreo permanente
 - Continuar actualizando y mejorando la información de los proyectos estructurados
 - Mantener actualizado el SMP de los proyectos individuales de la API
 - Realizar una reunión de GTE sobre la API integrada a las reuniones de Actualización de Cartera
 - Elaborar el Informe de la API 2015

METODOLOGÍAS Y HERRAMIENTAS DE PLANIFICACIÓN

Programas Territoriales de Integración (PTIs)	ACCION 3.2
Evaluación Ambiental y Social con Enfoque Estratégico (EASE)	ACCION 6.1.1
Integración Productiva y Logística (IPrLg)	ACCION 6.1.2
Prevención y Gestión de Riesgos y Catástrofes en la infraestructura	ACCION 6.1.5

PROGRAMAS TERRITORIALES DE INTEGRACIÓN TÚNEL BINACIONAL AGUA NEGRA

- ACCION 3.2: Crear Programas Territoriales de Integración (PTIs) que complementen la Agenda de Proyectos Prioritarios de Integración
 - Aplicar los lineamientos para la formulación del PTI asociado al proyecto API Túnel Binacional Agua Negra (Argentina-Chile) en base al plan de trabajo aprobado
 - Formular y aplicar el plan de participación definitivo para la interacción con los actores clave a nivel nacional, regional/provincial y local, identificados por los equipos de trabajo de la aplicación
 - Elaborar el Diagnóstico Integrado, el Análisis Estratégico y producir el documento final del PTI conteniendo el plan de implementación
 - Presentar resultados y lecciones aprendidas del proceso de formulación del PTI

PROGRAMAS TERRITORIALES DE INTEGRACIÓN

- ACCION 3.2: Crear Programas Territoriales de Integración (PTIs) que complementen la Agenda de Proyectos Prioritarios de Integración
 - En caso de existir interés de los países, formular PTIs asociados a proyectos de la API. Esta actividad estará sujeta a: (i) el compromiso de los países involucrados, incluyendo los acuerdos binacionales e intergubernamentales para la formulación e implementación de las acciones del PTI; y (ii) contar con los recursos para llevarlas a cabo

EVALUACIÓN AMBIENTAL Y SOCIAL CON ENFOQUE ESTRATÉGICO (EASE)

- ACCION 6.1.1: Aplicación de la Metodología de Evaluación Ambiental y Social con Enfoque Estratégico (EASE)
 - En caso de existir interés de los países, realizar aplicaciones de la Metodología. Esta actividad estará sujeta a: (i) el compromiso de los países involucrados, incluyendo los acuerdos binacionales e intergubernamentales para la aplicación de la Metodología; y (ii) contar con los recursos para llevarlas a cabo

INTEGRACIÓN PRODUCTIVA Y LOGÍSTICA (IPRLG)

- ACCION 6.1.2: Revisión y aplicación de la Metodología de Integración Productiva y Logística (IPrLg)
 - En caso de existir interés de los países, realizar aplicaciones de la Metodología revisada. Esta actividad estará sujeta a: (i) el compromiso de los países involucrados, incluyendo los acuerdos binacionales e intergubernamentales para la aplicación de la Metodología; y (ii) contar con los recursos para llevarlas a cabo

PREVENCIÓN Y GESTIÓN DE RIESGOS Y CATÁSTROFES EN LA INFRAESTRUCTURA

- ACCION 6.1.5: Gestión de Catástrofes en la Infraestructura
 - Aplicar en forma piloto la “Metodología de Incorporación de GRD a Proyectos de Infraestructura de Integración” al Grupo 5 de Proyectos del Eje Interoceánico Central
 - Actualizar el Manual del Usuario en base a la aplicación piloto
 - Presentar resultados y lecciones aprendidas de la aplicación
 - Articular e intercambiar información con otros Consejos e instancias de UNASUR

(Coordinación República de Chile)

PROCESOS SECTORIALES DE INTEGRACIÓN

Transporte de Carga y Logística	ACCION 6.2
Integración Suramericana a través de Puertos e Hidrovías	ACCION 6.2
Integración Aérea	ACCION 6.2.4
Integración y Facilitación Fronteriza	ACCION 6.2.2
Integración Comercial por Envíos Postales	ACCION 6.2.3

