

# INTAL CONNECTION

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**233** January, 2016

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# Integration Ideas

## The Benefits of Being an OECD Member

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The Argentinian government has announced that it will begin the process of becoming part of the Organisation for Economic Co-operation and Development (OECD) at the end of February 2016, at which point it will establish a schedule of the steps it must follow in order to adapt to the organization's standards. If it does join this select group of countries, it will be the second nation in South America to do so, after Chile, and the third in Latin America, as Mexico is also a member.

The OECD is a group of 34 countries which have in common the fact that they have democratic systems of government and market economies. It has been referred to as the "rich-country club" because its members represent around 70% of the global market.

Country	Date of OECD Membership
Australia	7/6/71
Austria	29/9/61
Belgium	13/9/61
Canada	10/4/61
Chile	7/5/10
Czech Republic	21/12/95
Denmark	30/5/61
Estonia	9/12/10
Finland	28/1/69
France	7/8/61
Germany	27/9/61
Greece	27/9/61
Hungary	7/5/96
Iceland	5/6/61
Ireland	17/8/61
Israel	7/9/10
Italy	29/3/62
Japan	28/4/64
Republic of Korea	12/12/96
Luxembourg	7/12/61
Mexico	18/5/94
The Netherlands	13/11/61
New Zealand	29/5/73
Norway	4/7/61
Poland	22/11/96
Portugal	4/8/61
Slovakia	14/12/00
Slovenia	21/7/10
Spain	3/8/61
Sweden	28/9/61
Switzerland	28/9/61
Turkey	2/8/61
United Kingdom	2/5/61
United States	12/4/61

Source: OECD.

The OECD was created in 1961 with the goal of promoting policies that improve people's economic and social well-being. The OECD provides a forum where governments can work together to share experiences and seek solutions to common problems. Its tasks also include developing indicators of productivity and global trade and investment flows, analyzing and comparing data to predict trends, and setting international standards for a wide range of public policy issues.

The OECD emerged after functioning for 12 years as the Organisation for European Economic Co-operation (OEEC), which was founded to help implement the Marshall Plan for the reconstruction of Europe after the Second World War.

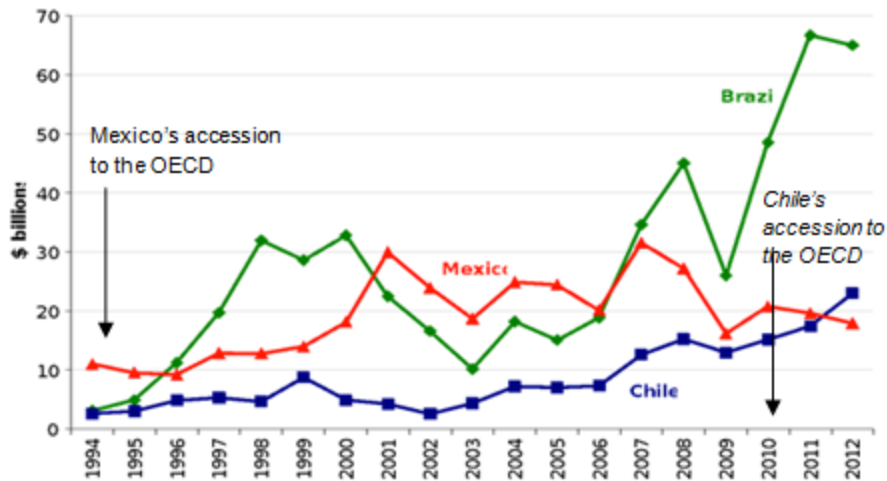
OECD members become benchmark countries that set quality standards in different areas of trade and investment. In this regard, the OECD creates policy recommendations following the assessments that its experts carry out in member countries. This aspect is similar to the reviews carried out by the International Monetary Fund (IMF) within the framework of Article IV of its Articles of Agreement. Another point in common with the IMF is that the OECD publishes twice-yearly macroeconomic reviews (*OECD Economic Outlook*), which analyze the main global trends and examine the economic policies that would be required to foster high, sustainable growth in member countries.

To carry out these reviews, the OECD sends experts to a given country—these are generally from another member state, which is why the process is referred to as a “peer review”—who make contact with different agents regarding specific issues, such as health or education policies, among other development-related areas.

Becoming an OECD member also leads to a greater variety of statistics being available on the country in question: the organization publishes information regarding its members on a broad spectrum of topics, including agriculture and food, development, education, gender studies, and macroeconomic data. There is also a work area involving technical meetings on policies that member states have agreed on.

However, one of the points that is most significant for countries such as Argentina is the international recognition that comes with membership, in particular the possibility of attracting foreign direct investment (FDI). For some organizations, OECD membership is one of the necessary conditions for investing in a given country. In a way, the OECD is a “quality seal” in such matters. Regardless, it is clear that OECD membership is an important factor for increasing FDI, although it is not the only one. When Mexico and Chile became OECD members, FDI increased, but this was also the case in countries such as Brazil, which is not part of the organization.

**Figure 1. Foreign Direct Investment in Selected Countries**



Source: Huffington Post based on national statistics.

### **Accession Process**

In Argentina's case, late February 2016 would mark the start of the process for becoming a new OECD member. Up to now, the country has been an associate member, forming part of bodies such as the Committee on Fiscal Affairs, the Trade Committee, the Committee for Agriculture, the Fisheries Committee, the Committee for Scientific and Technological Policy, the Development Centre, the Working Group on Bribery, and the Investment Committee, among others.

The period during which accession is formalized consists of several stages in which the country seeking membership is asked to comply with various OECD quality standards (such as meeting certain statistical standards), a process that takes at least a year.

In turn, the organization evaluates the institutions of any country wishing to join, as well as the policies it applies in various areas. Following the unanimous agreement of member countries, the last step in the accession process becomes a reality when the candidate country deposits an instrument of accession to the OECD Convention.

Chile was one of the last countries to join the OECD. It did so in May 2010 after more than a year of negotiations, during which it adapted various aspects of its domestic policy to meet OECD standards.

In 1961, 20 countries signed the agreement that gave rise to the OECD. By 2015, 14 more countries had become members. In 2013, Colombia and Latvia began the accession process, while Russia has been negotiating membership since 2007. In 2015, Costa Rica and Lithuania also began to seek

admission. The accession processes for all these countries are still underway. If Argentina is added to the list, the number of countries that are currently seeking accession would total six.

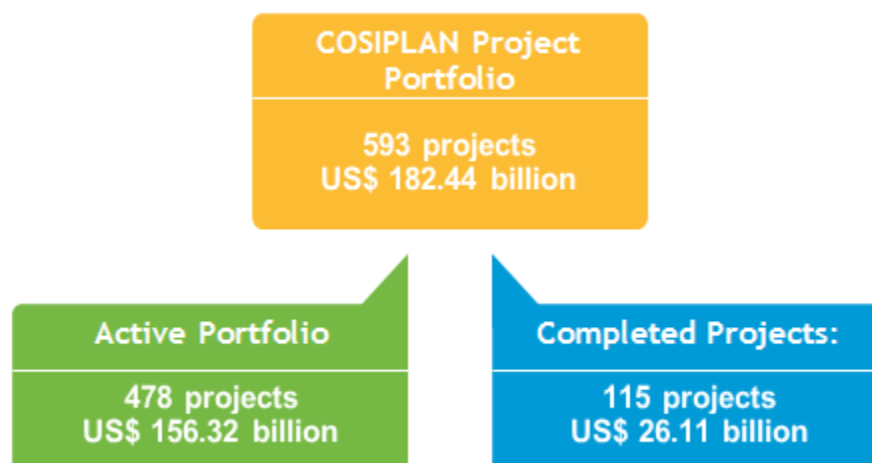
# Inspiring Activities

## How Regional Infrastructure is Financed

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The [COSIPLAN Project Portfolio](#)<sup>[1]</sup> is a set of infrastructure works that will have a significant impact on integration and socio-economic development in the region. The portfolio is made up of transportation, energy, and communications projects that promote regional connectivity and generate sustainable social and economic development for South America. The region is divided into [Integration and Development Hubs](#) in order to organize the project portfolio.

This portfolio is reviewed and updated annually by the countries of South America, which have been working together towards the sustainable development of physical integration in the region since the year 2000. It is COSIPLAN's main tool for planning and implementing regional physical integration. The composition of the portfolio as of December 2015 is as follows:<sup>[2]</sup>



The financing mechanism the countries have chosen mostly uses public sector funds (63% of the estimated investment), with the remainder divided between the private sector (19%), and public–



private partnerships (18%). The role of the public sector is even more evident in terms of project numbers: the financing for 81% of projects is public, 12% is private, and 7% public–private.

**About 40% of the works currently at the implementation stage are being financed by national treasuries. This is proof of the commitment of the countries in question to regional physical integration.**

Private initiatives provide funding for 24% of the portfolio projects currently being implemented.

