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- Volume 2

Folder ID: 30486954

Series: Technical assistance

Dates: 01/04/1967 – 12/29/1967

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ISAD Reference Code: WB IBRD/IDA EXT-10

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Washington, D.C.

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/SF 310/BOL 15--Integrated Transport Survey (2)



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Bolivia - Integrated Transport Study - Survey Numbers - DP/SF/310/BOL 15 -

Volume 2

Bolivia Tsp Project

MINISTER ROBITAL PORCE

DECEMBER 29, 1967

SHEWFLA

IBF COVT.

LA PAZ

BOLIVIA

ASKED UNDP TO COMMIDER AGAIN THE REQUEST CONTAINED YOURLET 2190-67
AND WILL INFORM YOU THRIR DECISION AS SOON AS POSSIBLE STOP UNDP
HAS APPROVED 6,700 BOLLARS ADDITIONAL FOR TRAVEL OF UP TO FORK
COUNTERPARTS TO CALIFORNIA AND SUCH TRAVEL WOULD THEREFORE NOT
REDUCE EXISTING PELLOASHIP ALLOWANCE OF AU,000 BULLARS STOP HOPE
THEREBORE TOT WILL RECOMMIDER DECISION MENTIONED YOUR SECONDO REGARDS

INTRAPRAD

Robert F. Skillings

Western Heedsphere

Cleared with and cor Mr. Hanson

ee: Mr. Engalmann

Mr. R. Jones

/Mr. Milay

Mr. Sassoon

INTERNATIONAL DEVELOPMENT ASSOCIATION

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

Bolivin Top. INTERNATIONAL FINANCE

CORPORATION

INCOMING CABLE

DATE AND TIME

OF CABLE:

DECEMBER 28, 1967 1650

LOG NO.:

RC 30/28

TO:

FAVILLA.

INTBAFRAD

FROM:

LA PAZ

ROUTING

ACTION COPY:

MR. SKILLINGS

INFORMATION

COPY:

MR. ALTER

DECODED BY:

TEXT:

GOBIERNO BOLIVIA

PRIMERO: FINANCIERA USDOLLARS 7.000,0 PARA GASTOS LOCALES DE

SERVICIOS ADICIONALES DEL EXPERTO SCHWARZ

NO ESTA DE ACUERDO CON USO DE FONDOS ASIGNADOS A BECAS PARA SEGUNDO:

VIAJE DE CUATRO CONTRAPARTES A CALIFORNIA

TERCERO: VISTA NO DISPONER RECURSOS ADICIONALES PARA CUBRIR GASTOS

MONEDA LOCAL YA INCURRIDOS EN INVESTIGACIONES DE TRAFICO DE

ESTACION SECA PEDIMOS SE RECONSIDERE MUESTRA SOLICITUD MUMERO

2190-67 ENVIADA A BANCO EN 17 NOVIEMBRE 1967

SALUDOS

BONIFAZ PONCE MINPLANIFICACION

NA

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Mr. Warren C. Beum

Peter Engelmann

BOLIVIA - Transport Survey

On Wednesday I was visited by Mr. K. Clare, Senior Development Economist on the Stanford Research Institute team working for Daniel, Mann, Johnson & Mendenhall on the above study. He had just returned from Latin America and was here to get some general information from the Area Department on the Eank's views regarding economic development in Bolivia. During my talk with Mr. Clare and subsequent telephone conversations with Messrs. Bridgeman and Mendenhall, two points came up which I should like to bring to your attention.

Agreement with Argentina on Railroad Extension

Mr. Clare mentioned that about six weeks ago the Government of Bolivia announced that an agreement had been signed with the Government of Argentina, to extend the existing railroad from Santa Cruz to the west into the La Florida area. This is a multi-million dollar project which is to be paid for by shipments of oil to Argentina. The rail extension is in the direction of the western we system, which many people in Bolivia would like to see connected with the eastern system.

Yesterday morning I telephoned with Mr. Bridgeman, Senior Transportation Economist on the Stanford Research Institute team, who had also just returned from Bolivia. He stated that, to his knowledge, the Bolivian Government had not discussed with the consultants the Argentine agreement on the railroad extension and he was quite upset about the Government taking such a step while the national transport survey is in progress.

I suggest that the Benk obtain further information on this matter and consider what steps, if any, should be taken vis-a-vis the Government of Bolivia.

Problems within the Study Team

Mr. Clare also mentioned that the SRI group was very much behind schedule in their benefit-cost analysis of transport projects because the BMJM group is not providing them with the necessary inputs on cost and traffic. I discussed this matter also with Mr. Bridgeman during my telephone conversation and he confirmed that there may be serious problems unless the necessary inputs are supplied by mid-January. Mr. Bridgeman also mentioned that a rather serious strain had developed between his team and the DMJM team during the last week in Bolivia.

I telephoned Mr. Mendenhall, President of DMJM, to inquire about the situation. Mr. Mendenhall confirmed that the difficulties mentioned by Mr. Bridgeman do exist and stated that he would give the matter his personal and immediate attention. I pointed out to him that the Bank would look to DMJM as prime contractor for the resolution of all internal problems within the team. He promised to report back to me on the steps being taken on January 2, 1968.

PEngelmann tvbr

cc: Mesers. Favilla, Riley, MacKay/Regling, Hardy/North, Hogg/Parthasarathi.

UNITED NATIONS DEVELOPMENT PROGRAMME



PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT

UNITED NATIONS NEW YORK

TELEPHONE: 754-1234

CABLE ADDRESS: UNDEVPRO . NEW YORK

15 December 1967

REFERENCE: DP/SF/310/BOL 15 DP/SF/214/BOL 15

Dear Dick.

Subject: Bolivia - Integrated Transport Survey

Thank you for Mr. Riley's letters of 27 November and 4 December. requesting that an additional amount of \$151,700 be provided for the above project from the reserve for contingencies.

We have reviewed carefully the data in support of the request presented in the letters and have taken due account of the subsequent information provided by Messrs. V. Riley and H. Hansen during their visits here on 8 and 14 December respectively. We wish to confirm the decisions reached during the above meetings on the various aspects of the requested additional activity to be carried out under the project. They are as follows:

1. Local Data Collection Programme

Mr. Hansen indicated that IBRD was not a party to the arrangements for the additional expenditure of \$15,000 over the original \$5,000 for local data collection, which were agreed between the Consultants and the Government. It was agreed that settlement of this item should be left to the parties concerned.

2. Work of Counterpart Personnel in Consultant's Home Office

The additional information provided by Mr. Hansen on the planned programme of the Consultants for the preparation of the final report, which includes activity involving both consultants and counterparts both in Bolivia and the Consultants Home Office and to which the IBRD and the Government agrees, was most helpful in considering this proposal. Accordingly as this is considered an important part of the on-the-job training of the senior counterparts involved in the project the request for an additional \$6,700 for this purpose is acceptable to ENDP. We

Mr. Richard H. Demuth Director of Development Services International Bank for Reconstruction and Development 1818 H Street, N.W. Washington, D.C. 20433

UNITED NATIONS DEVELOPMENT PROGRAMME



PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT

- 2 -

would also hope that full advantage of other possible training arrangements in the area of the Consultants Home Office would be taken into consideration when the counterpart staff is in that area.

3. Extension of Assignment of Railway Accounts and Statistics Expert

From our discussions with Messrs. Riley and Hansen we understand that this proposal is an interim measure, following from exchanges of views between the Government and the Consultants which in turn are reflected in the latters' recommendations of the Progress Report No. 1 (pages 6 and 30). We also understand from Mr. Hansen that the Bank considers further assistance in reorganization of accounting cost data service and management as especially important to accomplish the purpose of the present project and that it will assist the Government in preparing a separate request for further assistance on railways reorganization.

Accordingly we are agreeable to financing an adjustment of the Consultants contract out of contingency funds at an approximate cost of \$45,000, to provide for a one-year extension of the expert and his backstopping from the home office.

4. Additional "Wet Season" Highway Traffic Data Programme

Full agreement was reached on the need for this data to round out the available data necessary for the survey. The estimated cost amounting to \$43,000 (\$31,500 in foreign currency and the equivalent of \$11,500 in local currency) was considered reasonable.

In view of the importance of the programme and in consideration of the Government's reported position that they do not have the necessary local currency to cover expenditures within the country for this additional programme, UNDP, as an exceptional measure is agreeable to providing funds to cover the full costs of this programme.

Yours sincerely,

Myer Cohen

Assistant Administrator

and

Director, Bureau of Operations and Programming

cc: Messrs:

Sassoon

Favilla

Hansen

Reamy

INTERNATIONAL FINANCE

FORM No. 57

OFFICE MEMORANDUM

TO: Working Party

DATE: December 21, 1967

FROM: V. J. Riley

SUBJECT: Bolivia Transport Survey

Mr. Maggs, Deputy Chief, Division of Financial and Administrative Management, UNDP was advised by me today that the estimated cost of the Railway Expert is approximately \$47,000 rather than \$45,000 as stated in UNDP's letter of December 15.

I also indicated that we would now wish to increase the figure for Executing Agency overhead costs from \$6,000 to \$8,000, pursuant to UNDP document CM-97.

He agreed with both the above items, and said they could be inscluded in the amendment to the Plan of Operation. No further clearance by UNDP is required at this time.

VJR:blk

cc: Mr. Sassoon

Mr. Reamy

Mr. Favilla

Mr. Hansen

Bol 15

MULTILLO

DECIMENA 19, 1967

BOLIVIAN RAILROAD

TAF GOVY.

LA PAZ

BOLIVIA

RESERVED DECEMBER 11: UNDP WILLIES TO FINANCE SCHURZ'S EXPENSION UNDER
PRESENT PROJECT FOR ONE TRANSCHIPT STOP PLEASE ADVISE STATUS OF TORK
HEW APPLICATION UNDP FOR ADMITTORAL ASSISTANCE AS DISCUSSED WITH
MESSES HANSON AND REALIES LAST HONZE RESARDS

PAULLIA

IMPRAFIAD

Alberto J. Favilla Vestern Hemisphere Cleared with and cos Hessrs. Engelmann/

oo: Messre. Skillings

B. James Regling Riley

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Record Removal Notice



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Additional Comments			
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		Withdrawn by Salma Berrada	Date May 23, 2025

FORM No. 75 (2-60)

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELO

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FERNATIONAL DEVELOPMENT

CO	RPORATION	ASSOCIATION		
ROUTING SLIP		Date December 12, 1967		
	NAME	ROOM NO.		
2	fr. Fhvilla	584		
2	fr. R. Jones	722		
1	ir. Riley	861		
3	dr. Sassoon	811		
3	fr. Regling	F-332		
	To Handle	Note and File		
	Appropriate Disposition	Note and Return		
1.421	Approval	Prepare Reply		
	Comment	Per Our Conversation		
	Full Report	Recommendation		
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	Initial	Send On		

REMARKS

BOLIVIA - Transport Survey

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INCOMING CABLE

Y

DECEMBER 11, 1967

BAUM, INTBAFRAD

LA PAZ

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RUEGOLE RESPUESTA URGENTE NOTA 2226 DE 22 NOVIEMBRE ATTE MIGUEL BONIFAZ

MINISTRO PLANIFICACION BOLIVIA



Record Removal Notice



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Bolivia - Integrated Transport Study - S	urvey Numbers - DP/SF/3	10/BOL 13 - Volume 2		3048	86954
Document Date	Document Type	,			
12/11/1967	Letter				
Correspondents / Participants From: Vincent J. Riley					
To: Files					
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DECEMBER 8, 1967

BAUM INTRAFRAD

LA PAZ

FELIX SCHWARZ RETORNA EUA PROKIMO 21. URGENTE AGRADECERE CONFIRMAR AMPLIACION SU CONTRATO A FIN PROCEDA DE ACUERDO SOLICITUD 22 NOVIEMBRE ATTE

> ROLANDO PEREYRA MENDEZ SUBSEGRETARIO DE PLANIFICACION Y COORDINACION

MR. BAUM TELEPHONED DURING WEEKEND



Record Removal Notice



File Title Bolivia - Integrated Transport Study - Survey Numbers - DP/SF/310/BOL 15 - Volume 2			Barcode No.		
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Document Date	Document Type				
12/07/1967	Letter				
Correspondents / Participants From: Warren Baum, Assistant Dire To: Mr. F. E. Isgrig	ctor, Projects Department				
Subject / Title Bolivia Transport Survey					
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			Salma Berrada	May 23, 2025	

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INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL DEVELOPMENT ASSOCIATION

OFFICE MEMORANDUM

TO:

Mr. Warren C. Baum

DATE: December 4, 1967

FROM:

D. L. Regling and M. S. Parthasarathi

SUBJECT: BOLIVIA - UNDP Transport Survey - Supervision Mission

Back-to-Office and Full Report

In accordance with the Terms of Reference dated November 9, 1967, Mr. H. Hansen, Mr. Regling and Mr. Parthasarathi visited Bolivia from November 14 to November 23. Mr. Hansen has submitted a report on the administrative matters listed in paragraph 3 of the Terms of Reference; this report covers the technical and economic matters mentioned in paragraph 4.