TRANSPORTE DE CARGA Y LOGÍSTICA

- ACCION 6.2: Procesos Sectoriales
 - Desarrollar un programa regional de capacitación en formulación y gestión de políticas sobre transporte de carga y logística para los equipos nacionales
 - Avanzar en una propuesta de manejo de información y definición de indicadores sobre transporte de carga y logística a nivel regional

(Coordinación República del Perú)

TALLER SOBRE INTEGRACION SURAMERICANA A TRAVES DE PUERTOS E HIDROVIAS

- ACCION 6.2: Procesos Sectoriales

- Identificar los marcos regulatorios de los puertos (marítimos, fluviales y lacustres) con el objetivo de mejorar la eficacia y eficiencia de las instalaciones portuarias
- Fomentar el desarrollo de medidas conjuntas para mejorar el potencial de transporte de pasajeros y cargas en las hidrovías de la región
- Mapear los proyectos existentes y los estudios que se hayan realizado para aprovechar las potencialidades de las instalaciones portuarias y conexiones fluviales
- Evaluar las posibles fuentes de financiamiento para proyectos de modernización de puertos y de integración a través de las hidrovías

(Coordinación República Federativa de Brasil)

INTEGRACIÓN AÉREA

- ACCION 6.2.4: Integración Aérea
 - Promover una reunión para:
 - Analizar colectivamente la versión final del Estudio de Transporte de Carga Aérea en América Latina, realizado por el BID
 - Presentar y seleccionar propuestas de estudios y actividades para el GTE de Integración Aérea
 - Aprobar los Términos de Referencia del estudio sobre integración aérea de los países del Escudo Guayanés (Brasil, Guyana, Suriname y Venezuela), propuesto por Guyana con el apoyo de Brasil

(Coordinación República Federativa de Brasil)

INTEGRACIÓN Y FACILITACIÓN FRONTERIZA

- ACCION 1.1: Metodología y proceso de Planeamiento Territorial Indicativo
 - Incorporar la integración fronteriza en la planificación territorial indicativa del COSIPLAN, incluyendo esta temática en el proceso de actualización de la Cartera de Proyectos del Consejo
- ACCION 6.2.2: Facilitación y modernización de los pasos de frontera
 - Evaluar experiencias de Observatorios de Fronteras y promover su implementación en el ámbito del COSIPLAN
 - Analizar la propuesta de estándares e indicadores de gestión para pasos de frontera

(Coordinación República Argentina y República de Chile)

INTEGRACIÓN COMERCIAL POR ENVÍOS POSTALES

- ACCION 6.2.3: Desarrollar el modo postal en apoyo a las operaciones de exportación e importación de las Micro y Pequeñas Empresas
 - Exportación (Exporta Fácil):
 - Realizar las visitas de monitoreo al programa Exporta Fácil en países que se considere necesario
 - Realizar el pre diagnóstico en Paraguay
 - Implementar el programa Exporta Fácil en los países interesados (aplicando la metodología UPU)
 - Promover el tratamiento prioritario a los envíos de Exporta Fácil en destino (UPAEP)
 - Analizar la incorporación de Exporta Fácil en el Portal Connect Américas del BID
 - Acordar e implementar los indicadores de resultados (aplicación piloto en el primer semestre de 2015)

INTEGRACIÓN COMERCIAL POR ENVÍOS POSTALES

– Importación:

- Elaborar informes anuales de seguimiento de los Planes de Trabajo Nacionales para la simplificación de los procesos postales de importación
- Formalizar/Renovar el Comité de Trabajo Inter-Institucional del proyecto en cada país
- Establecer acuerdos para diseñar un piloto de conectividad entre los programas Exporta e Importa Fácil entre Brasil y Perú
- Formalizar el Comité de Contacto Correos – Aduana

– Realizar un GTE sobre Integración Comercial por Envíos Postales

– Profundizar las correlaciones entre las acciones del GTE con los proyectos y actividades de la UPU y de la UPAEP

(Coordinación República Federativa de Brasil y República del Perú)