### **Type of financing:**

*In number of projects and millions of US\$*

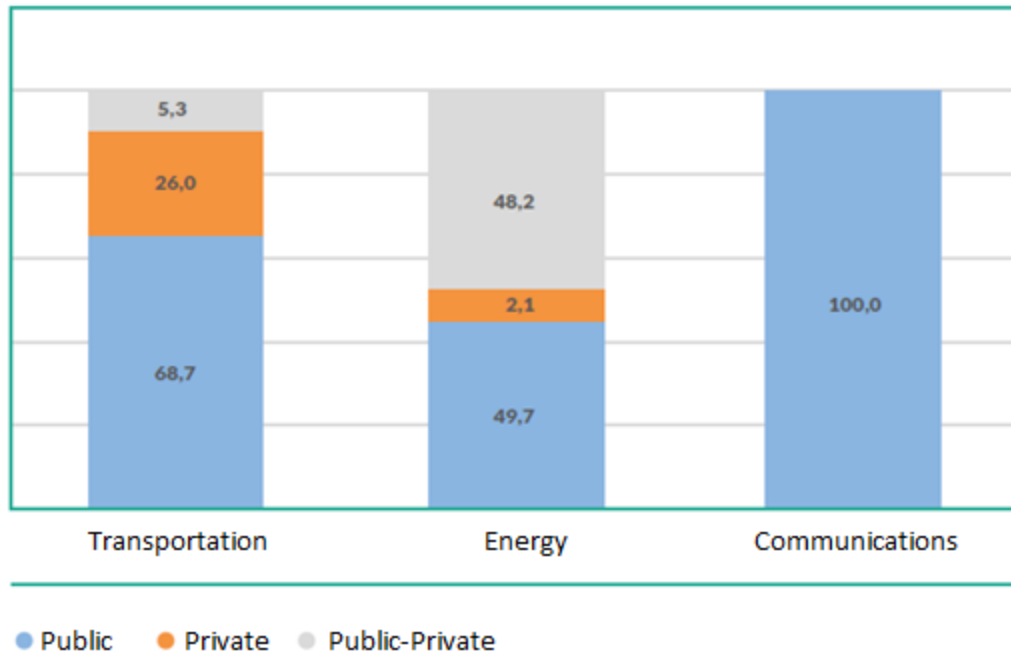
	Number of projects	Estimated investment (millions of US\$)	Amount invested in completed projects (millions of US\$)
National treasury	330	69,735.6	13,747.6
Private	85	42,900.1	4,650.3
IDB	37	4,629.2	1,150.9
CAF	30	2,856.0	795.1
Various	13	3,279.9	1,342.0
Binational	11	5,847.8	1,408.8
Provincial treasury	11	2,071.0	200.0
FOCEM	10	819.0	404.3
FONPLATA	6	298.9	0.0
European Union	4	179.5	75.3
Private banks	3	118.0	0.0
Chinese government	3	400.0	0.0
World Bank	3	172.5	68.5
BNDES	2	157.1	0.0
JBIC	2	185.9	0.0
Municipal treasury	1	2,100.0	2,100.0
To be defined	80	46,685.2	170.0
<b>Total</b>		<b>182,435.7</b>	<b>26,112.8</b>

Transportation projects are largely financed by the public sector, while energy integration works are split between public sector financing and public-private partnerships. The communications sector is financed by the public sector.



### Type of financing by sector

*In % of projects*



### ***The top ten projects in terms of estimated investment***

The top ten projects in terms of estimated investment account for 42.5% of the estimated total investment for the active COSIPLAN portfolio.

### The top ten projects in order of estimated investment

Name	Stage	Estimated investment (in millions of US\$)	Countries
Madeira River Hydroelectric Power Complex (Santo Antônio and Jirau Hydroelectric Power Stations)	Execution	18,209	BR
Ecuador's Electric Freight Train	Profile	17,800	EC
Railway Project between Los Andes (Chile) and Mendoza (Argentina) (Central Trans-Andean Railway)	Pre-implementation	5,100	AR-CH
Binational Hydroelectric Power Station (Bolivia–Brazil)	Profile	5,000	BO-BR
Construction of the Corpus Christi Hydroelectric Power Station	Pre-implementation	4,200	AR-PY
Improvement of the Corumbá–Santos (SP) Railway Section	Pre-implementation	3,700	BR
Enlargement of Campinas Airport	Implementation	3,550	BR
Integrated Masterplan for Coastal Protection Albina–Nickerie	Pre-implementation	3,020	SU
New Cross-Northeastern Railway Phase I (Suape–Salgueiro/Pecém–Eliseu Martins)	Implementation	3,000	BR
Construction of the São Paulo Ring Road (Northern Section)	Implementation	2,810	BR

Of the ten projects mentioned here, it is important to highlight that seven are hydroelectric power stations or rail connections, which suggests that these types of works require the greatest investment.

The other three projects are the enlargement of an airport, an integrated coastal protection plan, and the construction of a ring road.

There follows a more detailed description of the three projects in which the greatest estimated investment is being made.

Of the 593 projects in the COSIPLAN portfolio, the [Madeira River Hydroelectric Power Complex \(Santo Antônio and Jirau Hydroelectric Power Stations\)](#) is the project in which the largest amount is invested: US\$ 18.21 billion. This new hydroelectric power complex in Brazil encompasses the construction of two hydroelectric power stations which will use the water resources of the Madeira River so as to diversify the region's energy matrix. Its financing comes from the BNDES (Brazilian Development Bank) and a consortium of private banks. It is at an advanced stage of implementation, and work is expected to be completed by October 2016.

[Ecuador's Electric Freight Train](#) is a project that was added to the portfolio during the latest update of projects in the Andean Hub. It is at the profile stage and involves the implementation of an electric railway network for cargo transportation which will connect Ecuador's current and future

production centers with ports on the Pacific Ocean and the country's border crossings with Peru and Colombia.

The [Railway Project between Los Andes \(Chile\) and Mendoza \(Argentina\) \(Central Trans-Andean Railway\)](#) is a project with private financing which is at the pre-implementation stage. It involves the construction of a railway across the Andes which would connect Luján de Cuyo, in the Province of Mendoza, Argentina, with the town of Los Andes in Chile's Region V, to enable the sustainable transportation of cargo between Chile and the MERCOSUR countries.

[1] The South American Infrastructure and Planning Council (COSIPLAN) is a work area for political and strategic dialog, through consultation, evaluation, cooperation, planning and coordination of efforts, and the articulation of programs and projects to implement the integration of regional infrastructure in member countries of the Union of South American Nations (UNASUR).

[2] See [COSIPLAN Project Portfolio 2015 \(in Spanish\)](#). Buenos Aires, December 2015.

## Better Connected. More Integrated.

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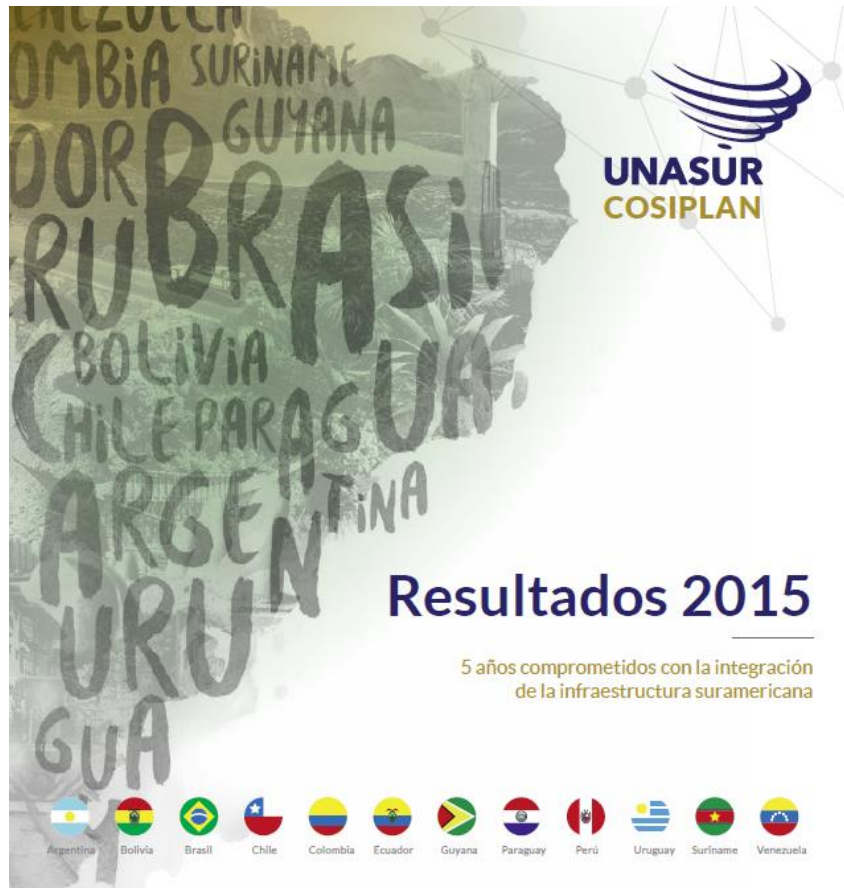
Ministers from South America reiterated the importance of regional infrastructure integration as an indispensable platform for ensuring that resources are used efficiently and that all countries develop harmoniously.

Since 2010, the UNASUR's South American Infrastructure and Planning Council (COSIPLAN) has faced the challenge of planning and implementing integration infrastructure as part of its commitment to the social, economic, and environmental development of the region. To achieve this aim, the twelve countries involved have been working towards the [Strategic Action Plan \(PAE\) 2012–2022](#) by implementing a series of actions and activities that are part of their annual work plans.

Major progress was made on the PAE in 2015, including the validation of a portfolio of 593 transportation, energy, and communications projects with an estimated investment of more than US\$ 180 billion, and an Integration Priority Project Agenda (API) of 31 structured projects that will consolidate physical connectivity networks at the regional level.

During their annual meeting, the COSIPLAN ministers placed particular importance on the development of the Agua Negra Binational Tunnel Integration Territorial Program between Argentina and Chile, which defines the two countries' integration strategies for the region; the fact that 40 public officials were trained in Freight Transportation and Logistics; and the implementation of the COSIPLAN Geographic Information System (GIS), which is the first time that georeferenced information on South America has been consolidated in a single open-access tool.