1. Summary

This is a UNDP-financed integrated transport survey, with the Bank as Executing Agency. The contract between the Government of Bolivia and Daniel, Mann, Johnson and Mendenhall, in association with Stanford Research Institute and Alan Voorhees & Associates, Inc., became effective on March 10, 1967 and field work started in the middle of April. This was the second supervision mission in connection with the survey; the first mission comprising Messrs. North and Hansen submitted a report dated July 6, 1967.

The mission discussed the progress of the survey with Mr. Walsh (DMJM Project Manager), the other members of the Consultants! team who were in Bolivia, and with Messrs. Dalenz and Beyer, the principal counterparts. The mission also met Messrs. Bonifaz Ponce, Minister of Planning and Coordination and Pereyra Mendez, Under-Secretary of Planning and Coordination.

2. Availability of Agricultural Data

The previous supervision mission had highlighted the lack of agricultural production data which was hampering the progress of the survey. Considering the situation in Bolivia, the Consultants have tackled this problem adequately by holding detailed discussions with representatives of the agricultural extension services in most of the departments of the country, the Ministry of Agriculture and other foreign experts working in the agricultural field in Bolivia. The mission is satisfied that the best efforts possible in the circumstances have been made for establishing a fairly reliable basis for forecasting future traffic growth. Similar work has been done in respect of industrial production data.

3. Traffic Data

The Consultants had undertaken in May an eight-day traffic count and origin-destination study. A second count is now proposed in December to supplement the earlier count and to obtain a better picture of seasonal fluctuations in traffic.

4. Economic Work of Consultants

The Consultants were proposing to work out a benefit-cost ratio after discounting costs and benefits by what, in their opinion, was the opportunity cost of capital in Bolivia which they estimated at 18 per cent. The Bolivian counterparts strongly disagreed with this estimate of the cost of capital and suggested 8 per cent as a suitable discount rate for infrastructure projects. The mission's suggestion, to which the Consultants and the counterparts agreed, was that working out the internal rate of return would eliminate the need to estimate the opportunity cost of capital in Bolivia and still yield the results desired. Other aspects of the economic work of the Consultants are generally satisfactory.

5. Work of Railroad Advisers

In assessing the work of railroad advisers provided by the Consultants, the mission feels that the basic difficulties of the Bolivian Railways are a shortage of trained manpower and a general reluctance to change. The management and the main executive posts are held by university-trained engineers who, however, are lacking in experience outside Bolivia. The senior posts in accounting and statistics are held by men without university or professional training and without knowledge of sound accounting techniques. At no level can a clear financial or operating picture of the Railways' activities be obtained. Unsatisfactory conditions in the workshops, stores and train operations reflect this weak staff position.

In these circumstances, while the railroad advisers have done the best they can, their contracts have been too short to bring about fundamental changes. Also the advisers themselves are more experienced in operations than in management. The best work of the advisers has been in the area of accounting and statistics and the Bolivian Railways' request, supported by the Government, for the extension of the services of the expert in this field, so that he can continue his work without break, is justified.

The mission also feels that a sound rehabilitation and maintenance program for track will be worked out by the expert in this field. The traffic development adviser has done good work, but it is difficult to sell the poor services that the railroads are providing. The workshops adviser has done all and more than could have been expected (having actually run a workshop for 3 months when the Bolivian manager was dismissed) but he has not had time to set up a training program for the proper use and maintenance of diesel locomotives. The operations adviser has encountered reluctance on the part of the Bolivians to accept any of his recommendations to improve train dispatching and operations. The management adviser also has encountered unwillingness on the part of the Bolivians to change their established methods.

In the mission's opinion, the Bolivians need specialized assistance in both railroad management and operation. The question remains, however, whether, given advice, they would use it.

6. Proposed Link Between Eastern and Western Railroad Systems

About a year ago this link was studied and recommended by three experts nominated by the Latin American Railroad Association. The Bolivian Government accepts this study and wishes to go ahead with the construction. It is the opinion of the Consultants, however, that the earlier study was based on unrealistic traffic forecasts. In view of the fact that a new all-weather paved road between La Paz and Santa Cruz is nearing completion, the Consultants came to the conclusion that the Link between the 2 railway networks involving an investment of at least US\$ 45 million (US\$ 30 million according to the Bolivians) cannot be justified at the present time. After travelling over this part of the country, the mission agrees with this opinion. The Consultants recommend no new railroad construction in the next five years during which period the Western system should be rehabilitated and modern maintenance techniques should be implemented both for permanent way and rolling stock. The future of the Eastern system is still being examined by the Consultants who, however, have indicated that they will probably recommend abandonment.

7. Action to be Taken

No action need be taken beyond what is recommended in Mr. Hansen's memorandum of November 22, 1967.

DLRegling:MSParthasarathi:mlc

Jufel M. Riley November 30, 1967 Mr. Rolando Pereyra Mendez Subsecretario de Planificacion y Coordinacion Casilla 3116 La Paz, Bolivia Re: BOLIVIA - Transport Survey Dear Mr. Pereyra Mendes: Thank you for the assistance rendered Messrs. Parthasarathi,

Regling and Hansen during their recent mission to review the progress of the Survey.

We are now in the process of reviewing the various letters brought back by the mission and we hope to come back to them in the very near future. In the meantime we enclose copy of a letter we have today sent to Mr. Walsh giving the Bank's approval of expenditures of up to \$16,400 for data processing and approving the trip of Mr. Cajiao to Bolivia to assist Mr. Crump. We have noted that you have already approved these two items.

Sincerely yours,

Warren C. Boum Assistant Director - Projects Department in charge of Transportation

Enclosure

we: Messrs. Favilla

Jones Riley ~ Sassoon North Parthasarathi. Regling

HHansen rurg IBRD

Hr. Riley

November 30, 1967

Mr. Donald A. Walsh Project Henager Dandel, Mann, Johnson & Mendenhall Edificio Conavi La Paz, Bolivia

Re: BOLIVIA - Trensport Survey

Dear Mr. Walsh:

I would like to take this opportunity to thank you for the assistance rendered Mesers. Parthasarathi, Regling and Hensen during their recent mission to Bolivia. The various letters brought back by the mission are presently being reviewed and we hope to return to them in the very near future.

We have, however, already completed our review of your letter of Nevember 17, 1967 requesting approval of an expenditure of up to US\$16,400 as fellows:

1.	Conversion of 1966 Reilroad O.& D. Data from IBM cards to discs or tapes	US\$	2,700
2.	Keypunch and verify Highway O.& D. Survey Data		1,300
3.	Summary and Analysis of Present Traffic		8,700
4.	Forecasting of Future Traffic		3,700
	M-4-7	rangements after	as Laa

050 10,400

We have noted that these expenditures all have been or will be incurred in Line, Peru and in McLean, Virginia, and are therefore foreign currency costs.

The Bank has no objection to your spending up to US\$16,400 for the data processing programs indicated above on the understanding that this will not increase the foreign currency ceiling figure in Section 3.03(a) of the Contract. We understand that the Government has already approved this program.

By letter of Movember 15, 1967 you requested approval of Mr. Gajiao as senior engineer to assist Mr. Crump in Bolivia for up to one month.

We understand that Mr. Cajiao has already been working on this project in the home office and that the Government has already approved him. The Bank has no objection to Mr. Cajiao spending up to one month in Bolivia and we understand that this will result in a corresponding reduction in the home office time envisaged in the contract. Your letter did not specifically state the rate for Mr. Cajiao, except that it would be the same as his home office rate. Would you please notify us about the exact rate you are and will be charging for Mr. Cajiao.

Sincerely yours,

Warren C. Baum Assistant Director - Projects Department in charge of Transportation

cc: Mr. Rolando Pereyra Mendez Subsecretario de Planificacion y Coordinacion Casilla 3116 La Paz. Bolivia

> Mr. F. E. Isgrig Daniel, Mann, Johnson & Mendenhall 3325 Wilshire Elvd. Los Angeles, California, 90005

Cleared with in substance and cc: Messrs. Favilla, Jones, Riley, Sassoon, Parthasarathi

ec: Mr. Regling Mr. North

Hansenturg IBRD Mr. Erich K. Lang
Resident Representative of the
United Nations Development Programme
in Bolivia, a.1.
Casilla 686
La Paz, Bolivia

Dear Mr. Lang:

Mr. Hansen has asked me to thank you for the assistance you gave to him and to Messrs. Regling and Parthasarathi during their discussions in Bolivia last month regarding the Integrated Transportation Survey.

Following their return we have written to UNDP headquarters regarding the allocation of contingency funds to meet the additional services needed in connection with this study. The details of this are set out in my letter of November 27 to Mr. Myer Cohen, a copy of which is attached.

We are hoping for an early and favorable reply from the UMDP headquarters and we would expect to be in contact with you again once a decision is reached.

Sincerely yours,

Vincent J. Riley Development Services Department

Enclosure

VJRiley/pme

cc: Messrs. Favilla Hansen



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File Title Bolivia - Integrated Transport Study - Su	rvey Numbers - DP/SF/	310/BOL 15 - Volume 2		Barcode No.		
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To: Mr. F. E. Isgrig						
Subject / Title Bolivia Transport Survey			a.			
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Ref: DP/SF 310/BOL 15

December 4, 1967

Mr. Myer Cohen Assistant Administrator and Director Bureau of Operations and Programming United Nations Development Programme United Nations, New York 10017

Dear Mr. Cohen:

In a discussion by telephone today, Mr. Ambrosek asked for additional information in support of Item 4—Additional "Wet Season" Highway Traffic Data Program—of my letter of November 27, in which additional funds were requested for the Integrated Transport Survey in Bolivia.

Attached is a letter (Spanish and English) dated November 17, 1967, from the consultants to the Government and the Bank. This was prepared in the course of our recent mission to Bolivia and, as you will note, the Spanish text has been approved by the Minister of Planning and Coordination. The letter sets out in considerable detail the background and justification for this additional work, and also gives detailed estimates of the costs.