REUNIONES DE COORDINADORES NACIONALES

- **Primera Reunión (2° Trimestre)**
 - Repasar el Plan de Trabajo 2015 y realizar ajustes
 - Sesiones especiales sobre temas técnicos: Transporte de Carga y Logística, Integración Aérea, Integración y Facilitación Fronteriza, entre otros
- **Segunda Reunión (3° Trimestre)**
 - Repasar los avances de las actividades del Plan de Trabajo 2015
 - Sesiones especiales sobre resultados y lecciones aprendidas de las aplicaciones de Programas Territoriales de Integración y Metodología de Incorporación de GRD a Proyectos de Infraestructura de Integración, entre otros
- **Tercera Reunión (4° Trimestre)**
 - Evaluar actividades 2015 y acordar el Plan de Trabajo 2016

CALENDARIO DE ACTIVIDADES 2015

Fecha	Lugar	Instancia	Actividad
19 de enero	Santiago	IIRSA	Primera reunión para coordinar la aplicación de la Metodología de GRD al GP5 del Eje Interoceánico Central (Chile-Perú)
Marzo	Buenos Aires	COSIPLAN/ (expertos)	GT sobre SIG y Sitio Web de COSIPLAN
Marzo	Santa Cruz de la Sierra	COSIPLAN	Subgrupo del Corredor Ferroviario Bioceánico Paranaguá-Antofagasta (Argentina - Brasil - Chile - Paraguay)
Marzo	Santa Cruz de la Sierra	COSIPLAN	Subgrupo del Corredor Ferroviario Bioceánico Central (Bolivia-Brasil-Perú)
17-19 de marzo	Coquimbo, Chile	IIRSA	Taller Binacional PTI Túnel Binacional Agua Negra (Argentina-Chile)
14 de abril	Montevideo	COSIPLAN	GT sobre Telecomunicaciones
15 de abril	Montevideo	IIRSA	GTE sobre Actualización de la Cartera de Proyectos y de la API
16 de abril	Montevideo	IIRSA	XXVI Reunión de Coordinadores Nacionales IIRSA
17 de abril	Montevideo	COSIPLAN	XI Reunión del Comité Coordinador del COSIPLAN
7 de mayo	Videoconferencia	IIRSA	GTE sobre Actualización de la Cartera de Proyectos y de la API - Ejes de Capricornio y del Sur
14 de mayo	Videoconferencia	IIRSA	GTE sobre Actualización de la Cartera de Proyectos y de la API - Ejes Amazonas, Andino y Escudo Guayanés
21 de mayo	Videoconferencia	IIRSA	GTE sobre Actualización de la Cartera de Proyectos y de la API - Ejes MERCOSUR-Chile e Hidrovía Paraguay-Paraná
28 de mayo	Videoconferencia	IIRSA	GTE sobre Actualización de la Cartera de Proyectos y de la API - Ejes Interoceánico Central y Perú-Brasil-Bolivia

CALENDARIO DE ACTIVIDADES 2015

Fecha	Lugar	Instancia	Actividad
Julio	Buenos Aires	COSIPLAN/ (expertos)	GT sobre SIG y Sitio Web de COSIPLAN
4-6 de agosto	San Juan, Argentina	IIRSA	Taller Binacional PTI Túnel Binacional Agua Negra (Argentina-Chile)
19 de agosto	Montevideo	IIRSA	XXVII Reunión de Coordinadores Nacionales IIRSA
20 de agosto	Montevideo	COSIPLAN	XII Reunión del Comité Coordinador del COSIPLAN
9 de setiembre	Georgetown	COSIPLAN/ CEF	Reunión conjunta GT sobre Mecanismos de Financiamiento y Garantías del COSIPLAN y GT sobre Integración Financiera del Consejo de Economía y Finanzas
10 de setiembre	Georgetown	IIRSA	GTE sobre Integración Aérea
28 y 29 de setiembre	Lima	IIRSA	GTE sobre Integración Comercial por Envíos Postales
30 de setiembre	Lima	IIRSA	GTE sobre Prevención y Gestión de Riesgos y Catástrofes
13 y 14 de octubre	Brasilia	IIRSA	Taller sobre Integración Suramericana a través de Puertos e Hidrovías
Octubre	Buenos Aires	COSIPLAN/ (expertos)	GT sobre SIG y Sitio Web de COSIPLAN
3 de noviembre	Asunción	COSIPLAN	GT sobre Telecomunicaciones
4 de noviembre	Asunción	COSIPLAN	GT sobre SIG y Sitio Web de COSIPLAN
5 de noviembre	Asunción	COSIPLAN	GT sobre Integración Ferroviaria
25 de noviembre	Caracas	IIRSA	XXVIII Reunión de Coordinadores Nacionales IIRSA
26 de noviembre	Caracas	COSIPLAN	XIII Reunión del Comité Coordinador del COSIPLAN
27 de noviembre	Caracas	COSIPLAN	VI Reunión Ordinaria de Ministros del COSIPLAN