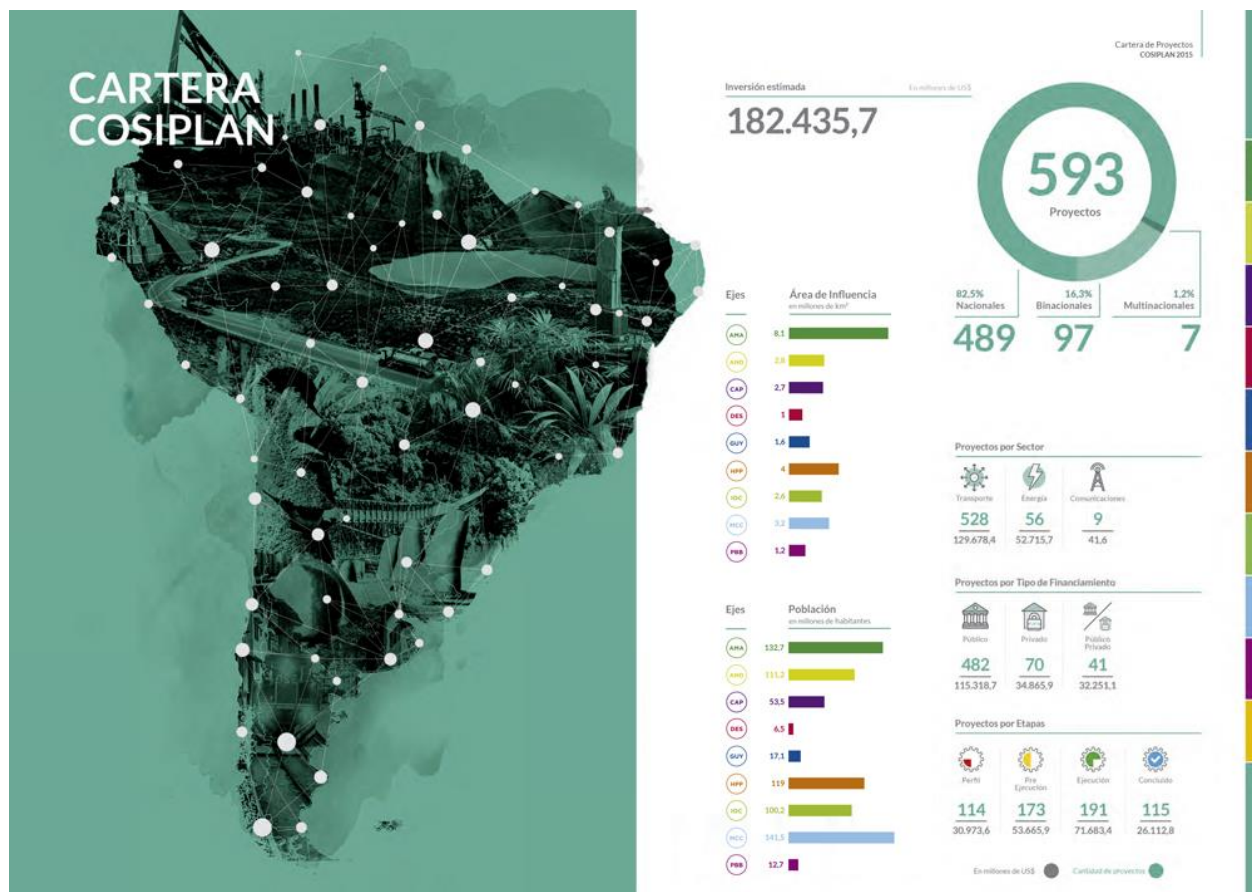
**2015 Results (in Spanish) ([Click to read](#))**



### ***COSIPLAN Projects***

**COSIPLAN Project Portfolio.** According to the [COSIPLAN Project Portfolio Report 2015 \(in Spanish\)](#), this set of projects currently includes 593 integration projects for an estimated investment of US\$ 182.44 billion, which are distributed throughout South America and organized into 48 Project Groups and 9 Integration and Development Hubs.

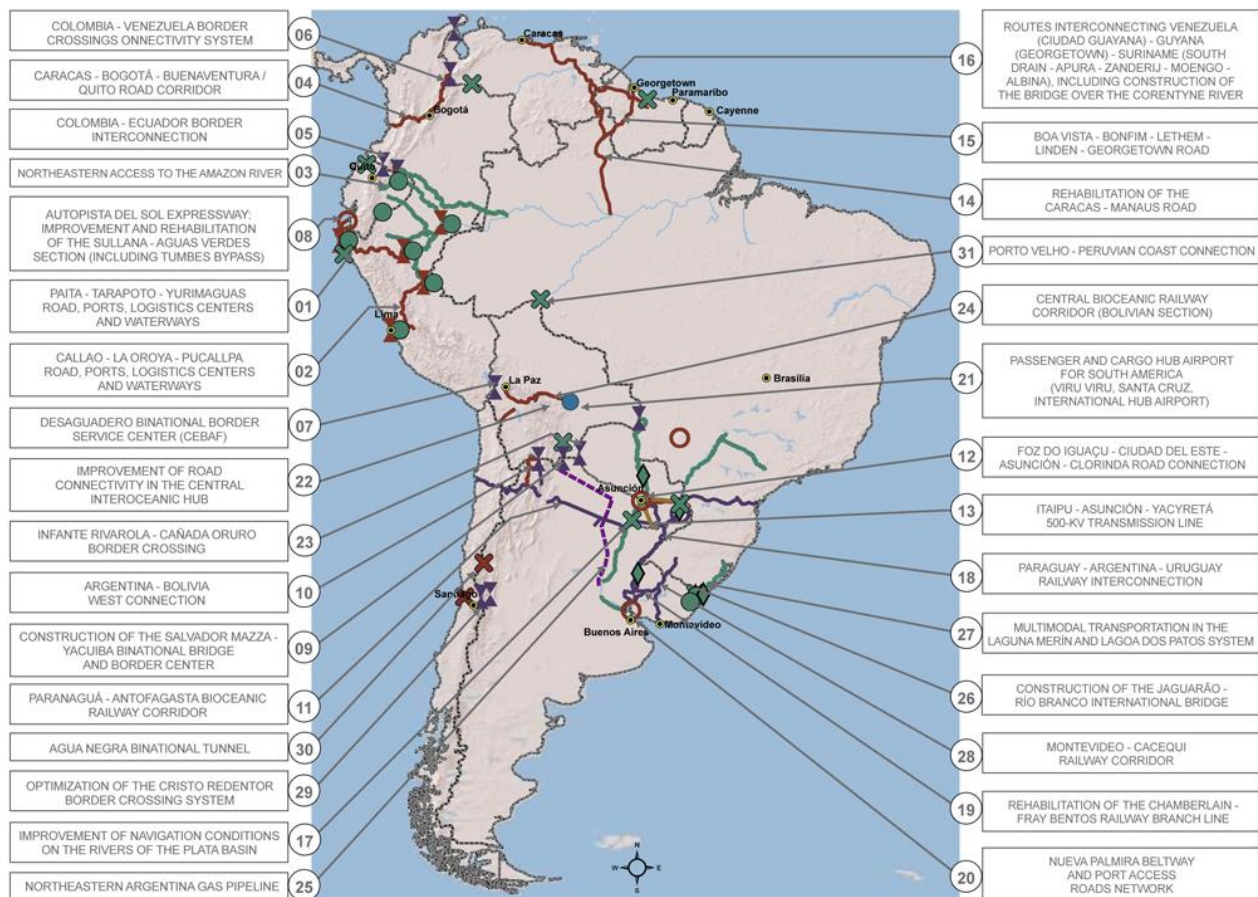
For the first time, the countries held virtual meetings for the Executive Technical Groups to Update the COSIPLAN and API Project Portfolios. Meetings were convened for each Integration and Development Hub and took place via videoconferencing. As part of this work, the countries in question have updated the [COSIPLAN Project Information System](#), such that 71.5% of projects (424 of 593) have now been brought up to date for 2015.



**Integration Priority Project Agenda (API).** According to the **API Progress Report 2015 (in Spanish)**, the API currently includes 31 structured projects made up of 103 individual projects, for an estimated investment of US\$ 21.14 billion.

As was the case with the COSIPLAN Project Portfolio, the Executive Technical Groups to Update the Project Portfolio and the API held their first virtual meeting. To date, 85% of API projects (88 of 103) have been brought up to date for 2015 in the COSIPLAN Project Information System.