On the matter of costs, Mr. Ambrosek raised a further point regarding the comparison of the cost of these new "wet season" studies with the apparently lower cost of the earlier "dry season" work. The explanation for this lies, I believe, in the fact that the figures he cited for the dry season study did not include the costs of foreign experts or of their travel to Bolivia. For the dry season work, these expenses were part of the overall costs of the full study under the sub-contract, and no attempt was made to break out separately that part of those costs relating to the traffic studies. For the additional "wet season" data, additional funds are needed and hence all costs are included. We believe these are reasonable for the work to be done.

I trust this information will meet your needs and that you will be in a position to approve the request for additional funds.

Sincerely yours,

Vincent J. Riley Development Services Department

VJRiley:fph

ec: Kessrs. Engelmann/Hansen Skillings/Favilla Sassoon Robert Jones

file

Ref: DF/SF 310/BOL 15

Movember 27, 1967

Mr. Myer Cohen Assistant Administrator and Director Bureau of Operations and Programming United Nations Development Programms United Nations, New York 10017

Dear Mr. Cohen:

In the course of several recent visits to Bolivia, information was obtained about a number of previously unforeseen developments and needs in the Integrated Transport Survey of Bolivia and we have now been approached by the Government to seek additional funds for this purpose. The additional amount that would be needed is estimated to be \$151,700.

As you know, the existing Special Fund allocation is \$834,800 of which \$785,000 applies to sub-contracts. The Government's each contribution for local operating costs is \$110,000. Field work has been in progress since March and will be substantially completed by the end of the year.

The elements for which additional funds are needed are the following:

1. Local Data Collection Programs -- \$15,000

Early in the program expenses were incurred in the collection and processing of various data. The actual cost of this work was about \$20,000 of which about \$15,000 was paid, out of pocket, by the consultants. From the amount of \$110,000 equivalent, which the Government agreed to provide as each for local operating costs, approximately \$5,000 is available for this purpose. The balance, \$15,000, is a legitimate local currency cost but Bolivian funds have not been available for this purpose.

2. Work of Counterpart Personnel in Consultant's Home Office -\$6,700

After discussions with the Belivian Government and the consultants, we have concluded that the most efficient way to complete the final report is to do it in the consultant's home office in the United States. Problems of translation, typing, reproduction and preparation of exhibits in Belivia are great and doing this work there would consume an excessive amount of time of the various expatriate experts assigned to the work. There is, moreover, as indicated above, a shortage of local currency which means that local funds are not available for continuing the work in Belivia. We believe, however, that the maximum participation of Belivian counterpart personnel in the report preparation stage is extremely desirable because of both the contribution that they could make and the training benefits they could derive.

Mr. Myer Cohen

Accordingly, it has been proposed that two or three of the senior counterpart personnel spend approximately one month in the United States for this purpose. The estimated cost, all in foreign currency, would be \$6,700.

3. Extension of Assignment of Railway Accounts and Statistics Excert-487,000

The Government has written to the Bank to request that the assignment of Kr. Felix Schwartz, the expert on accounts and statistics for the railreads, be extended for an additional two years. The Covernment has pointed out that the week in this field cannot be completed within the time originally fereeeen and that the Bolivian personnel associated with this work are not in a position to complete and bring it to fruition without outside assistance. The Government, in its letter to us, says that the work which has been begun and the training of staff working with the foreign expert would be edviously prejudiced if Mr. Schearts leaves now. What is more important, cays the Covernment, is that the Mational Railways, with the introduction of a modern system of accounts and statistics, will be in a position to undertake a reorganization of its operating policies that will unquestionably raise the productivity of the railways. The estimated cost of such an extension would be approximately \$87,000 in fereign currency and \$13,200 equivalent in local currency. The Bolivian railways are prepared to provide the funds for these local currency costs, and to meet the counterpart costs, estimated at appreximately \$33,000 equivalent.

4. Additional "Not Season" Highway Traffic Data Program -- \$43,000

Early in the survey, extensive origin and destination studies were undertaken to obtain highway traffic data covering the peak dry-season traffic period. It new appears, however, that this and other available data is not sufficient to make a satisfactory projection of the traffic to be expected from wet-season conditions and from agricultural barvesting periods. Accordingly, it is proposed that additional data be collected. The cost of this program is estimated to be \$31,500 in foreign currency and \$11,500 equivalent in local currency.

It is recognized that about \$26,500 of the amounts sought under Items 1. and 4. above could properly be considered local currency costs. However, we are strongly convinced that, except for the additional funds to be provided by the reilways under Item 3, it is not possible to obtain additional local funds from the Covernment of Bolivia for these purposes. Our mission also discussed this with Mr. Brik Lang, the UMDD Resident Representative, a.i., in La Pas. He pointed out that the Covernment has so far been unable to meet all of its local currency obligations for some other UNDF projects and that, therefore, it would be meither appropriate nor useful to seek further Covernment cash contributions for this project.

On the basis of the work already authorised and completed, a revised budget for this project is being prepared. However, it is already clear that the funds made available in the original UMDP allocation will be virtually exbausted by the work new in progress and that none will remain for use in connection with the items referred to above.

Mr. Myer Cohon

The Bank fully supports the proposals set forth above for additional funds and we accordingly request that you provide the needed \$151,700 from the reserve for contingencies for the Special Fund component. Because of the circumstances noted, we would also request your agreement that part of any funds provided be usable for meeting the local currency costs indicated above. Our missions have assembled considerable data in support of these requests and we would be happy to meet with you in New York to review this, as appropriate. If these requests are approved, we would, of course, propose such amendments to the Plan of Operation as may be necessary. Meanabile, we look forward to hearing further from you on this matter. Because of the imminence of most of the work for which additional funds are requested, your early attention to this would be greatly appreciated.

Sincerely yours.

Vincent J. Riley Dovelopment Services Department

VJR11ey: 19h

Cleared with and co:

Skillings/Savilla Meesre. Rebert Jones SANSONN

ec: Mr. Hansen

FORM NO. 75 INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPME

(2-50) INTERNATIONAL FINANCE

IN NATIONAL DEVELOPMENT

	ASSOCIATION	
ROUTING SLIP	November 22, 1967	
NAME	ROOM NO.	
Mr. Riley	842	
To Handle	Note and File	
To Handle Appropriate Disposition	Note and File Note and Return	
Appropriate Disposition	Note and Return	
Appropriate Disposition Approval	Note and Return Prepare Reply	
Appropriate Disposition Approval Comment	Note and Return Prepare Reply Per Our Conversation	

From

REMARKS

A.J. Favilla

Alberto J. Favilla

BOLIVIA - Integrated Transport Study

- 1. Mr. Robert T. Brown, of ECLA, visited the Bank on November 15, 1967, and was seen by Messrs. Havlik, Skillings and Favilla. Mr. Brown had come to Washington to attend IDB's conference on transport integration in Latin America and had been asked by Mr. Havlik to visit us.
- 2. Mr. Brown reported that the Bolivian Government had requested that ECLA provide technical assistance to help Bolivia to review the draft consultants' report before it was put in final form, and that ECLA had agreed to send him (Mr. Brown) to Bolivia in March 1968 for this purpose. Mr. Brown felt that the Government was motivated by the fear that the study would not take into account political and social factors as well as purely economic and technical ones, and had confidence that ECLA would take such factors into account. He also said that he felt that he might be helpful in pursuading the Bolivian Government to accept recommendations which at first sight were unpalatable.
- 3. Mr. Skillings said that he did not think the Bank could have any formal objection to the Government's asking for this assistance from ECIA. He said, however, that personally it seemed to him somewhat odd that another agency of the U.N. should be brought in to participate in the preliminary review of a study that was being financed by UNDP and executed by the Bank. The Bank would endeavor to ensure that the recommendations of the consultants were based on strictly economic and technical factors and he hoped that Mr. Brown would lend his support to those factors.

How der Przesk VIEW Phin

> Cleared with and cc: Mr. Skillings cc. Messrs. Havlik Riley Engelmann/Hansen North/Regling/Parthasarathi

AJFavilla/RFSkillings:mdk



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INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL DEVELOPMENT ASSOCIATION

OFFICE MEMORANDUM

To: Mr. Warren C. Baum

DATE: November 22, 1967

FROM: Harald Hansen

SUBJECT: BOLIVIA - Transport Survey

Back-to-Office and Full Report

According to Terms of Reference dated November 9, 1967, a mission composed of Messrs. M. S. Parthasarathi, D. L. Regling and H. Hansen visited Bolivia to review with the Government and the Consultants the progress of the Transport Survey. Mr. Hansen visited Bolivia from November 13 to November 19 while Messrs. Parthasarathi and Regling visited Bolivia from November 14 to November 22 and 23, respectively.

This report covers the administrative matters listed in paragraph 3 of the Terms of Reference. Upon their return to the Bank, Messrs. Parthasarathi and Regling will report on the technical and economic matters indicated in paragraph 4 of the Terms of Reference.

1. Summary

The Survey is a UNDP financed integrated transport survey with the Bank as Executing Agency. The contract between the Government of Bolivia and Daniel, Mann, Johnson and Mendenhall in association with Stanford Research Institute and Alan Voorhees & Associates, Inc. became effective on March 10, 1967 and field work started mid-April.

This was the second supervision mission in connection with the Survey; for report on the first mission see memorandum from Messrs. North and Hansen dated July 6, 1967.

The main problems identified by the previous mission, lack of local currency and traffic data, still persist. The Working Party should give urgent consideration to the letters brought back by the mission relating to these points. These letters include requests (1) that \$15,000 of foreign currency be used to cover the local currency cost of completed data collection programs; (2) that field work be completed in Bolivia by December 20; ((3) that the service of Mr. Schwarz be extended; and (4) that a "wet season" traffic data collection program be undertaken.

2. Local Currency Availability and Needs

The mission discussed this question with Messrs. Pereyra Mendez (Under-Secretary of Planning and Coordination), Dalenz (Coordinator of counterparts), Beyer (Chief of the counterparts), Calvimontes (Coordinator of technical assistance in the Ministry), Walsh (DMJM Project Manager), General Paz Soldan (DMJM Administrative Assistant), and Lang (UNDP Resident Representative). The mission also met briefly with Mr. Bonifaz Ponce (Minister of Planning and Coordination).

In his letter of October 18, 1967, the Minister had requested the Bank's approval of reimbursement of \$20,000 for certain specified data collection programs. It was not clear from the letter to what extent these costs were local or foreign currency costs and how they were related to the \$16,000 requested by the Consultants for data processing (letter of July 25, 1967).

On the basis of the mission's discussions it is clear that the \$20,000 are, with only minor exceptions, local currency costs which have already been incurred for various special data collection and preparation programs. It may be noted that a substantial part of the data collection programs was undertaken by a Bolivian firm under sub-contract and that the data preparation was done by IBM in Bolivia or on IBM machines rented or owned by other Bolivian entities.