ABREVIATURAS

- API: Agenda de Proyectos Prioritarios de Integración
- CCT: Comité de Coordinación Técnica
- EASE: Evaluación Ambiental y Social con Enfoque Estratégico
- EID: Eje de Integración y Desarrollo
- GRD: Gestión de Riesgos de Desastres
- GT: Grupo de Trabajo
- GTE: Grupo Técnico Ejecutivo
- IPRLG: Integración Productiva y Logística
- PTI: Programas de Integración Territorial
- SIP: Sistema de Información de Proyectos
- SMP: Sistema de Monitoreo Permanente

TERMS OF REFERENCE
DEVELOPMENT OF REGIONAL STUDIES ON AIR CONNECTIVITY AND INTEGRATION
FOR THE CARIBBEAN AND CENTRAL AMERICA

I. BACKGROUND

- 1.1 In order to promote actions among countries in the region in the aviation sector, the Transport Division (TSP) of the Inter-American Development Bank (IDB) launched in 2012 the second Regional Dialogue meeting to analyze the challenges of air transport in the region. The meeting was attended by ministers, deputy ministers and CEOs of aviation from 22 countries in the region. Among the needs expressed by the countries the following were highlighted: (i) improve the quality of public sector information (traffic, prices, performance, policies, regulatory issues, bilateral agreements, etc.) to support the decision-making process; (ii) increase the exchange of experiences in implementing aviation policies in the region, and IDB financed operations; (iii) improve understanding of the levels of air integration of the countries, and its effects on activity in the sector; (iv) deepen discussions on technical and economic regulation, harmonization, promotion of bilateral agreements, and the possible creation of regional or subregional networks; and (v) explore alternatives to improve connectivity between the Caribbean and Latin America.
- 1.2 The 2012 Regional Policy Dialogue (RPD) allowed the mapping of air transport demand in the region and presented the Bank as a key partner in the development of air transport in the region. This effort has been continued for the next two years with the approval and implementation of previous Technical Cooperations (TC) where the products and achieved results have positioned the Bank as a leader in the field, with capacity to support the development of key diagnostics that identify critical issues for the region. This TC will enable the continuation of this line of support led by the Bank, focusing on the priority areas identified in the first stage, and specifying the action plans and pre-investment in areas such as: (i) essential air services and regional airports (Brazil, Colombia and the Caribbean); (ii) air cargo and its role in production chains (Brazil, Central America, Caribbean); (iii) market regulation and aviation policy; and (iv) regional and international air integration.

II. OBJECTIVE AND SCOPE OF WORK

- 2.1 The objective of the technical assistance is to conduct an analysis of air connectivity and integration in the Caribbean and Central America and develop a forum within which project findings can be disbursed to their respective regions and Latin America and the Carrobean (LAC) as a whole.
- 2.2 **Analysis of air connectivity and integration in the Caribbean.** The consultant will prepare a technical paper that thoroughly analyzes the current situation relative to air connectivity and integration in the Caribbean, proposes concrete measures and investment policies to increase the supply of regional and international flights, and provides supporting analyses, strategies and action plans related to air cargo of the regulation agents in LAC, identifying their responsibilities at the sector level.

- 2.3 **Analysis of air connectivity and integration in Central America.** The consultant will prepare a technical paper that thoroughly analyzes the current situation relative to air connectivity and integration in Central America, proposes concrete measures and investment policies to increase the supply of regional and international flights, and provides supporting analyses, strategies and action plans related to air cargo of the regulation agents in LAC, identifying their responsibilities at the sector level.
- 2.4 **Regional forum on air connectivity and transport.** The consultant will assist the IDB with the organization of a regional forum that will present the studies' findings to members of the greater LAC region. The consultant will be expected to function as Master of Ceremonies (MC) of the event as well develop the agenda, contact participants, and organize logistics, in close coordination with the IDB.