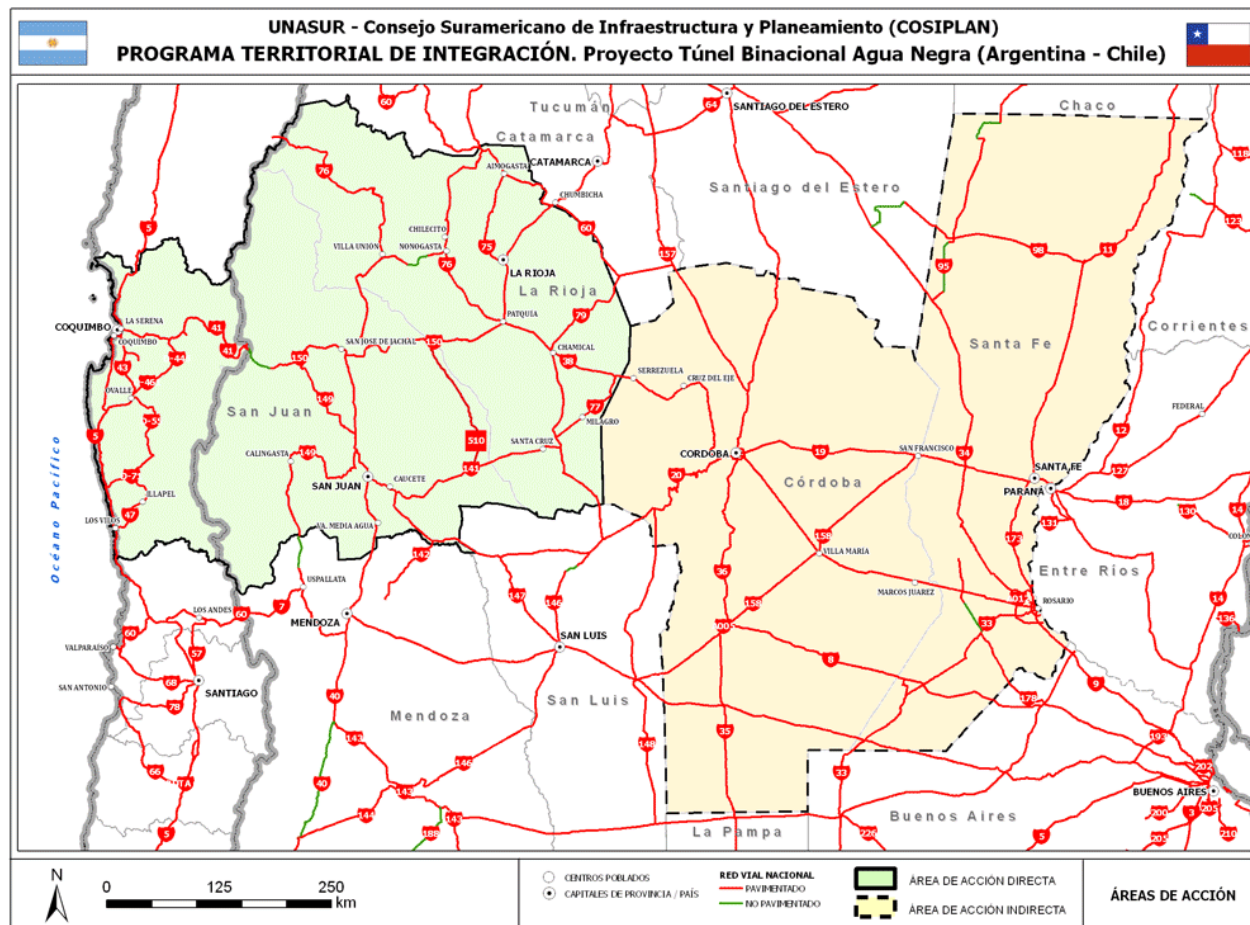




## Methodologies and Tools for Territorial Planning

**Territorial Integration Programs (PTI).** Argentina and Chile finished drawing up the PTI for the Agua Negra Binational Tunnel API, which is included in the Master Plan for Priority Border Crossings at the bilateral level. The Second Binational Workshop was held in La Serena on March 18 and 19, 2015, at which the results of the Integrated Diagnostic Study were presented; the Strategic Axes for the PTI were defined; participatory activities were scheduled; and the first actions to be included in the PTI were identified. Strategic analysis work then began, the aim of which was to create an advance assessment of the opportunities and constraints associated with locating the tunnel in this area. As part of this work, regional workshops and focus group meetings were held, which allowed those involved to identify the plans, programs, and projects that will form part of the PTI.



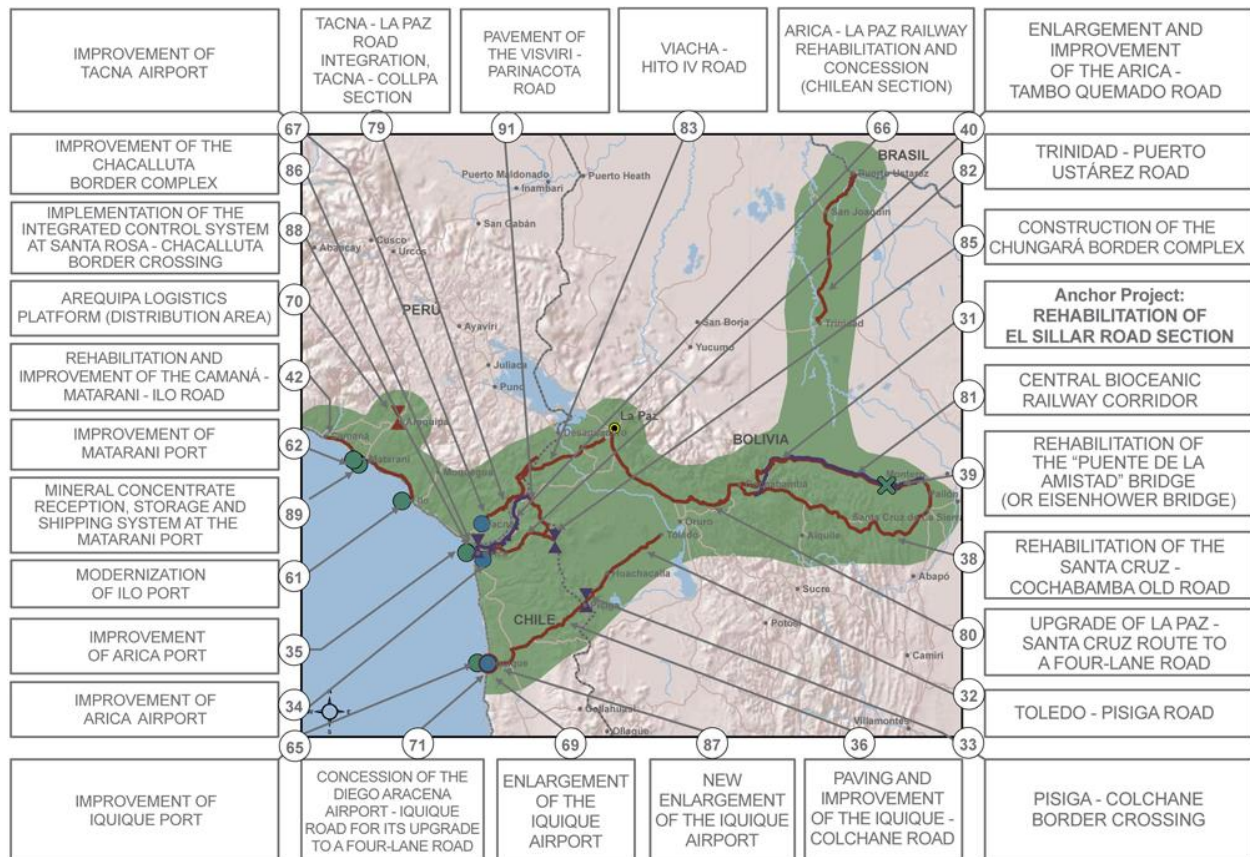


Finally, the PTI Action Plan was developed, which contains the PTI plans, programs, and projects—organized according to Strategic Core Areas and Transversal Factors—to be implemented during the first phase of the Action Plan. The closing activity for this process was the Final Binational Workshop (Buenos Aires, November 18–19, 2015), where the PTI and Action Plan were completed, and the next steps for their implementation and monitoring were defined.

**Under Chile's coordination, the pilot application of DRM methodology was launched for Project Group 5 of the Central Interoceanic Hub.** To this end, a Regional Monitoring Group was created, made up of point people from Chile and Peru and IDB representatives. The work took place in two phases: (i) the identification of integration infrastructure in exposed areas; and (ii) disaster risk analysis.

As a result, two infrastructure components were selected for each country: Arica Airport and the Port of Arica in Chile, and Tacna Airport and the Port of Matarani in Peru. A consortium made up of two consulting firms, Evaluación de Riesgos Naturales (ERN, Mexico) and Ruben Boroschek (RBA,

Chile), has been conducting a probabilistic risk assessment since October 2015 in order to evaluate current vulnerability to risks related to seismic activity and tsunamis, and to identify possible risk reduction measures for these infrastructure components. The assessment is expected to be completed by February 2016.



**COSIPLAN Geographic Information System (in Spanish).** Under Argentina's coordination, the Working Group completed the development and implementation process for the COSIPLAN GIS, which included integrating, editing, and publishing georeferenced information. This work was carried out with the assistance of the UNASUR Common Initiatives Fund (FIC), on the basis of a participatory methodology that included work by individual countries and group work via videoconferencing, as well as three live workshops.



The outputs obtained as a result of this process are: (i) a set of 21 initial thematic layers, which form the core of the COSIPLAN GIS. The most useful aspect of these layers is that they can be used intensively and integrated into other datasets and that spatial analysis processes can be applied to them; (ii) the Content Manager System, which enables spatial information to be accessed. In the first stage of development of the GIS, information will be provided in Shapefile format, and each of the 21 thematic layers will be compressed; (iii) metadata, available in PDF format; and (iv) complete documentation of the COSIPLAN GIS: catalog of features, data dictionary, topological rules, metadata profile, system documentation, and an instruction manual and user guide.

### ***Sectoral Integration Processes***

**Peru coordinated the development and implementation of the virtual course entitled “Training Program in the Making and Management of Freight Transportation and Logistics Policies” for government officials. This program was supported by the Inter-American Development Bank (IDB).**



COSIPLAN played an active role in the design process, which was coordinated at the national level by Peru's Ministry of Transportation and Communications.

The aim of the program is to train officials from the various public-sector agencies in UNASUR countries that are involved in the making of public policies, plans, programs, and projects in the freight logistics sector. The course is virtual and takes place via a telematics platform such that a small group of participants begin and end their training at the same time. Some 38 officials from Argentina, Bolivia, Brazil, Colombia, Chile, Ecuador, Paraguay, Peru, and Uruguay have completed the training program with high levels of commitment and excellent results.

**Integration through Ports and Waterways** The Workshop on South American Integration through Ports and Waterways, coordinated by Brazil, took place on October 14 and 15, 2015, in Brasilia, Brazil. At the meeting, emphasis was placed on the potential for considering waterways as part of a logistics system, in conjunction with other modes of transportation, and on the importance of working on various aspects in order to promote economic and social development.

As a result, those present agreed to work on waterway sector projects within the COSIPLAN Priority Project Agenda (API). (i) API 3: Northeastern Access to the Amazon River (Brazil, Colombia, Ecuador, and Peru); (ii) API 17: Improvement of Navigation Conditions on the Rivers of the Plata Basin (Argentina, Bolivia, Brazil, Paraguay, and Uruguay); and (iii) API 27: Multimodal Transportation in the Laguna Merín and Lagoa dos Patos System (Brazil and Uruguay).

**Air Integration.** In response to an initiative of Guyana's, the IDB supported a study on air connectivity for the Guianese Shield Hub, which encompasses Brazil, Guyana, Suriname, and Venezuela. The project was coordinated by Brazil. The study looks into the main causes of the restrictions in air connectivity between the countries of the Guianese Shield Hub and other South American countries. According to the results of the study, Brazil and Venezuela have adequate air connectivity levels, which is not the case for Guyana and Suriname. As such, the study focuses on analyzing possible alternatives that would promote increased connections with these two countries. Furthermore, the case study on air freight terminals at airports in UNASUR member countries was completed. This analyzes trends in air cargo transportation at the global level and within UNASUR member countries.

**Guidelines were developed for the creation of a work plan for planning cross-border territorial integration, coordinated by Argentina and Chile.** The objective is to develop actions for 2016 onwards to be included in COSIPLAN's Indicative Territorial Planning process by identifying

and promoting plans, programs, and projects that contribute to the integration and sustainable development of common border areas and help facilitate the flows of goods and people between UNASUR countries.

**Trade Integration through Postal Services.** Various activities coordinated by Brazil and Peru took place with the aim of improving interinstitutional synergies at the national and regional levels, strengthening horizontal cooperation among the countries in the region, measuring the impact of the project more accurately, and focusing on creating solutions that meet the needs of the final beneficiaries.