The following is a revised breakdown of the data collection and preparation programs involved:

મુક્ક મુક્કિલાના પ્રોપ્ત કરા કરોલી કર્યું મોર્કિક કરાવાના માટે કેમને આ માટે જાણે.	US\$ Equivalent
representative species of a stress from the second section of the	
1. Travel and per diem for Bolivian personnel	4,336.05
2. LAB statistical tables	202.00
3. Highways surveys (origin destination)	10,384.47
4. Punching air traffic data on IBM cards	600.87
5. Preparation of IBM cards for Railroads	119.23
6. LAB statistics for aviation fuel	53.00
7. IBM Bolivian Mining Corporation	55.00
8. IBM San Andres aviation statistics	271.00
9. Transportation cost data collection program	1,155.48
10. Industrial data collection program	201.05
11. Agricultural data collection program	1,453.23
12. Other (mainly contingency, since some invoice	es
are late)	1,168.62
	Approximate of the selection of the sele
U	S\$ 20,000.00

By letter of November 17, 1967 the Ministry indicated that it was unable to provide local funds over and above the \$110,000 equivalent indicated in the Contract and the Plan of Operation. It therefore requested that the Bank take the necessary steps to permit \$15,000 in foreign currency to be used to cover part of the local currency costs of these data collection and preparation programs, indicating that the equivalent of \$5,000 could be covered within the \$110,000 equivalent Government cash contribution. In

the letter the Ministry emphasized that these costs were incurred for programs not envisaged at the time of the contract negotiations and that these programs were essential for the survey. The Consultants fully support these views.

According to Mr. Lang the Government has so far been unable to meet all of its local currency obligations under the Plan of Operation for some other UNDP projects. He felt, therefore, that it would neither be appropriate nor useful at this time for the mission to discuss with Mr. Romero Loza (Minister of Treasury and Statistics) any Government cash contribution over and above the \$110,000 equivalent.

3. Termination of Field Work in Bolivia

The mission discussed the Consultants' proposal to terminate field work in Bolivia by December 20 and to prepare the draft final report in their home office.

Mr. Walsh indicated that a first draft of all parts of the report, except the summary, would be ready by December 20 and that he would return to Bolivia for 3-4 weeks in January/February with a revised draft. At that time he would hope to discuss the various recommendations and conclusions with the counterparts and also discuss any points arising from their review of the first draft. Mr. Walsh suggested that three or four of the key counterparts participate in the preparation of the draft final report in los Angeles.

In his letter of November 17, 1967, Mr. Walsh formally proposed the above arrangement, indicating that the shortage of local currency and the lack of good typing and translating services in Bolivia necessitated this procedure. Mesers. Dalenz and Beyer agreed that this would be the best arrangement under the present circumstances; this agreement was formalized by Mr. Pereyra Mendez countersigning the letter.

Messrs. Dalenz and Beyer could not at this time indicate specifically how many counterparts might be going to Los Angeles and for how long, but asked that the Bank consider how the foreign currency cost of such an arrangement could be covered (tentatively the cost may be estimated at \$4,000).

4. Ministry Approval of Foreign Currency Invoices

The mission discussed with Mr. Pereyra Mendez the need for prompt approval of the Consultants' foreign currency invoices and their transmittal to the Bank in accordance with the Contract.

The foreign currency invoices for the months of March through September were approved and signed by Mr. Pereyra Mendez on November 18 and given to the mission.

5. Fellowships and Training of the Counterparts

The mission discussed the use of the UNDP allocation for fellowships (\$40,000) with Messrs. Pereyra Mendez, Dalenz, Beyer, Calvimontes, Lang and Walsh as well as with representatives of the National Railway and the Direction de Ferrocarriles.

The following is a tentative breakdown of the use of the fellowship allocation:

Field of Study	Number of Fellowships	Country of Study	Study Period 1968 1969 (months)
Diesel Shop and Diesel Operations	2	Mexico	12
Train Movement and Traffic	2	Spain	6 6
Railroad Statistics and Accounting	1	U.S.A.	12
Computer Operations	1-2	Puerto Rico	2
Railroad Commercial	- by 1		
Traffic Solicitation	2	U.S.A.	6 6
Air Communications	1	3	12
Water Transport and Port Construction	1	Holland	6
Water Transport and			
Marine Operations	1	U.S.A.	6
Public Administration an Business Administration		?	12
Transportation Economics	1	U.S.A.	12
Financial Analyst	1	?	6
Highway Statistics and . Traffic		?	6
Total	15 - 16		62 60

The total cost of the tentative program is estimated at \$36,600 (average \$3,600 per year).

The detailed arrangements will be discussed further between the Ministry, the National Railways and Mr. Lang. The detailed program, including the curricula vitae of each candidate, will then be submitted to

the Bank. The mission asked for and received from Mr. Walsh his personal recommendations as to possible candidates for the different fellowships.

The mission explained to Mr. Walsh and other key experts the importance of discussing methodology and all other aspects of the survey with the counterparts. According to Mr. Walsh, the relationship with the counterparts has recently improved and no complaints were received from Massrs. Dalenz and Beyer on this point.

6. Further Assistance for the National Railways

The mission discussed the need for and scope of possible further assistance to the railroad with Messrs. Montero Valasco (President of the National Railways), Mendez (General Manager), Murillo Cazas (General Manager Designate), as well as with Messrs. Dalenz, Beyer and Walsh. This was also in more general terms discussed with the Direction de Ferrocarriles and with Messrs. Calvimontes and Lang.

Railroads, according to Mr. Walsh, definitely have a role in the present and future transport system of Bolivia, though probably on a reduced scale. It was generally agreed that further assistance to the Railroads would be necessary to improve operations.

It is expected that Mr. Regling will bring back a formal request for an immediate extension of the services of Mr. Schwarz by 24 months. The Consultants estimated that the cost of such an extension would be \$86,612 in foreign currency and \$13,200 equivalent in local currency. The Railroad was most anxious to obtain the extension for Mr. Schwarz and was prepared to cover the local currency costs. Mr. Schwarz expressed his willingness to stay on provided his basic salary be increased; this increase is included in the above cost estimate.

It is also expected that the UNDP and the Bank will shortly receive a request for further assistance to the Railroad as follows:

2.	Diesel maintenance planning Diesel equipment	24	months
3.	Train operations and control	18	n
4.	Commercial policy	18	13
5.	Maintenance-of-way	18	- 11
		96	months

The foreign currency cost of this additional assistance is tentatively estimated at \$500,000. The Railroad is prepared to cover the direct local currency cost on the 15 per cent basis, tentatively estimated at \$35,000-40,000, as well as to provide the necessary services and facilities.

While expressing general satisfaction with the present railroad advisers, the Railroad indicated that for the additional assistance they would need experts who could work more directly with the management in planning and improving overall operations.

ALC:

The mission learned from Mr. Lang that the January UNDP Governing Council is expected to consider four different requests from Bolivia and that probably two other requests will be ready for June consideration. The mission therefore suggested that the Government's request for additional railroad assistance should clearly indicate the relative priority of such a request.

7. Additional Highway Traffic Data Collection

The mission discussed the Consultants' recommendation that an additional highway traffic data collection program be undertaken in order to obtain "wet season" traffic data. Mr. Walsh and key experts felt that such a program is necessary in order to develop seasonal factors for expansion and projection of traffic data. Mesers. Dalenz and Beyer fully supported this view and even went so far as to indicate that without the additional program serious doubts might exist concerning the overall validity of the traffic data and the proposed investment program.

By letter of November 17, 1967, the Consultants formally recommended that such an additional data collection program be undertaken in the form of seven-day traffic interviews at 15 stations throughout Bolivia. The cost of the program was estimated at \$31,500 in foreign currency and \$11,500 equivalent in local currency. By separate letter of the same date the Ministry indicated its support of such a program. The Ministry stated, however, that it would not be able to cover the local currency costs and requested the total cost of the program (\$43,000 equivalent) be covered from the UNDP Contingency Fund.

8. Data Processing

By letter of July 25, 1967 the Consultants had requested approval of the use of up to \$16,400 for data processing but no allowance was made for it in the Contract due to the difficulty in estimating its cost. The need for data processing was recognized at the time of the contract negotiation. The Bank on August 8 approved the use of up to \$15,400 for data processing; \$1,000 equivalent being considered a local currency cost. This request was never approved by the Ministry.

The above request was superseded by a revised request dated November 17, 1967. The revised request indicated a total foreign currency cost of \$16,400 for data processing in Lima and Mc Lean. The Ministry has approved and countersigned the request.

9. Miscellaneous

The Ministry on November 18, 1967 approved the revised rate for Mr. Benscheidt (this was approved by the Bank on October 10).

By letter of November 15, 1967 the Consultants indicated that an additional traffic engineer would be needed in Bolivia for about one month and requested the approval of Mr. Cajiao for this position. The Ministry has approved and countersigned the request.

10. Action to be taken

The Bank should give urgent consideration to the following requests:

- 1. that up to \$15,000 be used to reimburse the local currency costs of certain data collection programs which have already been completed;
- 2. that the Consultants terminate field work in Bolivia by December 20 and that financing be arranged to cover the necessary travel of some counterparts to Los Angeles;
- 3. that the services of Mr. Schwarz be extended for 24 months;
- that up to \$13,000 be approved for "wet season" traffic data collection program;
- 5. that up to \$16,400 be approved for data processing; and
- 6. that an additional highway traffic engineer be approved for one month.

If favorable consideration is given to items 1, 2, 3 and 1 above, the Bank should urgently request UNDP approval of the use of up to \$150,000 from the UNDP Contingency Fund for these purposes and specifically that up to \$27,000 of these be used to cover local currency costs in connection with the data collection programs.

The Bank should discuss with the Consultants the need for a formal contract amendment resulting from the above considerations and from the better cost estimates now available. The Bank should also consider the need for a third mission to Bolivia to obtain the Ministry's signature on such formal amendment and prepare any amendment to the Plan of Operation related thereto.

HHansen:urg

cc: Messrs. Chadenet, Bell, Piccagli, Spottswood, Lipkowitz, Sadove Miss Van Gasse

Messrs. Skillings, Favilla, Riley, R. Jones, Lecuona/Sassoon,
Parthasarathi, Regling, North
Chronological Files
Front Office Files

Operational Files

The following letters are all supposed to be Spanish translations of the English language letters signed by Mr. Walsh. The Spanish translations have been signed by Mr. Pereyra Mendez for the Ministry and are attached to indicate that the requests are joint Consultants/Ministry requests.

DANIEL, MANN, JOHNSON, & MENDENHALL

La Paz, Bolivia 17 de Noviembre de 1967

Señor Ministro Dr. Miguel Bonifaz Ponce Ministro de Planificación y Coordinación Edificio Conavi La Paz, Bolivia



PRESIDENT
IRVAN F. MENDENHALL, C.E.
EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A.
ARTHUR E. MANN, A.I.A.
S. KENNETH JOHNSON, A.I.A.
STANLEY A. MOE, A.I.A.
T. K. KUTAY, A.I.A.

2193-67

Ref: Estudio Integral de Transportes en Bolivia Itinerarios aprobados del Personal Costo Estimado en SUS Dólares

Señor Minstro:

Como es de su conociémiento nuestros planes presentes son completar la mayor parte del trabajo proyectado en Bolivia hasta el 20 de Diciembre y luego tomar los datos e informes preliminares a los Estados Unidos y completar alli los informes finales. En vista de la falta de moneda local creemos que continuar con el proyecto en Bolivia despúes de Diciembre generaría gastos y obligaciones para pagos de costos locales mayores a los fondos disponibles o que se anticipa serán disponibles por el Gobierno Boliviano durante el período restante del estudio. También creemos que los problemas de traducción, impresión, reprodución y preparación de cuadros aqui en Bolivia retrasaría indudablemente la completación del informe final y consumiría una cantidad de excesiva tiempo a los varios especialistas norteamericanos asignados para trabajar aqui.

Para continuar teniendo la máxima participación del personal boliviano de contraparte consideramos aún que es extremadamente aconsejable que tres o dos de los contrapartes participen en la preparación del informe final como puntualizamos en nuestra nota de 9 de octubre de 1967.