III. CHARACTERISTICS OF THE CONSULTANCY

- a) **Type of consultancy:** Individual
- b) **Starting date and duration:** 250 nonconsecutive consultant days
- c) **Place of work:** Residence of the consultant. Trips to selected countries will be required.
- d) **Citizenship:** Consultant must be a citizen of a member state of the IDB
- e) **Qualifications:** The consultant must have at least 15 years of experience in the field of air transportation; must be an economist or engineer, with master's degree. Advanced writing skills in English is a must. Previous experience in Central American and/or the Caribbean region is required.

IV. SCHEDULE OF PAYMENT

- 20% upon the signature of the contract
- 35% upon the delivery of the final draft of deliverable 1 and approval by IDB
- 35% upon the delivery of the final draft of deliverable 2 and approval by IDB
- 10% upon completion of the regional forum.

V. COORDINATION

- 5.1 The coordination of consultant work will be managed by the Transport Division (INE/TSP).

TERMS OF REFERENCE
DEVELOPMENT OF COUNTRY SPECIFIC STUDIES
ACTION PLANS PERTAINING TO ESSENTIAL AIR SERVICES AND REGIONAL AVIATION

I. BACKGROUND

- 1.1 In order to promote actions among countries in the region in the aviation sector, the Transport Division (TSP) of the Inter-American Development Bank (IDB) launched in 2012 the second Regional Dialogue meeting to analyze the challenges of air transport in the region. The meeting was attended by ministers, deputy ministers and CEOs of aviation from 22 countries in the region. Among the needs expressed by the countries the following were highlighted: i) improve the quality of public sector information (traffic, prices, performance, policies, regulatory issues, bilateral agreements, etc.) to support the decision-making process; ii) increase the exchange of experiences in implementing aviation policies in the region, and IDB financed operations; iii) improve understanding of the levels of air integration of the countries, and its effects on activity in the sector; iv) deepen discussions on technical and economic regulation, harmonization, promotion of bilateral agreements, and the possible creation of regional or subregional networks; and v) explore alternatives to improve connectivity between the Caribbean and Latin America.
- 1.2 The 2012 Regional Policy Dialogue allowed the mapping of air transport demand in the region and presented the Bank as a key partner in the development of air transport in the region. This effort has been continued for the next two years with the approval and implementation of previous technical cooperations where the products and achieved results have positioned the Bank as a leader in the field, with capacity to support the development of key diagnostics that identify critical issues for the region. This TC will enable the continuation of this line of support led by the Bank, focusing on the priority areas identified in the first stage, and specifying the action plans and pre-investment in areas such as: i) essential air services and regional airports (Brazil, Colombia and the Caribbean); ii) air cargo and its role in production chains (Brazil, Central America, Caribbean); iii) market regulation and aviation policy; and iv) regional and international air integration.

II. OBJECTIVE AND SCOPE OF WORK

- 2.1 The objective of this technical assistance is to conduct studies and action plans for: i) essential air services in ## and ## and regional aviation in ## and ## and ii) mobility around major air hubs, especially ## and ##. It will also continue to support the study of best practices in the technical and economic aspects of regulation as a tool for optimizing service delivery of aviation infrastructure.
- 2.2 **Studies/Action plans pertaining to essential air services and regional aviation.** The consultant will prepare two studies/action plans on two distinct regions on essential air services and the organization of a regional air transport system.
- 2.3 **Studies/Action plans pertaining to mobility around major air hubs.** The consultant will prepare two studies/action plans on how to improve mobility around two yet to be determined air hubs.

- 2.4 **Study pertaining to the technical and economic aspects of regulation that can be used as a tool to optimize service delivery of aviation infrastructure.** The consultant will prepare a study of the technical and economic aspects of regulation that can most influence the quality of service delivery of aviation infrastructure.

III. CHARACTERISTICS OF THE CONSULTANCY

- a) **Type of consultancy:** Individual
- b) **Starting date and duration:** 250 nonconsecutive consultant days
- c) **Place of work:** Residence of the consultant. Trips to selected countries will be required.
- d) **Citizenship:** Consultant must be a citizen of a Member state of the IDB
- e) **Qualifications:** The consultant must have at least 15 years of experience in the field of air transportation; must be an economist or engineer, with master's degree. Advanced writing skills in English is a must. Previous experience in Central American and/or the Caribbean region is required.