The most noteworthy of these activities include: (i) the definition of a group of indicators to measure the impact of the project; (ii) the creation of the *MIPYME Exporta Fácil* (MySME Exports Easily) community within the IDB's ConnectAmericas portal; (iii) the carrying out of a prediagnostic visit to Paraguay to analyze the conditions for developing a simplified imports and exports service using the local the postal operator's logistics platform; (iv) the development of informational material on MIPYME Exporta Fácil at the regional level that will include a simulation tool and success stories from the region; (v) the development of a Connectivity Pilot Scheme between Brazil and Peru to ensure connections between the two countries' import-export simplification systems for a group of MSMEs; and (vi) the Executive Technical Group (GTE) meeting which was held in Lima in September, where progress was reviewed and best practices were shared, and in which final beneficiaries of the MIPYME Exporta Fácil system also took part for the first time.

**Rail Integration (in Spanish).** The Working Group coordinated by Uruguay continued to work towards commissioning a study that will provide the necessary technical components for developing a strategy to facilitate rail integration in South America. The Paranaguá–Antofagasta Bioceanic Rail Corridor Subgroup and the Central Bioceanic Rail Corridor Subgroup also held meetings to exchange information on the work in progress and to plan the next phases.

**Telecommunications (in Spanish).** The Working Group coordinated by Paraguay continued to move towards commissioning a feasibility study for the construction of a South American Fiber Optic Ring. In August 2015, the feasibility study was put out to international tender. The tenders submitted were analyzed in November 2015, and it was expected that studies for the implementation of the network would begin in January 2016, with a deadline of 13 months.

**Financing Mechanisms and Guarantees (in Spanish).** The Working Group coordinated by Brazil began working together with the Economy and Finance Council (CEF) to coordinate the approach to financing priority projects. As a result of these efforts, a meeting between the COSIPLAN Working Group on Financing Mechanisms and Guarantees and the CEF Working Group on Financial Integration was planned for the first quarter of 2016.

# Integration in Motion

## From Commodities to Value Added

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A commodity is defined as being any good that is mass-produced by man or of which there are vast quantities available in nature, and which has a value or utility and a very low level of differentiation or specialization.

Bananas from Ecuador, soy from Argentina, wheat from Brazil, copper from Chile, meat from Uruguay, oil from Venezuela, and gas from Bolivia: all these products are usually classified as commodities.

There is demand for these products in the market and a supply of them, which is what determines their price, and they are traded before any qualitative differentiation takes place. They are generally understood as being raw materials or primary goods, and since they are based on a minimum quality standard, there are no substantial differences between different examples of the same commodity. This means that the wheat produced in Brazil, for example, is not fundamentally different from that produced in Argentina or somewhere in the United States.

### Generating Value Added

The term “manufacturing” (which comes from the Latin *manus*, hand, and *factura*, made) refers to the transformation of raw materials into products that are processed or finished so as to then be distributed and consumed. Manufacturing is the activity carried out by the secondary sector of the economy, also called the industrial sector, the manufacturing sector, or simply industry.

The challenge of adding value to Latin American products implies that the region must incorporate a certain degree of differentiation and processing that would allow these products to enter markets with high profit margins, in contrast to those that are undifferentiated and thus have more limited profit margins, as is the case with the commodities market.



In economic terms, value added is the additional economic value that goods and services acquire when they are transformed during the production process. In other words, it is the economic value that a particular production process adds to the value of the raw materials used in the process.

Incorporating a certain degree of production into bananas from Ecuador, soy from Argentina, wheat from Brazil, copper from Chile, meat from Uruguay, oil from Venezuela, and gas from Bolivia, for example, will enable these countries to increase the stability of their economies and no longer be subject to the ups and downs of global commodity prices.



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# United States Lifts Oil Export Ban

- [Integration in Motion](#)
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The [United States Congress \(in Spanish\)](#) has agreed to lift the ban on US oil exports, giving way to pressures from the petroleum industry following the oil price collapse.

The members of congress have agreed to end the 40-year-ban in response to the current oversupply in the market. Despite this, the White House is opposed to lifting the ban and has only been open to signing specific agreements for limited exports, as it did this year with Mexico.

US oil producers have been prohibited from trading oil on the international market since this was first banned in 1973 in the context of the energy crisis of the 1970s, with the aim of alleviating the severe fluctuations in price and supply. This voluntary trade barrier has become obsolete with the rise of the US energy industry through techniques such as hydraulic fracturing (fracking).

Up to now, the Obama administration has defended its right to approve exports on the basis of the exceptions included in the export ban legislation. Although this week President Obama repeated his opposition to any legislation to lift the ban, he pointed out that any investment in clean energy is good for the economy and job creation.

# Russia Seeks Free Trade with Hong Kong

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Negotiations over free trade with Hong Kong would involve the Eurasian Economic Union (EEU), an economic union created on January 1, 2015, by the leaders of Russia, Kazakhstan, and Belarus, and which Armenia and Kyrgyzstan later joined.

The bloc's objective is to strengthen member countries' integration through a customs union.

During his speech at the Asian Financial Forum, which was held in the Hong Kong Special Administrative Region, Mr Dvorkovich reminded the audience that "We recently concluded the free trade zone agreement between the EEU and Vietnam and are currently negotiating with Israel."

He also mentioned that Russia and Hong Kong plan to sign a comprehensive double taxation [agreement](#). "Moscow hopes to expand financial cooperation with the entire Asia-Pacific region," he added.

More than 40 countries and international organizations expressed their desire to create a free trade zone with the EEU, which covers an area of 20.2 million square kilometers, has an overall market of 182 million people, and produces 3.5% of the world's GDP.

# Chile Ratifies Pacific Alliance Trade Agreements

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- [Regional Panorama](#)
- [Southern Cone](#)

The agreement between Chile, Colombia, Mexico, and Peru was signed in February 2014 and establishes that tariffs on 92% of goods will be eliminated at the time of its entry into force, while those on the remaining 8% will be eliminated gradually.

Chile was the last country to complete the domestic legislative proceedings for the agreement, so it is expected that the trade protocol will be able to enter into force over the next three months.

“Although Chile has agreements with the other three members of the bloc, this protocol will complement and enhance what was already contained in those agreements. Further, it harmonizes those provisions and establishes common standards for the four economies,” said Andrés Rebolledo, head of the General Directorate of International Economic Relations at Chile’s Ministry of Foreign Affairs.

The [protocol \(in Spanish\)](#) that was passed includes a series of provisions which seek to boost trade and investment within the Pacific Alliance and achieve economies of scale.

Trade between Chile and the other three Pacific Alliance countries now represents around 6% of its total trade at the global level.

## Brazil Proposes Exchange of MERCOSUR-EU Offers

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- [Regional Panorama](#)
- [Southern Cone](#)

The Brazilian government [has proposed \(in Portuguese\)](#) an exchange of offers with the EU for the MERCOSUR-EU association agreement, to be completed by March 2016 at the latest, and has expressed that negotiations could be concluded this year.

The Secretary of Foreign Trade at Brazil's Ministry of Development, [Daniel Godinho \(in Spanish\)](#), said that “we want to exchange offers by the end of the third quarter” of 2016.

According to Godinho, whether or not progress is made now depends on the EU. He also mentioned other negotiations that Brazil successfully completed in 2015, such as the automotive sector agreements with Mexico and Colombia.

New life was breathed into the negotiations with the EU in 2015, when each bloc was able to make headway on building harmonized offers. The EU then sought to analyze whether conditions were ripe for a successful exchange of offers—this assessment was to be undertaken by the trade ministers of the countries in the bloc.

In October 2015, Brussels requested “political will” in order to shift the tariff universe that is to be liberalized from 87% to 90%, since the chapter on market access—one of three in the association agreement—was very close to reaching the point at which offers could be exchanged.

# Chile Reiterates its Commitment to Bioceanic Corridors

- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)
- [Southern Cone](#)

The roads, ports, airports, railways, and waterways that make up South America's [bioceanic corridors \(in Spanish\)](#) aim to link the economies of the Atlantic coast with the markets and ports of the Pacific Ocean, so as to then connect with those of Asia and Oceania.

Progress in this area has implied an international coordination effort that has mainly taken place at the South American Infrastructure and Planning Council, [COSIPLAN](#), which is part of the [UNASUR](#) and in which INTAL plays a significant technical role. In the case of Chile, those at work on this task include the Ministry of Foreign Affairs, the National Directorate for State Borders and Frontiers, the General Directorate of International Economic Relations, and the Chilean International Development Cooperation Agency, among others.

The instructs the ministers of foreign affairs of the signatory countries to establish a working group that includes the ministries of infrastructure, public works, transportation, and other related institutions, so as to carry out technical studies and make relevant recommendations.

On the basis of these technical results, the authorities hope to make progress on the creation of the road corridor connecting Campo Grande–Puerto Murtinho (Brazil)–Carmelo Peralta–Mariscal Estigarribia–Pozo Hondo (Paraguay)–Misión La Paz–Tartagal–Jujuy–Salta (Argentina)–Sico–Jama–Ports of Antofagasta–Mejillones–Iquique (Chile).

This working group should also define its organization system and methodology in a regulatory document within the first half of 2016. It should deliver its report over the course of the year as part of an international seminar to be held in Chile.

In 2016, Chile will take on the *pro-tempore* presidency of the [Pacific Alliance](#), as was mentioned in a recent statement by President Michelle Bachelet, who assured that “in this role, we will continue to promote closer links with the MERCOSUR.”

# Caribbean Calls for Funds to Mitigate Climate Change

- [Caribbean](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)

The [search for funds](#) to deal with the flow of resources needed for countries to mitigate and adapt to climate change remains firmly on the agenda for Caribbean governments.

Climate change poses a serious threat to Caribbean countries, despite the fact that their contributions to global greenhouse gas emissions are very low. Due to their size and geographic location, the island states of the Caribbean are particularly at risk from the impacts of global warming.

The Inter-American Development Bank (IDB) has warned that the Caribbean may pay a very high price for inaction in this regard.

Caribbean economies depend on a number of sectors that are vulnerable to climate change, such as tourism, agriculture, and fishing, according to an [IDB report](#).