Antes de nuestra partida los últimos días de diciembre tenemos planeado dejar copias de nuestros informes borradores a las
contrapartes para su revisión y evaluación. Desde el día de nuestra
partida y aproximadamente hasta el 15 de enero de 1968 esperaremos
que las contrapartes preparen una lista de sus comentarios y críticas
del material borrador que recivan de nosotros. Más o menos el 15
de enero de 1968 el Gerente del Proyecto regresará a Bolivia con
borradores más pulidos y para discutir los comentarios de la

PLANNING & ARCHITECTURE & ENGINEERING & SYSTEMS
3325 WILSHIRE BLVD. · LOS ANGELES, CALIFORNIA 90005 · DUNKIRK 1-3663 · CABLE: DIMJIM LOS ANGELES

contraparte con ellos. El estará en Bolivia por aproximadamente 3 semanas, o por el tiempo que sea requerido, para reunirse con la contraparte y/o los diferentes funcionarios de gobierno y revisar el progreso del estudio. Este procedimiento proveerá la continua participación de los contrapartes y los mantendrá informados de nuestras actividades aunque el Ministerio de Planificación no pueda enviar contrapartes para participar en este trabajo en nuestras oficinas en los Estados Unidos. Ponemos también en su conocimiento que el Gerente del Proyecto traerá el próximo Informe de Progreso y un Suplemento Estadistico cuando regrese a La Paz. Durante el período en que el Gerente del Proyecto esté en La Paz el trabajo del informe final continuará su curso en las oficinas centrales. Cuando el Gerente del Proyecto regrese a los Estados Unidos aproximadamente el 15 de Febrero el incorporará al informe final, en todos los alcances que sean aplicable los comentarios de la contraparte. El continuará luego con el trabajo de la preparación del Informe Final y presentará los diferentes borradores, en Inglés y Español, de acuerdo con el Programa I-15 del Informe Progreso # I.

Como estos cambios incluirán un reordenamiento bastante extenso del personal tanto en los EEUU como en Bolivia presentaremos nuestra planilla de personal y el costo estimado en dólares americanos revisado para su aprobación tan pronto como sea posible, esperamos que sea dentro de las dos semanas siguientes.

Considerando este procedimiento essencial para la complementación exitosa del estudio, requerimos pues su aprobación.

Con este motivo, reitero al Señor Ministro, mis distinguidas consideraciones.

Donald A. Walsh

Gerente del Proyecto

Dorald ai Walsh

Aprobado: Alexentat.

Respective de Planificación y Coordinación

Fecha: 17 de Proviembre de 1967

DANIEL, MANN, JOHNSON, & MENDENHALL

La Paz, Bolivia 17 de Noviembre de 1967

Señor Ministro Dr. Miguel Bonifaz Ponce Ministerio de Planificación y Coordinación Edificio Conavi La Paz, Bolivia

y

Señor Warren C. Baum Departamento de Proyectos Encargado de Transportes Banco Internacional Para Reconstrución y Desarrollo 1818 "H" Street, N.W. Washington, D. C.

Señores:

Como Uds. están enterados en la primera etapa del proyecto del Estudio Integral de Transportes en Bolivia, hemos encontrado considerable dificultad al obtener datos exactos de tráfico de carreteras, particularmente de Grigen y Destino. Consecuentemente, realizamos un programa bastante extenso a fin de obtener datos de Origen y Destino, el que se llevó a cabo durante los meses de mayo, junio y julio de 1967 y el cual en nuestra opinión cubrión adecuadamente el período más intenso de tráfico durante la estación seca. Este programa nós proporcionó información precisa con la cual podríamos trabajar. Esperábamos que con ésta, más los records de transporte de los puntos de control en las carreteras podríamos desarrolloar factores estacionales y proyección de datos de tráfico. Sin embargo al presente después de analizar datos proveniented del Servicio Nacional de Caminos, hemos visto que estos records no son lo suficientemente completos para utilizarlos en una estimación de variaciones estacionales. Los datos obtenidos del Servicio, simplemente no demuestran las variaciones que normalmente son de esperarse en condiciones lluviosas o durante períodos de cosecha.

La falta de datos disponibles durante estaciones lluviosas ha sido extensamente discutida con el personal de la contraparte Boliviana, y ellos están de acuerdo con nosotros que el único medio de obtener factores estacioneles exactos es llevando a cabo un estudio suplementario durante la estación lluviosa de noviembre a febrero.



PRESIDENT
INVAN F. MENDENHALL, C.E.
EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A.
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T. K. KUTAY, A.I.A.

y Señor Warren C. Baum

Desde que es aparente en este período del estudio que una gran parte de la futura inversión Boliviana será en el transporte carretero es importante que se disponga de una base mas exacta para evaluar las fluctuaciones estacionales. En vista de esto, hemos desarrollado un programa suplementario para obtener datos adicionales durante la estación lluviosa. Este programa no fué anticipado en el estudio original, pero ahora es considerado como vital para proveer información relativa a los normas estacionales de tráfico.

El programa propuesto consiste de entrevistas de tráfico de 7 días de duración en 15 estaciones através del territorio boliviano. 14 de éstas han sido selccionados de los 27 puntos incluídos en el anterior estudio, y la restante es un punto importante donde previamente se obtuvieron datos en un estudio de USAID. Esto proveerá datos en recuentos de vehículos de varios tipos de carga, volúmenes, como también cambios estacionales en las normas de origen y destino.

El programa necesitará contratar un supervisor para el campo por un período de tres meses y dos viajes adicionales a Bolivia de dos de nuestros Ingenieros de Carreteras. El trabajo de campo requerirá 8 semanas con un grupo de 12 hombres además del supervisor, tres semanas para codificación de los datos y dos semanas de trabajo preliminar. Los dos jeeps usados en el inventario de carreteras estarán disponibles, y serán suplementados por una furgoneta que será alquilada. Espacio de oficina para la preparación y codificación serán provistos por el gobierno boliviano.

Se recomienda que se tomen entrevistas enteras en el campo, usando los mismos procedimientos que en el estudio anterior, con una posible omisión de los datos de tarifas. Posiblemente algunos miembros del personal usado previamente pueden ser recontratados tomándose asi una ventaja de su experiencia.

El costo estimado incluye el traer un supervisor a Bolivia por un espacio de tres semanas además de un tiempo suplementario para el ingeniero de carreteras. La codificación será llevada a cabo en Bolivia. También están incluídos los costos de perforación de tarjetas, sumarización y analisis de estos datos adicionales en las oficinas centrales de Alan M. Voorhees & Assoc., Inc. Desde que este programa no fué anticipado en el estudio original, no es posible desarrollarlo dentro del presupuesto original. Costos adicionales anticipados y programa de operaciones para este trabajo están en los adjunto A, B, y C.

pagina tres, Señor Ministro

y

Señor Warren C. Baum

Como el Ministerio de Planificación ha indicado que Bolivia no cuenta con fondos en moneda local o dólares americanos para financiar este programa, se espera la asistencia del IBRD para obtener los mencionados fondos para el programa, del Fondo Especial de Las Naciones Unidas o de otra fuente tan pronto como sea posible. Es muy importante que el programa sea comenzado a tiempo para asegurar la completación del trabajo en el campo durante la estación lluviosa. En nuestra opinión este programa de datos suplementarios es esencial para el estudio y agregará considerable validéz a los resultados del mismo.

Con este motivo, reitero al Señor Ministro, mis distinguidas consideraciones.

Donald A. Walsh

Gerente del Proyecto

Iralla. Walsh

Aprobado:

Ministro de Planificación y Coordinacion

Fecha: 17 de noviembre de 1967

DAW/ssh

ANEXO A

COSTOS ESTIMADOS EN DOLARES AMERICANOS

Operaciones de Campo (En Bolivia)

Oberaciones de Cambo (am Bolivia)			
Especialista en recolleción de datos de tráfico (3 meses)		8 8475	
Ingeniero en tráfico de carreteras (1 mes)		3530	
Viajes a Bolivia (3 viajes)		1950	
Subtotal		\$13955	
Perforación de tarjetas, Resúmenes y Análisis de Fluctuación			
Perforación de trajetas y verificación de datos	1	\$ 1200	
Computación de costso de fabricación para generalizar			
las unidades y sumarios simples (21hr. IBM 360/40 a \$95)		2000	
Ingeniero de Tráfico de Carreteras (10 días)		1560	
Ingeniero de Planificación de carreteras (30 días)		3460	
Personal en procedimiento de datos (20 días)		1730	
Técnicos especialistas (10 días)		780	
Técnicos (15 días)		900	
Sub-total	-	\$11630	
Origen y Destino de Resumenes y Análisis			
Costos de computación			
(3.5 hr. IBM a \$375)	\$	1300	
Ingeniero en Tráfico de Carreteras (5 días)		780	
İngeniero en Planificación de Carreteras (15días)		1680	
Personal para procedimiento de datos (10 días)		865	
Técnicos especialistas (5 días)		390	
Técnicos (15 días)		900	
Sub-total	\$	5915	
Total del costo en dólares americanos	\$	31,500	
•			

ANEXO B

COSTOS EN MONEDA LOCAL

Subsistencia del supervisor (3 meses	\$b	12.600
Gastos varios del supervisor		1.000
Subsistencia del Ingeniero en carreteras (1 mes)		4.200
Gastos varios del Ingeniero en carreteras		500
		300
Sueldos		
Supervisores asistentes (6 hombres/mes a \$b 1.200)		7.200
Entrevistadores (30 hombres/mes a \$b 650)		19.500
Gastos generales en sueldos (43% de 26.700)		11.500
Subsistencia de campo		
Supervisor y asistentes (50 días a 96 per día)		14.400
Entrevistadores (50 días a 50 per día)		25.000
Subsitencia en La Paz (7 días a 10 per día)		1.000
Renta de vehículos (2 jeeps sin costo)		
1 vagoneta, 2.5 mese a 4800	,	12.000
Gasolina (3 vehículos a 8.000 km. cada uno)		4.000
Mantenimiento de vehículos		4.500
Materiales y abastecimiento		9.000
Subtotal \$1	b	125.400
Contigencias (10%)	-	12.600
Equivalente del costo local en dólares americano a 12.1	\$ 11.5	500
Costo directo en dólares americanos	\$ 31.5	500
COSTO TOTAL DEL PROGRAMA	\$ 43.0	000

ANEXO "C" .

ITINERARIO DE OPERACIONES

Semana	Localidad o Actividad	Entrevista Trabajo	Grupo Viaje	Dias Libre
	* *	Trabajo	Viaje	TITOLE
,				
1	Preparación	_	_	_
2	Preparación y Entrenamiento La Paz	4		-
3	La Paz	6	_	. 1
4	Oruro, Cochabamba	6	1	_
5	Oruro, Cochabamba	5	-	2
6	Cochabamba, Santa Cruz	4	1	1
7	Santa Cruz	6		. 1
8	Sucre	5	1	1
9	Sucre, Potosí, Tarija	4	1	2
10	Potosí, Tarija	5	1	1
11	Codificar	4	_	3
12	Codificar	5	_	2
13	Codificar	5	-	2

Nota: 3 días adicionales de viaje serán requeridos por parte de el grupo.



PRESIDENCIA DE LA REPUBLICA SECRETARIA NACIONAL DE PLANIFICACION Y COORDINACION LA PAZ - BOLIVIA

AV, 70 DE OUTUBRE 28Q, F, GUACHALLA TELEFONOS 22243 - 20224 - 28733 CAJON POSTAL 3118 CABLES (SEDEPLA)

La Paz, Bolivia 18 de Noviembre de 1967 2192-67

Señor Warren C. Baum Departamento de Proyectos Encargado de Transportes Banco Internacional Para Reconstrución y Desarrollo 1818 "H" Street, N.W. Washington, D.C.