IV. SCHEDULE OF PAYMENT

- 20% upon the signature of the contract
- 25% upon the delivery of the final draft of deliverable 1 and approval by the IDB
- 25% upon the delivery of the final draft of deliverable 2 and approval by the IDB
- 30% upon completion of the final draft of deliverable 3 and approval by the IDB.

V. COORDINATION

- 5.1 The coordination of consultant work will be managed by Transport Division (INE/TSP).

TERMS OF REFERENCE

DEVELOPMENT OF STUDIES THAT PROVIDE EMPIRICAL EVIDENCE TO BE USED AS INPUTS FOR THE PREPARATION OF THE BANK'S COUNTRY STRATEGIES, LENDING OPERATIONS, AND PRE-INVESTMENT STUDIES

I. BACKGROUND

- 1.1 In order to promote actions among countries in the region in the aviation sector, the Transport Division (TSP) of the Inter-American Development Bank (IDB) launched in 2012 the second Regional Dialogue meeting to analyze the challenges of air transport in the region. The meeting was attended by ministers, deputy ministers and CEOs of aviation from 22 countries in the region. Among the needs expressed by the countries the following were highlighted: (i) improve the quality of public sector information (traffic, prices, performance, policies, regulatory issues, bilateral agreements, etc.) to support the decision-making process; (ii) increase the exchange of experiences in implementing aviation policies in the region, and IDB financed operations; (iii) improve understanding of the levels of air integration of the countries, and its effects on activity in the sector; (iv) deepen discussions on technical and economic regulation, harmonization, promotion of bilateral agreements, and the possible creation of regional or sub-regional networks; and (v) explore alternatives to improve connectivity between the LAC.
- 1.2 The 2012 Regional Policy Dialogue (RPD) allowed the mapping of air transport demand in the region and presented the Bank as a key partner in the development of air transport in the region. This effort has been continued for the next two years with the approval and implementation of previous technical cooperations where the products and achieved results have positioned the Bank as a leader in the field, with capacity to support the development of key diagnostics that identify critical issues for the region. This TC will enable the continuation of this line of support led by the Bank, focusing on the priority areas identified in the first stage, and specifying the action plans and pre-investment in areas such as: (i) essential air services and regional airports (Brazil, Colombia and the Caribbean); (ii) air cargo and its role in production chains (Brazil, Central America, Caribbean); (iii) market regulation and aviation policy; and (iv) regional and international air integration.

II. OBJECTIVE AND SCOPE OF WORK

- 2.1 The objective of this technical assistance is to support studies yet to be nominated by ## that will provide empirical evidence to be used as inputs for the preparation of the Bank's country strategies, lending operations, and pre-investment studies. Further, the studies will include a database of performance indicators, technical notes and pre-investment studies to provide support in the early stages of preparation for projects related to airport infrastructure, regulations, institutions, and other technical aspects. It will also emphasize Public-Private Partnership (PPP) seeking to leverage investments in the sector.
- 2.2 **Studies that provide empirical evidence to be used as inputs for the preparation of the Bank's country strategies, lending operations, and pre-investment studies.** The consultant will prepare three studies that will provide inputs for the preparation of the Bank's country strategies, lending operations, and pre-investment studies. The specifics of the studies will

be defined in more detail once the Bank's air transport priorities are determined. two studies/action plans on two distinct regions on essential air services and the organization of a regional air transport system.

III. CHARACTERISTICS OF THE CONSULTANCY

- a) **Type of consultancy:** Individual
- b) **Starting date and duration:** 250 nonconsecutive consultant days
- c) **Place of work:** Residence of the consultant. Trips to selected countries will be required.
- d) **Citizenship:** Consultant must be a citizen of a Member state of the IDB
- e) **Qualifications:** The consultant must have at least 15 years of experience in the field of air transportation; must be an economist or engineer, with master's degree. Advanced writing skills in English is a must. Previous experience in Central America and/or the Caribbean region is required.

IV. SCHEDULE OF PAYMENT

- 20% upon the signature of the contract
- 25% upon the delivery of the final draft of deliverable 1 and approval by the IDB
- 25% upon the delivery of the final draft of deliverable 2 and approval by the IDB
- 30% upon completion of the final draft of deliverable 3 and approval by the IDB.

V. COORDINATION

- 5.1 The coordination of consultant work will be managed by Transport Division (INE/TSP).