Caribbean nations will be negatively affected by the continuous rise in sea levels, changes in rainfall and temperature cycles, and the increases in climate variability and natural disasters, as has been stressed by the Intergovernmental Panel on Climate Change (IPCC).

IPCC projections show that losses could be as high as US\$ 22 billion per year by 2050, which represents around 10% of the current Caribbean economy.

Given that climate change is already affecting the region, the prime minister of Saint Lucia, Kenny Anthony, is concerned that there is still a gap between what political leaders say and what the population actually believes.

Ambassador Albert Ramdin, adviser to the Ministry of Foreign Affairs in Suriname, expressed his belief that better communication was needed to close the gap that Prime Minister Anthony referred to.

Detailed projections of climate models for the Caribbean anticipate increases in average atmospheric temperature and sea surface temperature, lower annual rainfall, and the possibility of more intense tropical storms.



The [agreement on climate change](#) signed in Paris in December 2015, during the [21st Conference of the Parties \(COP21\)](#) to the United Nations Framework Convention on Climate Change (UNFCCC), recognizes the importance of avoiding, minimizing, and handling the losses and damages associated with the negative consequences of global warming, of which extreme weather events are a particularly noteworthy example.

# EU Takes Drinks Dispute with Colombia to the WTO

- [Andean Group](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)

The EU has [requested consultations](#) at the WTO regarding what the former describes as discriminatory measures against spirits imported from the EU.

The decision was taken following a series of unsuccessful attempts to address Colombia's taxation system on imported spirits and change practices that—according to the EU—distort market conditions and run contrary to monopolistic competition in the spirits market.

“EU spirits face higher taxes than local brands through higher national consumption tax and higher local charges,” the European Commission said. “Colombia's regional authorities ... impose market-access restrictions on imported spirits,” it added.

The first stage in the formal dispute settlement mechanism at the WTO are consultations between the parties.

Colombia is the largest market in the Andean Community, which also includes Bolivia, Peru, and Ecuador. It represents over one-third of EU spirits exports to the region, which amounted to €41.2 million in 2014, according to industry body SpiritsEUROPE [in a statement](#) celebrating the move.

## Pacific Alliance to Reduce Tariffs in April

- [Andean Group](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)

The four economies that make up the Pacific Alliance [agreed \(in Spanish\)](#) that on April 1, 2016, import duties will be eliminated on 92.1% of tariff items, those on a further 7% will be removed over periods of two, four, and seven years, and only those on the remaining 1% may be maintained for up to ten years.

This process will gradually but completely eliminate import duties over the course of more than a decade. The Pacific Alliance was formed over the last six years and was signed in February 2014. The Framework Agreement entered into force on July 20, 2015, but only in 2016 will the agreements on the elimination of barriers to trade between member countries come into effect.

Francisco de Rosenzweig, Mexico's Undersecretary for Foreign Trade, stated that the entry into force of tariff eliminations will be gradual as the congresses of the four member nations have only just passed the Additional Protocol to the Framework Agreement of the Pacific Alliance.

In the case of Mexico, the decree by which the Mexican Senate ratified this protocol was published in the country's Official Federal Gazette on December 14, 2015.

Once the ten-year period is up, duties will gradually be eliminated for sensitive products such as coffee and bananas for Mexico, and chicken and corn for Colombia, among others. This year, the Pacific Alliance countries need to define the point at which Panama and Costa Rica—which are currently observers—can become members.

Francisco de Rosenzweig, subsecretario de Comercio Exterior de México, expuso que la entrada en vigor de la baja de aranceles será gradual porque el proceso de aprobación del Protocolo adicional de la Alianza del Pacífico que debían realizar los Congresos de las cuatro naciones socias recién se concretó.

# Bolivia and Peru Consider Sharing a Port for Foreign Trade

- [Andean Group](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)

Gustavo Rodríguez, Bolivian Ambassador to Peru, reported that Bolivia [is in negotiations \(in Spanish\)](#) with Peru regarding the use of a seaport for Bolivia's imports and exports via the Pacific Ocean.

The ambassador argued that the sustained growth of the Bolivian economy has generated an enormous volume of imports and exports in terms of both value and weight, and that these "can no longer be handled by ports in Chile."

He also stated that these binational negotiations are at the evaluation stage, with technical, administrative, and financial factors being assessed, but that there is no deadline for the completion of this.

From Bolivia's perspective, the use of Chilean ports is problematic since, it is argued, the Treaty of Peace and Friendship of 1904 is frequently violated, causing enormous economic damages for Bolivian exporters, importers, transportation companies, and businesspeople who make use of these Chilean ports. This is the motivation behind the country's negotiations with Peru.

According to the ambassador, President Evo Morales (Bolivia) and President Ollanta Humala (Peru) are following the project with interest.

# Peru and Ecuador Reduce Trade Barriers

- [Andean Group](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)

[Peru's Ministry of Foreign Trade and Tourism \(MINCETUR\) \(in Spanish\)](#) has signed an Understanding on Trade Issues with Ecuador's Ministry of Foreign Trade and Ministry of Industries and Productivity, in the framework of the Presidential Meeting and 9th Binational Cabinet of Ministers from Peru and Ecuador, which took place in the city of Jaén, Cajamarca, on December 18, 2015. The presidents of the Republic of Peru, Ollanta Humala Tasso, and the Republic of Ecuador, Rafael Correa Delgado, were both present at the event.

The most noteworthy of the agreements reached is the commitment not to impose qualitative or quantitative restrictions on imports of products. Furthermore, with regard to technical regulations, foreign trade brokers will be able to opt for the conformity assessment procedures contemplated in Ecuador's technical regulations, first-party certifications of conformity, the manufacturer's affidavit, the importer's affidavit, or the Ecuadorian Service for Standardization (INEN) quality seal, which will be processed in a similar length of time and at a similar cost for traders from either country.

Regarding sanitary and phytosanitary matters, the respective authorities will establish a priority agenda to expedite the entry of products of animal and plant origin, to be coordinated by the two countries' ministries of foreign trade.

With regard to transportation, a working group has been established to facilitate the normal flow of cargo vehicles, which will take into account the Transportation Authorities' Agreement of 2010. Meanwhile, unjustified checks and sanctions will be prevented.

A working group was also established to review the technical regulations that may be affecting the normal course of bilateral trade.

The ministries in question committed to holding regular meetings in order to keep bilateral trade relations moving smoothly.

# Dominican Republic Negotiates Tariff Reduction for Agricultural Products

- [Central America and Mexico](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)

Katrina Naut, director of the Dominican Republic's Department of Foreign Trade (DICOEX), claimed that the protection and safeguarding of the Dominican Republic's production of sensitive goods were factors that were taken into account during the agricultural negotiations between her country and Central America that gave rise to the [CAFTA-DR](#).

The [tariff reductions \(in Spanish\)](#) for agricultural products in baskets V and F within the [CAFTA-DR](#) agreement—signed by Dominican Republic, the United States, and Central America—entered into force as of January 1, 2016, and include both linear and non-linear reductions, in order to ensure the protection of productive sectors and the most sensitive items.

Both of these tariff elimination categories establish 10-year grace periods, but differ in that the cuts for products in category V are non-linear, which means that from year 11, tariffs would be reduced by 8% of the base rate and then by a further 8% per year subsequently until year 15. According to Ms Naut, Director of [DICOEX \(in Spanish\)](#), from 2016 onwards tariffs will be reduced by an additional 12% each year until year 19, and will be fully eliminated by January 1 of year 20 (2025).

The tariff cuts to category F are linear, which means that from January 1 of year 11 (2016), tariffs will be reduced in ten equal annual stages, such that goods in this category will be duty free from year 20 onwards.

Ms Naut assured that agricultural products, especially those that are considered most sensitive for the country, were negotiated with the longest possible tariff elimination periods in mind. In addition, due to the degree of sensitivity of some of these products, tariff-rate quotas were established for items such as rice, powdered milk, poultry, beef, pork and pork fat, bacon, cheese, yogurt, beans, glucose, and ice cream. Safeguard mechanisms were established for others, including beans, potatoes, onions, and garlic.

Ms Naut explained that for some of these highly sensitive products, out-of-quota tariffs were maintained at their base rate for a considerable amount of time, which is also known as a grace period. This is the case for chicken leg quarters and rice, for which there was no variation in the

base tariff rate of 99% during years 1 to 10 of the CAFTA-DR. The tariff reduction process only started from year 11 (2016), and will continue until 0% is reached in 2025. In other words, these products were negotiated under categories V and F.



# Mexico and Saudi Arabia Sign Bilateral Agreements

- [Central America and Mexico](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)

The [Mexican government](#) recognizes that economic and cooperation instruments help build closer bilateral ties that will make it possible to:

- Increase and protect bilateral investments.
- Promote and expand cooperation and investment in the fields of energy, trade, and tourism.
- Develop joint actions in the fields of clean energy and the fight against climate change.
- Promote collaboration in the fields of science, education, culture, and the arts, and create scholarships for students from both countries.
- Further strengthen air connectivity.

The most noteworthy of these cooperation agreements are the Agreement on Reciprocal Promotion and Protection of Investments, a Memorandum of Understanding on Clean Energy and Energy Issues Related to Climate Change and another for the exchange of information and best practices between PEMEX and the Abu Dhabi National Oil Company.

The agreements and memoranda of understanding signed were:

1. Agreement between the Government of the United Mexican States and the Government of the United Arab Emirates for the Promotion and Reciprocal Protection of Investments.
2. Memorandum of Understanding on Tourism Cooperation between the United Mexican States' Ministry of Tourism and the United Arab Emirates' National Council of Tourism and Antiquities.
3. Memorandum of Understanding to Improve Cooperation on Clean Energies and Energy Issues Related to Climate Change between the United Mexican States' Ministry of Energy and the United Arab Emirates' Ministry of Foreign Affairs.
4. Memorandum of Understanding on Cooperation in the Energy Sector between the United Mexican States' Ministry of Energy and the United Arab Emirates' Ministry of Energy.
5. Memorandum of Understanding on Cultural and Artistic Cooperation between the United Mexican States' Ministry of Culture and the United Arab Emirates' Ministry of Culture, Youth, and Community Development.