Ref: Nota de Daniel, Mann, Johnson, & Mendenhall del fecha de 17 de Noviembre de 1967

Señores:

El programa propuesto de investigación de tráfico, correspondiente al período de lluvias, ha sido revisado por el Ministerio de Planificación y estamos de acuerdo tanto con la necesidad de este programa suplementario como también que seá ejecutado en la forma bosquejada por los Consultores. Al no disponer mi Gobierno de moneda local necesaría para cubrir los gastos en el país de este programa adicional, agradeceré a la esistencia del Banco Mundial y a la de Naciones Unidas realizar las gestiones que permitan proveer del Fondo Especial de Naciones Unidas los recursos requeridos para cubrir el costo total del programa.

Con este motivo, tengo el agrado de ofrecer a Ud. las seguridades de ni distinguida consideración personal.

Dr. Miguel Bonifez Ponce

Ministro de Planificación y Coordinación

MBP/ssh

DANIEL, MANN, JOHNSON, & MENDENHALL

2191-67

La Paz, 17 de noviembre de 1967



PRESIDENT
IRVAN F. MENDENHALL, C.E.
EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A.
ARTHUR E. MANN, A.I.A.
S. KENNETH JOHNSON, A.I.A.
STANLEY A. MOE, A.I.A.
T. K. KUTAY, A.I.A.

Al señor Dr. Miguel Bonifaz P. Ministro de Planificación y Coordinación Presente.-

Señor Ministro:

Durante las discusiones al tiempo de las negociaciones del contrato para el Estudio Integral de los transportes, se reconoció que cierta suma de dinero en dólares americanos sería necesaria para trabajo de computadoras fuera de Bolivia. Desde que a tiempo de realizarse estas negociaciones, la cantidad y el alcance de esta suma eran desconocidos se acordó que cuando el trabajo de computadora fuese necesario, se haría un pedido, de manera que este costo estubiese incluido den tro el limite de \$us. 785.000.

El progreso de nuestro trabajo indica ahora que los trabajos de computación y procesamiento mencionados abajo y que serán realizados por Alan M. Voorhees and Assoc. Inc. son necesarios para un adecuado estudio y analisis de los datos de tráfico.

- 1. Conversión de los datos de O. y D. de ferro carriles por el año 1966, aproximadamente 17.000 tarjetas IBM a cintas. \$. 2.700.-
- 2. Keypunch y verificación de datos de O y D de carreteras \$. 1.300.-
- 3. Sumario y análisis de los viajes actuales \$. 8.700.-
- 4. Pronosticos para futuros viajes \$. 3.700.-

Total Estimado: \$.16.400.-

// ..



A continuación, encontrará una descripción resumida del trabajo envuelto en cada uno de estos items:

- 1. Conversión de los datos de Origen y Destino de los ferrocarriles en el año 1966, aproximadamente 17.000 tarjetas IBM a cintas. Este item es un costo en dolares por el procesamiento de los datos provenientes de las tarjetas de Origen y Destino de los ferrocarriles en Lima, Perú y Mc Lean, Virginia. Los datos de las tarjetas van a ser trans feridos a cintas magnéticas en las oficinas IBM en Lima, y procesados en Mc Lean, Virginia. Esta estimación también incluye unos viajes de ida y vuelta para el personal del proyecto de La Paz a Lima, el costo del flete de transporte de las cartas, gastos de viáticos y varios otros que se incluyen en la operación y la supervisión de esta operación.
- 2. Keypunch y verificación de datos de O.y D. de carreteras. Este trabajo incluye perforaciones de tarjetas de datos de Origen y Destino obtenidos en encuestas de ocho semanas que fué realizada por el personal del proyecto en Bolivia durante los meses de mayo, junio y julio de 1967. Estos datos de campo fuerón codificados en la oficina del proyecto en La Paz y enviados a las oficinas de Alan M. Vorhees en McLean, Virginia para perforaciones de tarjetas. La figura de costo asignada a este item incluye solo los costos en Dolares que se incurren en la operación de perforaciones y verificaciones de tarjetas en Mc Lean, Virginia.
- 3. Sumario y Análisis de viajes actuales. Esta operación representa el mayor esfuerzo de computación e incluye la sumarización y análisis de datos de tráfico del período más reciente disponible, incluyendo carreteras, vías ferreas, transporte aéreo, vías fluviales y oleoductos. Detalles del tiempo necesario para la computación de codo uno de áctas encarios para la computación de codo uno de áctas encarios para la computación de codo uno de áctas encarios para la computación de codo uno de áctas encarios para la computación de codo uno de áctas encarios para la computación de codo uno de áctas encarios para la computación de codo uno de áctas encarios para la computación de codo uno de áctas encarios para la computación de codo uno de áctas encarios para la computación de codo un codo codo un sario para la computación de cada uno de éstas operaciones como también su costo en dólares estan incluídos en el adjunto A.
- 4. Pronósticos de Futuros Viajes. Usando los datos de los viajes actuales, como base, se les aplicará factores de expansión para proveer, pronósticos de tráfico hasta el año 1977. Estos pronósticos incluirán datos para tráfico de carreteras, vías férreas, transporte aéreo, y vías fluviales. Detalles del tiempo necesitado para la computación de cada uno de estas operaciones están incluídos en el adjunto B.

Desde que consideramos que este trabajo es esencial para la exitosa completación del estudio, le rogamos se sirva dar su aprobación para la alocación de los fondos adicionales por la suma de 16.400 que cubre el costo de el trabajo de procesamiento por Alan M. Vorhees and Assoc., Inc. en Lima, Perú y en sus oficinas de McLean, Virginia.

Con este motivo, me es grato presentarle las seguridades de mi distinguida considetación.

Lord a. Walk Aprobado: Lovered a GERENTE DEL PROYECTO

R Ministro de Planificación y Coordinación

DMJM



Señor Ministro Dr. Miguel Bonifaz Ponce Ministerio de Planificación y Coordinación Edificio Conavi La Paz, Bolivia

IRVAN F. MENDENHALL, C.E. EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A.
ARTHUR E. MANN, A.I.A. S. KENNETH JOHNSON, A.I.A. STANLEY A. MOE. A.I.A. T. K. KUTAY, A.I.A.

Señor Ministro:

Debido a la gran cantidad de trabajo de tráfico envuelto en el Estudio Integral de Transportes en Bolivia se ve que nuestro Ingeniero de Tráfico, Señor Crump necesitará ayuda técnica de un especialista norteamerican para mantener su plan de trabajo y poder completar el análisis de tráfico.

En vista de esto queremos tener una persona mas de la compañía de Alan M. Voorhees que venga a La Paz y asista al Señor Crump en el trabajo de tráfico. La distribución de tiempo será deducido del plan de trabajo del ingeniero de la oficina matriz. El monto sera el del presupuesto de la oficina matriz proque esto será por un periódo corto.

El hombre que queremos traer a La Paz es el Ing. Juan Cajiao cuyo resumen biográfico adjuntamos. Pensamos que el es bien calificado para este tipo de trabajo no solo por su formación profesional en análysis de tráfico sino tambien por haber trabajado en el procesamiento de datos para este estudio en la oficina principal de Alan M. Voorhees y hablar bien el español.

Se solicita su aprobación de este cambio.

Sin más por el momento reciba Usted mis mas cordiales saludos.

Donald a, Walsh

Donald A. Walsh

Gerente del Proyecto

Aprobado: Kolential al., Ministro de Planificación y Coordinación

Fecha: 17 hov 1967

cc: Ing. Cesar Beyer, Jefe de Contrapattes



Record Removal Notice



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11/17/1967	Letter				
Correspondents / Participants From: Dr. Miguel B. P. Minister of To: Warren Baum, Projects Departn					
Subject / Title [Consulting Company Daniel, Mann	n, Johnson & Mendenhall]				
Exception(s) Personal Information			Α		
	*				
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DANIEL, MANN, JOHNSON, & MENDENHALL

La Paz, Bolivia November 17, 1967



PRESIDENT
IRVAN F. MENDENHALL, C.E.
EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A.
ARTHUR E. MANN, A.I.A.
S. KENNETH JOHNSON, A.I.A.
STANLEY A. MOE, A.I.A.
T. K. KUTAY, A.I.A.

Dr. Miguel Bonifez Ponce Minister of Planning and Coordination Edificio Conavi La Pez, Eolivia

Dear Sir:

During discussions at the time of contract negotiations on the Bolivia Transport Study it was recognized that at some period in the study a certain amount of U.S. dollar costs for computer work outside of Bolivia would be required. Since the amount and scope of this work was unknown at the time of negotiations it was agreed that when computer work was needed that a separate request would be made and that these costs were to be included within the \$785,000 contract ceiling.

The progress of our work now indicates that the following data processing and computer operations by Alan M. Voorhees & Assoc., Inc. are required for the proper analysis and study of traffic data:

1	Conversion of 1966 Railroad C&D data from approximately		2
1.	17,000 IBM cards to discs or tapes	=	\$ 2,700
2.	Keypunch and verify Highway 0&D Survey data	=	\$ 1,300
3.	Summary and analysis of Present travel	=	\$ 8,700
	Forecasting of Future travel	_=	\$ 3,700
	Estimated total	=	\$ 16,400

A brief description of the work involved in each of these items is as follows:

1. Conversion of 1966 Pailroad O&D data from approximately 17,000 IEM cards to Taxes. This item is a U.S. dollar cost for processing the 1966 railroad O&D data cards in Lima, Perú and McLean, Virginia. The card data is to be transferred to magnetic taxes at IEM facilities in Lima and the taxes processed in McLean, Virginia. It also includes round trip travel costs for project personnel from La Paz to Lima, the costs of shipping the cards to and from Lima and miscellaneous living and personal expenses of the project personnel involved in the supervision of this operation.

- 2. Key punch and verify highway 0&D Survey data. This work involves key punching of 0&D data obtained in the eight week Origin and Destination survey which was made by the project staff in Bolivia during the months of May, June and July 1967. This field data was coded at the project office in La Paz and then forwarded on to the offices of Alan M. Voorhees in McLean, Virginia for key punching. The cost figures assigned to this item involves only the U.S. dollar costs incurred in the key punching and verifying operation in McLean, Virginia.
- 3. Summary and analysis of Present Travel. This represents the major computer effort and involves summarizing and analyzing the traffic data for the most recent available period and includes highways, railroads, air transport, waterways and pipelines. Details of computer time requirements for each of these operations as well as the U.S. dollar cost thereof is included in attachment A.
- 4. Forecasting of future travel. Using present travel data as a base, expansion factors will be applied to this data in order to provide traffic forecasts to the year 1977. These forecasts will include Highways, Railroads, Air transport and waterways traffic. Details of computer time requirements for each of thes operations as well as the U.S. dollar costs thereof is included in attachment B.

Since we consider this work to be essential to the successful completion of the study we hereby ask your approval to allocate additional U.S. dollar funds up to the sum of \$16,400 for this data processing work by Alan M. Voorhees & Assoc., Inc. in Lima, Perú and at their offices in McLean, Virginia.

Yours very truly,

Lord Co Wolf

Donald A. Walsh

Project Manager

	Minister	of	Planning	and	Coordination
					÷
Date:					

DANIEL, MANN, JOHNSON, & MENDENHALL

La Paz, Bolivia November 15, 1967

Dr. Miguel Bonifaz Ponce Minister of Planning and Coordination Edificio Conavi La Paz, Bolivia



PRESIDENT
IRVAN F. MENDENHALL, C.E.
EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A.
ARTHUR E. MANN, A.I.A.
S. KENNETH JOHNSON, A.I.A.
STANLEY A. MOE, A.I.A.
T. K. KUTAY, A.I.A.

