

Classification and Environmental and Social Strategy (ESS) Troncal del Magdalena II - COLOMBIA

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1. Project Scope and Objective, and IDB Invest Participation

The Troncal del Magdalena II project (the “Project”) is the fourth project of the fifth generation (“5G”) concession program led by the Government of Colombia through its National Infrastructure Agency (“ANI”). The Project was awarded to the company Estructura Plural Autovía Magdalena Medio (the “Concessionaire” or the “Client”), formed by KMA Construcciones S.A. (50%) and Ortiz Construcciones y Proyectos S.A. (50%).

The Project considers the financing, construction, improvement, rehabilitation, and maintenance of the Sabana de Torres–Curumaní road (the “Corridor”), which is 272 km long and joins the towns of Sabana de Torres, located in the Department of Santander, with Curumaní, located in the Department of Cesar, running through a small portion of the Department of Norte de Santander.

For building purposes, the Project was divided into 11 stretches or Functional Units (UF, in Spanish). UF0 Rio Sogamoso–San Roque, covering the operation and maintenance of the stretches located at the beginning of the Project; UF1 Rio Sogamoso–Las Pampas, extending along 20.2 km, and covering the construction of a new lane; UF2 Las Pampas–Llano Grande, extending along 9.2 km, involving the construction of a new additional lane across the center of the village of La Gómez; UF3 Rio Sogamoso–El Juncal, extending along 80.7 km, that contemplates the improvement of the current road, the relocation of the La Gómez toll and the construction of the San Martín Norte junction; UF4 Sabana de Torres–Tropezón, which comprises the construction of a new 12.6-km lane; UF5 Tropezón–San Alberto, extending over 9.05 km, that includes the construction of the Tropezón and La Palma by-passes, and the construction of the San Alberto Acceso Sur junction; UF6 La Mata–Pailitas, extending over 20.37 km, that comprises the construction of the La Mata, Pelaya, Floresta and El Burro by-passes, the construction of the Pelaya Sur junction and the Ayacucho vehicle bridge; UF7 Pailitas By-pass, extending over 14.59 km, that includes the construction of the Pailitas by-pass and the Pailitas Sur junction; UF8 Las Vegas–Curumaní, extending over 13.3 km, including the construction of the Las Vegas by-pass; UF9 Curumaní–San Roque, extending over 22.9 km, including the construction of the Curumaní by-pass, the Curumaní Sur junction and five underpasses in such by-pass; and UF10 La Gloria–San Roque, extending along 39.04 km, that comprises the improvement of the current road, as well as its operation and maintenance.

The Project Preconstruction Phase (which, among other activities, includes preparing and submitting the Layout and Geometrical Design Studies, the Work Project Schedules for Functional Units, whose execution should start at the beginning of the Construction Phase, as well as the formalities with State and Environmental Authorities to obtain the permits, licenses, authorizations and concessions required at the beginning of the construction) started in late 2022. The Construction Phase of the Project, which would

be launched in late 2023, will take 47 (forty-seven) months, while the Operation and Maintenance Stage will last 25 years as from the beginning date (December 1, 2022).

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, since it could generate the following environmental and social impacts and risks: i) dust and gas generation; ii) increase in noise levels due to the use of heavy machinery and increase in traffic; iii) domestic and industrial wastewater; iv) compacting of surfaces due to machinery traffic; v) potential soil pollution; vi) generation of solid waste (excavation surplus material, leftovers from surfacing, debris, paper, woods, metallic debris, oily rags, etc.); vii) road blocks and interruptions; viii) use of hydric resources; ix) removal of vegetation; x) physical and economic displacement of the population due to the right of way easement; and xi) generation of expectations regarding the employment opportunities that could result from the planned activities. These impacts are deemed to have medium-high to high importance.

To date, the Concessionaire has in place Environmental Impact Assessments (EIA) prepared by the prior concessionaire and the following environmental licenses granted by the National Environmental Licenses Authority (ANLA, in Spanish). UF0 (Rio Sogamoso–San Roque), UF1 (Rio Sogamoso–Las Pampas), UF2 (Las Pampas–Llano Grande), UF3 (Río Sogamoso–Juncal), UF4 (Sabana de Torres–Tropezón), UF5 (Tropezón–San Alberto), UF6 (La Mata–Pailitas), UF7 (Pailitas by-pass), UF8 (Las Vegas–Curumaní), UF9 (Curumaní–San Roque), and UF10 (La Mata–San Roque), granted through Resolution No. 0997 of November 2012; ii) UFO (San Alberto–La Gloria) granted through Resolution No. 861 of May 2011; iii) La Palma Tropezón and La Gomez by-passes located in UF2 and UF3 (Resolution No. 0968 of August 2014); iv) La Mata by-pass located in UF6 and UF10 (Resolution No. 0759 of September 2012); v) Pelaya (UF6 and UF10), Las Vegas (UF8 and UF10) and Floresta (UF6 and UF10) by-passes, through Resolution No. 0768 of September 2014; vi) Curumaní (UF9 and UF10) and El Burro (UF6 and UF10) by-passes, through Resolution No. 1291 of September 2014; vii) Pailitas (UF7) by-pass, through Resolution No. 250 of September 2015; and viii) Líbano by-pass (Resolution No. 650 of August 2014), Minas by-pass (Resolution No. 652 of August 2014), San Martín by-pass (Resolution No. 651 of August 2014), Morrison by-pass (Resolution No. 653 of October 2014), Juncal by-pass (Resolution No. 164 of June 2014), Aguachica by-pass (Resolution No. 731 of June 2014) and Besotes by-pass (Resolution No. 694 of August 2014).

The Environmental and Social Due Diligence (“ESDD”) process, which will be supported by an independent environmental consultant, will include interviews with key Concessionaire executives (environmental, social, and occupational health and safety areas); analyze the Environmental and Social Management System (“ESMS”), including the related plans and procedures; and assess any Project social and labor information, among other issues. As a result of the ESDD, IDB Invest will confirm the Project’s categorization, identify any potential compliance gaps in terms of the Environmental and Social Sustainability Policy 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”) that the Project is likely to trigger 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 PS 8: Cultural Heritage. The final determination of the PS triggered by the Project will be done by the end of the ESDD.

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

3. Additional Information

For questions about the Project please contact Concesionaria Autopistas del Río Grande S.A.S.:

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

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