REGIONAL
Support for the Preparation and Implementation of Sustainable Air Transport Projects in LAC

Period comprised in this Procurement Plan: From June 2015 through December 2017

Ref. No. ¹	Description of and category of procurement contract	Estimated cost in (US\$ thousand)	Procurement method ²	Review (ex ante or ex post)	Source of financing and percentage		Prequalification ³ (Yes/No)	Estimated Dates		Status ⁴ (pending, in process, awarded, cancelled)	Comments
					IDB %	Local/ Other %		Publication of specific procurement notice	Completion of contract		
CONSULTING SERVICES											
Component 1: Support for regional and international air integration and regulatory efficiency.											
	Regional Air Connectivity and Integration Studies	120	QCII	ex post	100%	0%	No	June 2015	1H16	Pending	The IDB will finance under this component an individual consultant (or possibly a firm) to perform two air connectivity and integration studies (one for the Caribbean and one for Central America) and the organization of a subregional forum in Central America.
	Country Specific Studies/Action Plans on Essential Air Services and Regional Aviation	80	QCII	ex post	100%	0%	No	August 2015	2H15	Pending	The IDB will finance under this component a consultant to perform two country specific studies/action plans on essential air services and the organization of a regional air transport system.
	Country Specific Policy Paper on the Role of Air Cargo in Production Chains	50	QCII	ex post	100%	0%	No	August 2015	2H16	Pending	The IDB will finance an independent consultant to perform one air cargo policy paper for either Brazil or Panama.

Ref. No. ¹	Description of and category of procurement contract	Estimated cost in (US\$ thousand)	Procurement method ²	Review (ex ante or ex post)	Source of financing and percentage		Prequalification ³ (Yes/No)	Estimated Dates		Status ⁴ (pending, in process, awarded, cancelled)	Comments
					IDB %	Local / Other %		Publication of specific procurement notice	Completion of contract		
Component 2:_ Support for prioritization of projects and pre-investment studies.											
	"Policy paper and indicators to support Country Strategies including the role of the Bank in PPPs and utilization of Bank's products to finance the aviation sector"	100	QCII	ex post	100%	0%	No	August 2015	1H16	Pending	The IDB will finance under this component independent consultants or a firm to develop a database of air transport indicators and prepare a policy paper that will provide inputs for the preparation of the Bank's country strategies and lending operations.
	Pre-investment Studies including public funding and/or use of Public Private Partnerships (PPP)	150	QCII	ex post	100%	0%	No	August 2015	2H16	Pending	The IDB will finance under this component pre-investments studies for public investment and Public Private Partnerships (PPP).

¹ If there are a number of similar individual contracts to be executed in different places or at different times, these can be grouped together under a single heading, with an explanation in the comments column, indicating the average individual amount and the period during which the contracts would be executed. For example: an education project that includes school construction might include an item labeled "School Construction" for an estimated cost of US\$20 million and an explanation under the Comments column such as this: "This item encompasses some 200 contracts for school construction averaging US\$100,000 each, to be awarded individually by the participating municipal governments over a three-year period between January 2006 and December 2008."

² **Goods and Works:** ICB: International competitive bidding; LIB: limited international bidding; NCB: national competitive bidding; PC: price comparison; DC: direct contracting; FA: force account; PSA: Procurement through specialized agencies; PAs: Procurement agents; IA: Inspection agents; PLFI: Procurement in loans to financial intermediaries; BOO/BOT/BOOT: Build, own, operate/build, operate, transfer/build, own, operate, transfer; PBP: Performance-based procurement; PLGB: Procurement under loans guaranteed by the Bank; PCP: Community participation procurement; **Consulting Firms:** QCBS: Quality- and cost-based selection; QBS: Quality-based selection; FBS: Selection under a fixed budget; LCS: Least-cost selection; CQS: Selection based on the consultants' qualifications; SSS: Single-source selection; **Individual Consultants:** QCNI: Selection based on comparison of qualifications of national individual consultants; QCII: Selection based on comparison of qualifications of international individual consultants.

³ Applicable only to Goods and Works in case the new Policies apply. In the case of previous Policies, it is applicable to Goods, Works and Consulting Services.

⁴ Column "Status" will be used for retroactive procurement and when updating the procurement plan.