Dear Sir:

Due to the large amount of traffic work involved in the Bolivia Transport Study it is apparent that our traffic Engineer Mr. Crump is going to need some technical assistance from a U.S. Specialist in order to keep his work on schedule and in order to be able to complete the traffic analysis.

In view of this we would like to have an additional man from the Alan M. Voorhees organization come here to La Faz and assist Mr. Crump in the traffic work. The time allocation for this would be deducted from that of the Sr. Engineer home office manpower schedule. The billing rate would be as per the home office rate since this is for such a short period of time.

The man we would like to bring to La Paz is Ing. Juan Cajiao whose resumé is attached hereto. We believe him to be well qualified for this work not only due to his professional education in traffic analysis but also due to the fact that he worked on the data processing for this study in the home office of Alan M. Voorhees and is fluent in Spanish.

Your approval of this change is hereby requested.

Yours very truly,

Donald A. Walsh

Project Manager

	Minister	of	Planning	and	Coordination
Date:					

DANIEL, MANN, JOHNSON, & MENDENHALL

La Paz, Bolivia November 17, 1967 DMJM

PRESIDENT
IRVAN F. MENDENHALL, C.E.
EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A.
ARTHUR E. MANN, A.I.A.
S. KENNETH JOHNSON, A.I.A.
STANLEY A. MOE, A.I.A.
T. K. KUTAY, A.I.A.

Hon. Miguel Bonifaz Ponce Minister of Planning and Coordination Government of Bolivia

and

Mr. Warren C. Baum Projects Department in Charge of Transportation International Bank for Reconstruction and Development 1818 "H" Street, N. W. Washington, D. C.

Gentlemen:

As you know, in the early stages of the Bolivia Transport Survey project we encountered considerable difficulty in obtaining reliable highway traffic data particularly of an O&D nature. Consequently, we undertook a rather extensive O&D data collection program during May, June and July of this year, and which we feel adequately covered the peak dry season traffic period. This program gave us reasonably reliable information with which to work. We had hoped that with this data plus records from the highway control points that we could develop seasonal factors for expansion and projection of traffic data. It now appears after analyzing existing data from the Servicio Nacional de Caminos that their records are not sufficiently complete for us to utilize them in estimating seasonal variations. The data obtained from the Servicio simply does not display the variations which are normally to be expected from wet season conditions or from agricultural harvesting periods.

The lack of available wet season traffic data was discussed at considerable length with local Bolivian counterpart personnel and they are in accord with us that the only reliable means of estimating seasonal factors is to undertake a supplemental survey during the November-February wet season.

Since it is apparent at this point in the study that a large part of Bolivia's future investment in transportátion will propably be in

page two, Minister of Planning and Coordination and

Mr. Warren C. Baum

highways, it is important that a reliable basis for assessing seasonal fluctions in travel be available. In view of this, we have developed a supplemental program to obtain additional data during the rainy season. This program was not anticipated in the original study, but it is now considered vital for providing information relative to seasonal traffic patterns.

The proposed program consists of seven-day traffic interviews at 15 stations throughout Bolivie. Fourteen of these are selected from the 27 points included in the previous survey, and one is an important point where dry season data was previously available from a USAID survey. This will provide data on vehicle counts and on cargo types and volumes as well as seasonal changes in origin-destination patterns.

The program will require an experienced field supervisor for three months and two additional trips to Bolivia by one of our highway engineers. Field work will require 8 weeks with a crew of 12 men in addition to the supervisor, plus three weeks for coding the data and two weeks of preliminary work. The two jeeps used for the highway inventory will be available and will be supplemented by one carryall to be rented. Office space for preparation and coding will be provided by the Government.

It is recommended that full interviews be taken in the field using the same forms and procedures as in the previous survey, with the possible omission of data on tariff rates. Probably some of the personnel used previously can be rehired and advantage taken of their experience.

The cost estimate includes bringing the supervisor to Bolivia for 3 months and the additional time for a highway engineer. Coding will be done in Bolivia. Also included in the cost estimate is the work of key-punching, summarizing, and analyzing this additional data in the home office of Alan M. Voorhees. Since this program was not anticipated in the original study, it is not possible to undertake it within the original budget. Anticipated additional cost requirements and schedule of operations

page three, Minister of Planning and Coordination and
Mr. Warren C. Baum

November 17, 1967

for this work are as per attachments A, B and C.

Since the Minstry of Planning had indicated that Bolivia does not have local currency or U.S. dollar funds available to allocate to this program, it is hoped that the IBRD can assist in obtaining the required funds for the entire program from the United Nations Special Fund or from other sources at the earliest possible date. It is important that the program be started in time to assure completion of the field work during the wet season. We feel that this supplemental data program is essential to the study and will add considerable validity to the over-all results.

Very truly yours,

DANIEL, MANN, JOHNSON, & MENDENHALL

Donald A. Walsh
Donald A. Walsh

Project Manager

DAW/ssh

ATTACHMENT A

ESTIMATED U. S. DOLLAR COSTS

Field Operations (In Bolivia)	
Traffic Data Collection Specialist (3 months)	\$ 8475
Sr. Highway and Traffic Engr. (1 month)	3530
Travel to Bolivia (3 trips)	1950
Sub-total	\$ 13,955
Key Punching, Summaries, and Analysis of Seasonal Fluctuation	ms
Key punch and verify data	\$ 1200
Computer costfactoring to standard units and	
simple summaries (21 hr. IBM $360/40$ at \$ 95)	2000
Sr. Highway and Traffic Engineer (10 days)	1560
Highway Planning Engineer (30 days)	3460
Data Processing Personnel (20 days)	1730
Senior Technician (10 days)	780
Junior Technician (15 days)	900
Sub-total	\$11,630
Origin and Destination Summaries and Analysis	
Computer cost	
(3.5 hr. IEM 7094 at \$375)	\$ 1300
Sr. Highway and Traffic Engr. (5 days)	780
Highway Planning Engineer (15 days)	1680
Data Processing Personnel (10 days)	865
Senior Technician (5 days)	390
Junior Technician (15 days)	900
Sub-total	\$ 5,915
TOTAL DIRECT U. S. DOLLAR COST	\$31,500

ATTACHMENT B

LOCAL CURRENCY COSTS

Supervisor subsistance (3 months)			\$b12.600
Supervisor misc. expenses			1.000
Highway Engineer subsistance (i month)			4.200
Highway Engineer misc. expenses			500
Salaries			
Asst. supervisors (6 man-months at \$b 1.200)			7.200
Interviewers (30 man-months at \$5 650)			19.500
Overhead on salaries (43% of 26.700)			11.500
Field subsitance			н
Supervisor and assistants (50 days at 96 per da	у)		\$b 14.400
Interviewers (50 days at 50 per day)			25.000
La Paz subsistance (7 days at 10 per day)			1.000
Vehicle rental (assume 2 jeeps at no cost)			
1 carryall, 2.5 months at 4800			\$b 12.000
i carryari, 2.0 honous at 1000			
Gas (3 vehicles at 8.000 km. each)			4.000
Vehicle maintenance	*		4.500
Supplies and materials			8.000
Sub-tote1		\$b	125.400
Contingencies (10%)		,	12.600
TOTAL		\$b	138.000
Local Cost Equivalent in dollars at 12:1	\$	11,	500
· \			
Direct U.S. dollar costs		31,	500
TOTAL PROGRAM COST	\$	43,	000

ATTACHMENT C

SCHEDULE OF OPERATIONS

WELL	K	LOCATION OR ACTIVITY	u	INTERVIEW WORK	CREW TRAVEL	DAYS OFF
1		Preparation		-	-	_
2		Preparation and training, La Paz		4	-	-
3		La Paz		6	-	1
4		Oruro, Cochabamba		6	1	-
5		Oruro, Cochabamba		5	_	2
6		Cochabamba, Santa Cruz		4	1	1
7		Santa Cruz		6	_	1
8		Sucre		5	1	1
9		Sucre, Potosi, Tarija		4	1	2
10		Potosi, Tarija		5	1	1
11		Coding		4	-	3
12		Coding		5	-	2
13		Coding		5	-	2

Note: 3 additional travel days will be required for part of the crew.



PRESIDENCIA DE LA REPUBLICA SECRETARIA NACIONAL DE DLANIFICACION Y COORDINACION LA PAZ - BOLIVIA

AV. 20 DE OCTUBRE ESQ, F. GUACHALLA VELEFONOS 22243 - 29224 - 28733 CABLES (SEDEPLA)

La Paz, Bolivia November 18, 1967

Mr. Warren C. Baum

Projects department in Charge of Transportation International ^Bank for Reconstruction and Development 1818 "H" Street, N.W. Washington, D. C.

> Ref: Daniel, Mann, Johnson, & Mendenhall letter of November 17, 1967

Gentlemen:

The proposed wet season highway traffic survey has been reviewed by the Ministry of Flanning and we are in full agreement with the need for this supplemental program and recommend that it be undertaken as cutlined by the Consultants. Local currency funds are not available for this additional program and we request the assistance of the IERD and the United Nations Special Fund in obtaining the funds to cover the entire program.

Very truly yours,

Dr. Miguel Bonifaz Ponce Minister of Planning and Coordination

MBP/ssh

DANIEL, MANN, JOHNSON, & MENDENHALL

La Paz, Bolivia November 17, 1967 DMJM

PRESIDENT
IRVAN F. MENDENHALL, C.E.
EXECUTIVE VICE PRESIDENTS
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ARTHUR E. MANN, A.I.A.
S. KENNETH JOHNSON, A.I.A.
STANLEY A. MOE, A.I.A.

Dr. Miguel Bonifaz Ponce Minister of Planning and Coordination Edificio Conavi La Paz, Bolivia

Ref: Bolivia Transport Survey
Revised Manpower Schedules and
U.S. Dollar Cost Estimate

Dear Sir:

As you are aware our present plans are to complete the major part of the project work here in Bolivia by about December 20 and then take the data and prelim drafts back to the United States and complete the final reports there. In view of the local currency shortage we feel that continuing the project in Bolivia beyond late December would generate expenditures and obligations for payment of local costs beyond funds available or anticipated to be made available by the Bolivian Government during the remaining period of the study. Also we feel that problems of translations, typing, reproduction and preparation of exhibits here in Bolivia would unduly delay the completion of the final report and would consume an excessive amount of time of the various U.S. Specialists assigned to the work here.

In order to continue to have the maximum participation of Bolivian counterpart personnel we still consider it extremely advisable that two or three of the counterparts participate in the final report preparation work as outlines in our letter of Oct.9, 1967.

Prior to our departure the latter part of December we would plan to leave copies of our draft reports with the counterparts for their review and evaluation. From the time of our departure and up until approximately January 15, 1968 we would expect the counterparts to prepare a list of their comments and criticisms on the draft material they would have received from us. On about January 15, 1968 the Project Manager would return to Bolivia with more refined drafts and to discuss the counterparts comments with them. He would be in Bolivia for approximately 3 weeks, or for whatever period required, to meet with the counterparts and/or various government officials to review the progress of the study. This procedure will provide for continuing participation

PLANNING & ARCHITECTURE & ENGINEERING & SYSTEMS & ECONOMICS 3325 WILSHIRE BLVD. · LOS ANGELES, CALIFORNIA 90005 · TELEPHONE (213) 381-3663 · CABLE: DIMJIM LOS ANGELES

by the counterparts and will be effective in keeping them informed as to our activities even though the Ministry of Planning may not be able to send counterpart personnel to participate in this work in our offices in the U.S. It is also anticipated that the Project Manager would bring the next Progress Report and Statistical Supplement with him when he returned to La Paz. During the period that the Project Manager is in La Paz work on the final drafts would continue in the home office. When the Project Manager returns to the U.S. on approximately February 15 he would incorporate into the final draft, insofar as applicable, the counterparts comments. He would them continue on with the report preparation work and present the various report drafts, in English and Spanish, in accordance with Schedule I-15 of Progress Report # 1.