6. Memorandum of Understanding to Promote Cooperation in the Areas of Higher Education and Scientific Research between the United Mexican States' Ministry of Public Education and the National Council of Science and Technology (CONACyT) and the United Arab Emirates' Ministry of Higher Education and Scientific Research.
7. Cooperation Agreement for the Establishment of a Joint Scholarship Program between the National Council of Science and Technology (CONACyT) and the Masdar Institute of Science and Technology.
8. Memorandum of Understanding for Cooperation between the United Arab Emirates' Federation of Chambers of Commerce and Industry and the Mexican Business Council of Foreign Trade, Investment, and Technology.
9. Non-binding Memorandum of Understanding and Cooperation between PEMEX and the Abu Dhabi National Oil Company (ADNOC).
10. Non-binding Memorandum of Understanding and Cooperation Agreement between PEMEX and Mubadala Petroleum LLC.
11. Memorandum of Understanding between the National Bank of Foreign Trade and the Dubai Economic Council.
12. Memorandum of Understanding between the National Bank of Foreign Trade and the Emirates National Bank of Dubai.
13. Cooperation Agreement between the National Bank of Foreign Trade and the Emirates Development Bank.

# Intense Agenda for CELAC Summit in Quito

- [America](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)

Heads of state and representatives from Latin America met in Quito on January 26 and 27, 2015, for the 4th Summit of the Community of Latin American and Caribbean States ([CELAC \[in Spanish\]](#)). The main focuses of the forum were the fall in primary product prices, the peace process in Colombia, and the ravages caused by the Zika virus.

Concern over the presence of the Zika virus in some CELAC member countries came up frequently during speeches.

The president of Brazil, Dilma Rousseff, proposed that a regional strategy be designed to combat the virus, which is spread via mosquito bites and is suspected of causing fetal abnormalities.

## Economic Crisis

The president of Chile, Michelle Bachelet, pointed out the need for Latin American economies to diversify their exports, as the region has been affected by the economic slowdown in China, market volatility, and the slump in the prices of raw materials.

In turn, the president of Mexico, Enrique Peña Nieto, argued that the 2030 Agenda for Sustainable Development is the road map for overcoming the complex social, economic, and environmental challenges of our time.

He added that once CELAC's 2016 Action Plan is implemented, the 33 nations in the region will continue to exchange knowledge, technologies, and best government practices, so as to move forward together toward more equal, inclusive, and sustainable development.

## Main Points of the Final Declaration

The points that were agreed on during the 4th CELAC Summit and announced in the heads of state's final declaration covered a substantial number of issues, including:

- Food security
- The United States' economic restrictions on Cuba and the status of the Guantánamo base.

- Solving the dispute over the Malvinas.
- The price Paraguay pays for being a landlocked country with no seaports.
- Developing sustainable tourism in the region.
- Support for the peace process in Colombia.
- Support for the struggle against terrorism and corruption, and in favor of transparency.
- Restructuring sovereign debt.
- Promoting energy development.
- Recovery of cultural goods.
- Financing for development.
- Complete prohibition of nuclear testing.
- Declaration on oceans and seas.
- Protecting migrants from the region.

## Latin American Leaders Meet at Davos

- [America](#)
- [Integration in Motion](#)
- [n233](#)
- [Regional Panorama](#)



President Enrique Peña Nieto and his Argentinian counterpart Mauricio Macri agreed to relaunch the relationship between Mexico and Argentina, so as to build closer trade links.

At the World Economic Forum in Davos, the two heads of state also met with representatives from the private sector so as to attract investments in their respective countries.

President Peña Nieto stressed that the relationship between the two countries shows great potential for growth in trade flows.

The two presidents also agreed that the secretaries of trade of their respective countries would meet to strengthen trade relations and to work together on common policies to present to the G20.

During the forum, President Peña Nieto met with Johann Schneider Ammann, president of the Swiss Confederation, and took part in the plenary session entitled [A New Agenda for Latin America](#).

President Macri met with the vice president of the United States, Joe Biden, who guaranteed that his country would support Argentina if it seeks credit at multilateral agencies.

# Connecting Voices

## Exclusive Videos on Regional Integration

- [Connecting Voices](#)
- [n233](#)

**Institutional Video on the COSIPLAN (in Spanish)**

**Presentation by Alejandra Radl and Ignacio Estévez at INTAL50 (in Spanish)**

# Reading Material on Integration

## How Trade Can Affect Competitiveness

- [Impact Assessment](#)
- [n233](#)
- [Reading Material on Integration](#)

Trade, investment, and the free movement of persons are fundamental for development. So argues [The Case for Trade and Competitiveness](#) (October 2015), a report published by the World Economic Forum, which also details how trade could improve competitiveness and stimulate growth, productivity, and job creation.

The text indicates that trade openness is essential for any country seeking to improve its competitiveness, while also increasing local firms' chances of success and raising the country's chances of participating in Global Value Chains (GVCs).

The document also points out that the trade agreements signed between different nations offer incentives for the private sector to improve productivity and invest in innovation.

The study concludes that once this process is underway, the relationship between trade and competitiveness slips into a "virtuous cycle," in which the two trends continually reinforce one another.

# From Competition to Convergence. The TTIP and International Standards

- [n233](#)
- [Reading Material on Integration](#)
- [Reviews](#)

***“From Competition to Convergence: TTIP and the Evolution of Global Standards”*** reveals the importance of and need for the creation of a standardized, regulated system of international trade standards.

Based on the premise that standards and best practice regulations play a vital role in solving some of the challenges we are currently facing, the authors explore the different characteristics of the European and North American standardization systems and how they relate at the international level.

The European Union and the United States developed their product regulatory systems in different ways, yet they often achieve equivalent regulatory results.

The authors emphasize the need to find a connection between the regulatory solutions used on either side of the Atlantic so as to build a coherent international regulatory environment.

## **The Case of the TTIP**

The study examines a series of guidelines to help move forward on the [Transatlantic Trade and Investment Partnership \(TTIP\)](#), and makes recommendations on the best aspects of both the European and the North American approaches to forging high-quality standards.

A key issue in the ongoing TTIP negotiations is regulatory cooperation between the EU and the USA and improving practices.

Technical barriers to trade (TBT) are one of the main disadvantages for many companies from both sides of the Atlantic seeking to do business with the other side.

The need to adapt products to one or the other regulatory regime also affects firms from other parts of the world.

The WTO [Agreement on Technical Barriers to Trade](#) represents an important commitment to accepting international standards. However, the number of international standards has grown substantially since the beginning of the 1970s. It is clear that in the case of the USA and the EU, all



standards that are incompatible between these two regions—the world’s largest markets—have a negative impact on all product sectors and supply chains at the global level.

One commonly held point of view is that international standardization between the EU and the USA would increase the predictability and the reliability of the international standardization system and would counter the potential appearance of new barriers to trade due to incompatible standards.

Finally, the text paints an encouraging picture of how these same rules can also boost trade, build confidence, and provide brilliant solutions when correctly applied.



National Board of Trade. (2015). From Competition to Convergence: TTIP and the Evolution of Global Standards. Stockholm: Kommerskollegium.

## Bibliographical News

- [Bibliographical News](#)
- [n233](#)
- [Reading Material on Integration](#)

This weekly alert disseminates information on the highlighted documents recently uploaded in the INTAL Documentation Center Data Base (CDI). It also provides links to open access bulletins and journals in Spanish, Portuguese and English. Click [here](#).

# Trade Thermometer

## Legal Instruments of Integration (LII) Observatory

- [n233](#)
- [Trade Thermometer](#)

### This month's trends

During this period, the regional trade policy panorama was marked by extraregional events such as the World Trade Organization Ministerial Conference in Nairobi and the Paris Agreements on climate change, which took place in December 2015. Notable events at the regional level include the 49th Summit of Heads of State of MERCOSUR in December 2015, and the recent 4th CELAC Summit, held at the end of January 2016. Although there was less movement than during the previous period, progress was made on existing agreements, notably Chile's, Colombia's, Panama's, and Peru's regional agreements with partners within and outside of the region; and in the main integration blocs, such as ALADI, CAN, MERCOSUR, SICA, SELA, and UNASUR. Nonetheless, there were advances in negotiation processes that are just beginning and those which are at an advanced stage.

### 360° Panorama

Over the course of the month, headway was made on 21 existing agreements and 11 trade negotiations (one new, seven advanced, and three concluded).

#### *New Negotiation*

- [Ecuador and South Korea begin negotiations for a trade agreement \(in Spanish\)](#)

#### *Advanced Negotiations*

- MERCOSUR/EU [MERCOSUR members press for agreement with European Union \(in Spanish\)](#)
- TPP: Prior to the official signing on February 4, 2016, in Auckland, [New Zealand publishes final version of Trans-Pacific Partnership \(in Spanish\)](#)
- Pacific Alliance: [Pacific Alliance presidents to meet in Quito at 4th CELAC Summit \(in Spanish\)](#)

- Central America/South Korea: [“Coffee and fruit stand out in FTA with South Korea” \(in Spanish\)](#)
- CELAC finalizes details for talks on peace, poverty, and development at the 4th CELAC Summit [\(in Spanish\)](#)
- Peru/Turkey [Metalworking and textile sectors are sensitive in FTA with Turkey \(in Spanish\)](#)
- Panama/Israel: [Positive international negotiations during 2015 \(in Spanish\)](#)

#### *Concluded Negotiations*

- [Negotiations between Colombia and Panama remain in deadlock \(in Spanish\)](#)
- [Five ratifications still needed before Ecuador/European Union agreement is signed \(in Spanish\)](#)

