

## Classification and Environmental and Social Strategy (ESS) Pamplona Highway - Cúcuta - COLOMBIA

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### 1. Project Scope and Objective and IDB Invest Participation

The Pamplona - Cúcuta corridor (the "Project") is part of the fourth-generation ("4G") concessions program headed by the Colombian government through its National Infrastructure Agency ("ANI"). The project involves the financing, construction, improvement, resurfacing, and maintenance of a 62.00 km-long road connecting the towns of Pamplona and Cúcuta (through the municipalities of Pamplona, Pamplonita, Chinácota, Bochalema, and Los Patios), located in the department of Norte de Santander in Colombia, on the border with Venezuela. The concession contract, the term of which is 25 years extendable up to 29 years, was awarded in June 2017 to Unión Vial Río Pamplonita S.A.S. ("UVRP" or the "Concessionaire").

For construction purposes, the Project has been divided into six stretches or functional units (UFs): UF1, which involves the construction of a 4.02 km long single lane bypass in the city of Pamplona, including a 1.30 km long two-way tunnel; UF2, which comprehends the construction of an 8.50 km long second carriageway to connect the towns of Pamplona and Pamplonita; UF3, which includes the construction of a 14.95 km long second lane between Pamplonita and El Diamante, including a 1.07 km long one-way tunnel; UF4, which involves the construction of a 17.54 km long second lane between El Diamante and La Donjuana; UF5, which comprises the construction of a 5.92 km long second lane between La Donjuana and Los Acacios, including a 392 m long one-way tunnel; and UF6, which involves the resurfacing of 72.88 km of the existing way between Pamplona and Los Patios, and the construction of a second 0.60 km roadway between the Los Acacios toll booth and the town of Los Acacios.

Construction activities for the Project began in August 2018 and the estimated duration is as follows: UF1, 48 months; UF2 48 months; UF3, UF4 and UF5, 60 months; and UF6 36 months. Construction of the project is 75.8% complete as of May 2022. The planned work is expected to be completed during the first half of 2023.

### 2. Classification and Environmental and Social Strategy

The project has been pre-classified in Category A, in accordance with IDB Invest's Environmental and Social Sustainability Policy ("ESSP") since it will likely generate the following environmental and social risks and impacts: i) gas and dust generation; ii) increased noise levels due to heavy machinery use and increased vehicular traffic; iii) domestic and industrial waste production; iv) soil compaction due to machinery traffic; v) possible soil contamination; vi) solid waste generation (excavation material, pavement waste, rubble, paper, wood, scrap metal, greasy rags, etc.); vii) vehicular traffic interruptions or stoppages; viii)

water resource appropriations; ix) plant cover removal; x) physical or economic displacement of the population due to the release or composition of the right-of-way; and xi) generation of expectations regarding employment opportunities that may arise from the foreseen activities. The expected intensity of these impacts is considered medium-high to high.

To date, the Concessionaire, after having prepared the Environmental Impact Analyses (EIA) for UF1, UF2, UF3, UF4, and UF5, has obtained the following environmental licenses from the National Environmental Licensing Authority (Autoridad Nacional de Licencias Ambientales (ANLA): i) for UF1 (Resolution 1071 of 2019); (ii) for UF2 (resolutions 1979 of 2018, 2046 of 2019 and 1674 of 2020); (iii) and for UF3, UF4 and UF5 together (resolutions 2539 of 2019, 1705 of 2020, 277 of 2021, 582 of 2021 and 1891 of 2021). It also obtained independent natural resource use permits and prepared Adaptation Plans for the Environmental Guides (“PAGA”) for UF6 (resurfacing and improvement works), which received the nonobjection of the Project’s Supervision.

The Environmental and Social Due Diligence (“ESDD”) process, which will be supported by an independent Environmental Consultant, will include interviews with executives from the Concessionaire's key areas (environmental, social, occupational health and safety), analyze its Environmental and Social Management System (“ESMS”), including all related plans and procedures, and assess any baseline social and labor information related to the Project, among other aspects. Based on the ESDD, IDB Invest will confirm the Project's categorization, identify any possible compliance gaps regarding the ESSP, and define an Environmental and Social Action Plan (“ESAP”) to close such gaps.

Based on the information received and reviewed so far the Performance Standards (“PS”) triggered by the Project are: PS1: Assessment and Management of Environmental and Social Risks and Impacts; PS2: Labor and Working Conditions; PS3: Resource Efficiency and Pollution Prevention; PS4: Community Health, Safety, and Security; PS5: Land Acquisition and Involuntary Resettlement; PS6: Biodiversity Conservation and Sustainable Management of Living Natural Resources; and PS8: Cultural Heritage. The final determination of the PS triggered by the Project will be done by the end of the ESDD process.

Once the ESDD process is completed, an Environmental and Social Review Summary (“ESRS”), along with the corresponding ESAP, will be prepared and published on this website.

### **3. Additional Information**

For questions about the Project please contact Concesionaria Unión Vial Río Pamplonita S.A.S:

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For questions and comments to BID Invest, please contact:

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|--------|--|
| Name:  | BID Invest Communication Group   |
| Email: | <a href="mailto:requestforinformation@idbinvest.otg">requestforinformation@idbinvest.otg</a> |

In addition, as a last resource, affected communities can access IDB Invest's Independent Consultation and Investigation Mechanism (ICIM) as follows:

Phone number: +1 (202) 623-3952  
Fax number: +1 (202) 312-4057  
Address: 1300 New York Ave. NW Washington, DC. USA. 20577  
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