#### *Selected news on trade agreements currently in force*

- ACS: [Cuba to take on \*pro-tempore\* presidency of the Association of Caribbean States \(in Spanish\)](#)
- Central America/European Union: [Nicaragua has yet to take advantage of association agreement meat quota \(in Spanish\)](#)
- Chile/India: [Chile and India make progress on deepening of trade agreement \(in Spanish\)](#)
- [Chile to seek to deepen trade agreement with European Union \(in Spanish\)](#)
- Colombia/Venezuela: [Venezuela to reopen border with Colombia \(in Spanish\)](#) and [Trade agreement between Colombia and Venezuela subject to presidential sanction \(in Spanish\)](#)
- Andean Community (CAN): [Walker San Miguel elected Secretary General of the Andean Community \(in Spanish\)](#) and [European Union earmarks over €9 million to implement new development projects on borders of Andean subregion \(in Spanish\)](#)
- Amazonian Cooperation: [Amazon countries adopt declaration for 21st Conference of the Parties \(COP21\) \(in Spanish\)](#)
- The Plata Basin: [Following repeal of Resolution 1108, negotiations with Uruguay begin \(in Spanish\)](#)
- MERCOSUR: [MERCOSUR countries call for “continental integration” at the 49th Summit of Heads of State \(in Spanish\)](#)
- Central American Integration System (SICA): [Costa Rica leaves SICA political authority \(in Spanish\)](#) and [SICA summit concludes with no solution for Cuban migrants \(in Spanish\)](#)
- SELA: [Regulatory frameworks in subregional integration mechanisms in Latin America and the Caribbean: harmonization and convergence \(in Spanish\)](#)
- COSIPLAN: [Relevant agencies design road integration in South America \(in Spanish\)](#)

- [UNASUR hopes for a “peaceful solution” between Venezuela’s National Assembly and the Supreme Court of Justice \(in Spanish\)](#)

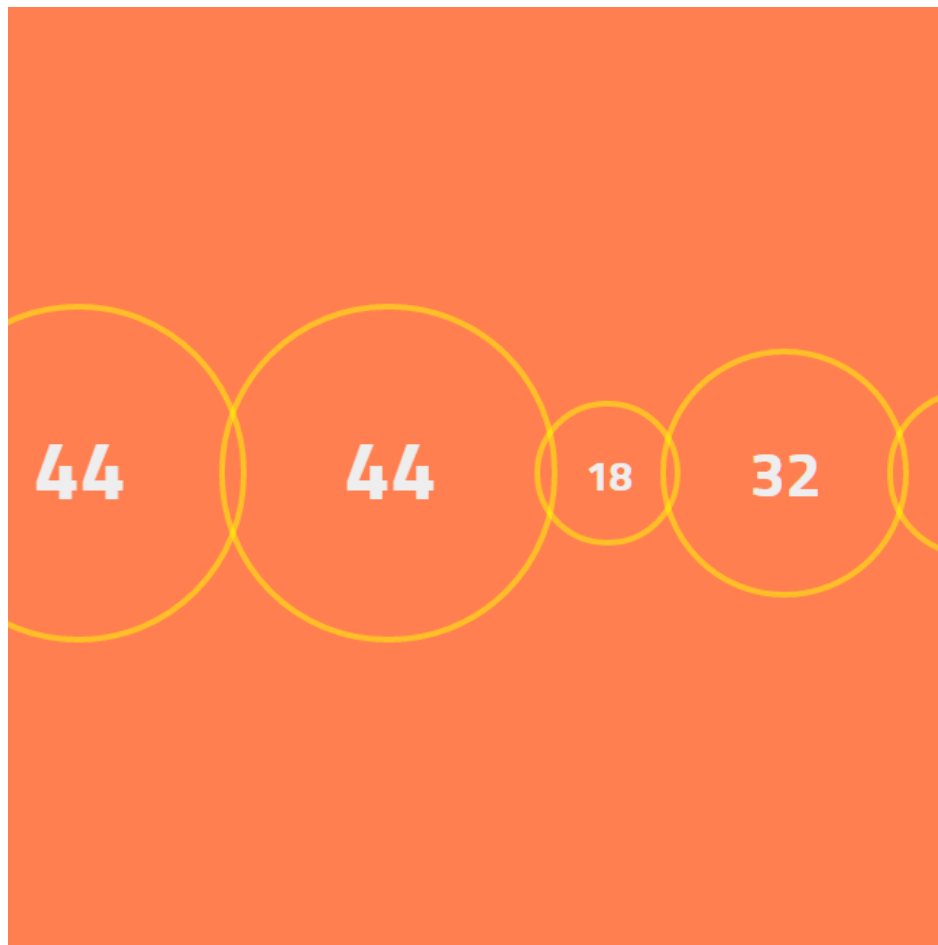
The IJI is an analytical compilation of regulatory texts, commentaries, and monitoring of legal commitments and developments concerning the various integration processes taking place in Latin America and the Caribbean. For news and to learn more about the progress made on trade agreements and negotiations, visit [IJI](#).

# INTAL Interactive Infographics and Fact Sheets

- [n233](#)
- [Trade Thermometer](#)

## Investing in Integration (in Spanish)

For the first time, through transportation, energy and communications projects, a network of South American connectivity is taking shape that will bring countries together and strengthen the region's international integration.



## Integrated Logistics (in Spanish)

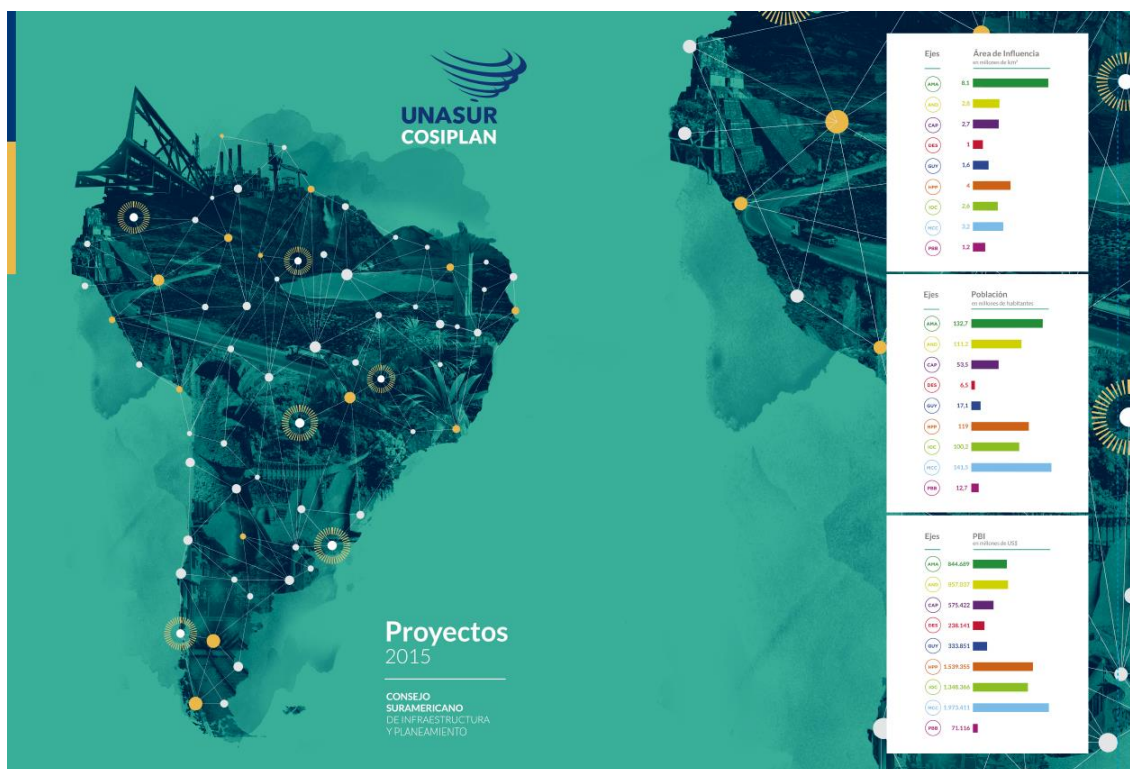
The planning of integration infrastructure is moving towards the use of participatory processes during the early stages of project planning, responding to sectoral, economic, social, and environmental issues.



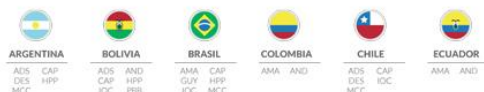
# Investment in Smart Logistics

- [n233](#)
- [Trade Thermometer](#)

([Click here](#))







En millones de US\$ ● Cartera de Proyectos ● Agenda de Proyectos Prioritarios de Integración ●

Cantidad de Proyectos		Nacionales		Binaionales		Multinacionales		Inversión estimada	
593	103	489	74	97	26	7	3	182.435,7	21.135,5

Proyectos por Sector		Proyectos por Tipo de Financiamiento	
Transporte	528	Público	482
Energía	100	Privado	70
Comunicaciones	56	Público Privado	41
	3		12

Proyectos por Etapas		Proyectos por Tipo de Financiamiento	
Perfil	114	Público	482
Pre Ejecución	20	Privado	70
Ejecución	173	Público Privado	41
Concluido	38		12

Proyectos por Sub-Sector		Proyectos por Tipo de Financiamiento	
Transporte	528	Público	482
Aéreo	100	Privado	70
Carretero	25	Público Privado	41
Ferrovial	1		12
Fluvial	262		

Proyectos por Sub-Sector		Proyectos por Tipo de Financiamiento	
Transporte	528	Público	482
Martino	100	Privado	70
Multimodal	25	Público Privado	41
Paro de Frontera	1		12

Proyectos por Sub-Sector		Proyectos por Tipo de Financiamiento	
Energía	100	Público	482
Interconexión Energética	56	Privado	70
Generación Energética	3	Público Privado	41
Comunicaciones	31		12

Proyectos por Países		Proyectos por Tipo de Financiamiento	
ARGENTINA	185	Público	482
BOLIVIA	21	Privado	70
BRASIL	53	Público Privado	41
CHILE	12		12
COLOMBIA	99		
ECUADOR	18		
GUYANA	74		
PARAGUAY	5		
PERÚ	75		
SURINAME	28		
URUGUAY	7		
VENEZUELA	2		

Proyectos por Ejes		Proyectos por Tipo de Financiamiento	
AMAZONAS	74	Público	482
ANDINO	27	Privado	70
CAPRICORNIO	67	Público Privado	41
DEL SUR	13		12
GUAYANÉS	82		
HIDROVÍA PARAGUAY PARANÁ	18		
INTEROCEÁNICO CENTRAL	49		
MERCOSUR CHILE	20		
PERÚ BRASIL BOLIVIA	6		



VI Reunión Ordinaria de Ministros del COSIPLAN

Fuente: COSIPLAN-IIRSA.

# Editorial

## Editorial Staff

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