Since this change will involve a rather extensive re-scheduling of personnel assignments in both the U.S. and in Eolivia we will present our revised manpower schedules and revised U.S. dollar cost estimates for your approval as soon as possible and hopefully within the next two weeks.

Since we consider this procedure essential to the successful completion of the study your approval is hereby requested.

Yours very truly,

Donald A. Walsh
Project Manager

Approved:	Minister	of	Planning	and	Coordination
Date:					

DAW/ssh

INTERNATIONAL FINANCE

FORM NO. 75 INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVEL INT

NTERNATIONAL DEVELOPMENT

ROUTING SLIP	Date November 13, 1967
NAME	ROOM NO.
Mr. Riley	842
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To Handle	Note and File
To Handle Appropriate Disposition	Note and File
Appropriate Disposition	Note and Return
Appropriate Disposition Approval Comment	Note and Return Prepare Reply
Appropriate Disposition Approval	Note and Return Prepare Reply Per Our Conversation

Alberto J. Favilla

BOLIVIA - Integrated Transport Study

1. This memorandum summarizes the outcome of the discussions that I held in La Paz with the consultants (Daniel, Mann, Johnson & Mendenhall) and officials of the Bolivian Government on the above study.

The Problem of the Project Director

- 2. You will recall that prior to my departure, the consultants informed us that they had received a letter from the Minister of Planning (Mr. Bonifas) asking that the Project Director (Mr. Walsh) be replaced.
- J. Upon my arrival, I contacted the parties concerned trying to obtain a grasp of the situation. The matter was somewhat complicated because the Armed Forces had asked for Mr. Walsh's departure (see letter attached). The Minister of Planning said that there were serious charges against Mr. Walsh. These were the following:
 - a. that he had offended General Ovando (Commander in Chief of the Armed Forces and ex-President) accusing him of performing an illicit transaction in the recent purchase of railway equipment from Japan and Germany:
 - b. that he had not given sufficient emphasis to training local counterpart personnel and he had constantly been making derrogatory remarks about their abilities.
- between Mr. Walsh and Mr. Bridgeman (Head of Stanford Research Institute's team, who are sub-contractors for the economic work in the study), which had affected the spirit of people working in the study. Mr. Bonifas further indicated that Mr. Bridgeman had approached him (Mr. Bonifas) offering to take over the study if Mr. Walsh would be declared persons-non-grata to the country. This action, Mr. Bridgeman said, would weed out existing problems.
- I indicated to Mr. Bomifas that I regreted the numerous problems he had been encountering in the study. Mevertheless, I felt that it would not be opportune to change the Project Director now that the study was so advanced. I added, that the change could cause considerable delays and, possibly additional costs. I doubted that under these circumstances, UNDP would be willing to finance additional costs. Moreover, I did not think that the Bolivian Government would be prepared either to assume such costs because of the fiscal situation. I emphasized that we hoped the study would help lay the basis for the sound development of transport possible investments and that I understood that some external lending agencies were

awaiting for its outcome to decide in some transport projects. I begged, therefore, for his co-operation in persuading the Armed Forces to permit Mr. Walsh remain in the country until the completion of the study. The Minister agreed to contact the Armed Forces but suggested that I personally called on General Torres (Second to General Ovando).

- 6. Mr. Walsh's story was somewhat different. With regard to the first accusation, Mr. Walsh stated that he had only said that the purchase of the rolling stock had been a very expensive operation and that the Government could have obtained better terms elsewhere. When the Bolivians asked him who had authorized such purchase, Mr. Walsh replied, General Ovando. The latter, he thought, could have been the cause of the misunderstanding.
- 7. To the lack of the emphasis in training local counterpart personnel, Mr. Walsh alleged that he had done considerable for the Bolivians. The counterparts had travelled to different parts of the country with the consultants and they have had an active part in reviewing the different transport modes. He felt, however, that most of the local personnel assigned to the study lacked qualifications and they were unable to assume greater responsibilities. To encourage greater Bolivian participation, he had organized weekly meetings to discuss the progress being made in the study. While at the beginning, the meetings lasted for about two hours, these were now taking considerable more time. The Bolivians had taken a very negative attitude at the meetings, which had extended discussions unduly. Therefore, he had stopped attenting to the meetings and has asked Mr. Benscheidt (Assistant Project Manager) to preside over them.
- 8. On the morning of October 19, I called on General Torres at the Army Headquarters. The General was very friendly and after reciting some of the arguments I had previously mentioned to Mr. Bonifaz, I stressed the importance of the study to Bolivia. I added that I was quite sure that he, as a military man, would favor the rapid conclusion of the study because ascertaining investment priorities in the transport sector would help in planning internal security measures. The General agreed to permit Mr. Walsh remain in the country until the completion of the study and thanked me for the interest I demonstrated in Bolivia when I bothered to see him (General Torres).
- 9. After my visit to the Army Headquarters, I conferred with Mr. Bonifaz and briefed him on the discussion with General Torres. Mr. Bonifaz assured me that all problems were now over and that he would give full support and cooperation to the transport study.
- 10. Before departing, I had a talk with Mr. Walsh to also inform him of the meeting with General Torres. I stressed the importance that the Bank attached to training local personnel in this type of study and I added, that we sincerely hoped that he would do every possible effort to improve his relationship with the Bolivians and to attach greater importance to their training.

Extension of the Consultants' Service in the Railways

- authorities their request for extending the work of consultants in the railways for two years. I pointed out that the request sent to the Bank had not been very clear. A new request would have to be prepared setting out the reasons of the extension, the number and type of experts needed, the length of their employment as well as local and foreign currency cost. The request had to be prepared in two parts; the first covering the period up to June, 1968 when UNDP's present allocation terminates—and the second for the remainder of the time requested. I added, that after receiving the Government's request we would contact UNDP and communicate with them (the Bolivians) further.
- 12. I had brought back a letter asking that the services of two experts be extended two years. This letter has already been circulated by Mr. Hansen to the Working Party.

Approval of Expenditures

- 13. I discussed with the Minister of Planning our letter of August 8 approving certain foreign currency costs in the amount of \$15,000, and the letter sent by the Government on August 15 on the same subject asking approval of expenditures to \$20,000, which have caused some misunderstandings.
- The explanation I got from the Government was that since the consultants had not received a reply from the Bank to their letter of July 25, they have asked the Government to write again to use, but at this time, some additional expenditures had been added bringing now the total to \$20,000. The Minister added, that it would be desirable in the future for any request, whether with respect to changes in personnel or in the allocation of funds, to be considered by the Bank only after having been approved by the Government.
- I replied that the Bank had anticipated approving some of the consultants' request to save time and under the impression that the Government would not object to us doing so, but in the future we would wait for the Government's approval. I asked that a new letter be prepared detailing the costs incurred to be approved by the Bank and explaining the misunderstanding. This letter has also been distributed by Mr. Hansen to the Working Party.

Delay in Submitting Vouchers to the Bank

16. I spoke with Mr. Rolando Pereyra, Sub-Secretary of Planning about the delay in submitting the vouchers duly approved and certified by the Government. I expressed concern and I said that I expected this to be a transitory situation which would have to be remedied soon.

17. For eyes replied that because there were no personnal at the Rimistry fluent in English, delays had been encountered in translating the vouchers submitted by the Consultants. But, he assured me that in the future these delays would be overcomed and vouchers would be sent regularly to the Pank, properly approved.

Progress in Collecting Sconomic Data

- In general, the economic work of the Consultants appears to be well orientated. I am somewhat concerned, however, with the lack of progress in collecting agricultural data. Moreover, the agricultural economict has been assigned rather late to the study. When I spoke with Mr. Walsh, I stressed the need for intensifying economic work in the agricultural sector.
- portation is Bolivia, I feel that the origin and destination curvey carried out by the compulants, which has been limited to seven deposet four checking points and to even chorter periods at other points, does not appear to give a fair representation of actual traffic flows. It is my feeling that additional information is required to forecast more accurately traffic flows. It would be wise to consider asking the consultants for a second origin and destination survey.

Alfavilla mik

Armed Forces of Bolivia High Command

La Paz, October 5, 1967

Mr. Miguel Bonifaz Ponce Minister of Planning La Paz

Dear Sir:

Some time ago, this Command received confidential notification to the effect that Mr. Walsh, Manager of the Integrated Transportation Study for Bolivia, had made slanderous statements concerning the Commander in Chief of the Armed Forces of the Nation. We were also informed confidentially through your Ministry that, to safeguard elementary principles of respect for the dignity of our country, its Armed Forces and former officials of its Government, Mr. Walsh had been warned to leave the country. This Command was accordingly surprised to receive a few days ago a memorandum signed by Mr. Walsh, addressed to the Commander in Chief. I should therefore be obliged if you would inform me whether the gentleman in question has been confirmed in his post, and if so what were the reasons influencing such a decision.

I should like to emphasize that this request is of a friendly and unofficial nature.

Very truly yours,

(signed)

Brig. Gen. Juan J. Torres C. Chief of the General Staff of the Armed Forces

our fil

November 13, 1967

Mr. Rolando Pereyra Mendez Subsecretario de Planificacion y Coordinacion Casilla 3116 La Paz, Bolivia

Re: BOLIVIA - Transport Survey

Dear Mr. Pereyra Mendez:

Thank you for your letter of October 19, 1967 in which you confirm the foreign currency charges shown on Daniel, Mann, Johnson and Mendenhall's Invoices Nos. 77-hdc, 87-276 and 97-706.

There appears to be some misunderstanding as to the certification needed by your Government in connection with Section 3.04 (b) of the Consultants' Contract. According to this section, it is necessary for the Government, after certifying the Consultants' statements, to transmit the statements duly approved by the Government to the Bank, together with all supporting documents.

As Mr. Favilla has pointed out to you, it is extremely important that we receive the required certified original statements and invoices as soon as possible, since no adjustments can be made in the foreign currency payments we are making monthly to the Consultants, until these documents are in hand. Mr. Hansen, who will deliver this letter to you during his forthcoming visit, will be prepared to discuss with you any questions you may have relating to the Consultants' Contract and the Flan of Operation for the Transport Survey.

Sincerely yours,

Warren C. Baum Assistant Director - Projects Department in charge of Transportation

HHansen:vbr

Cleared in substance with and cc: Mr. R. Jones

Mr. Favilla

cc: Mr. Lecuona, Mr. Rilley

Mr. North, Mr. Parthasarathi,

Mr. Regling.

November 9, 1967

Dr. Miguel Bonifaz Ponce
Minister of Planning and Coordination
National Bureau of Planning and
Coordination
Casilla 3116
La Paz
Bolivia

Re: BOLIVIA - Transport Survey

Dear Mr. Minister:

Thank you for your letters of October 18, 1967 concerning the extension of the assignments of Messrs. Schwarz and Robbins and concerning the cost of certain data collection programs.

During their forthcoming mission, Messrs. Parthasarathi, Regling and Hansen would like to discuss these two letters with you to obtain additional information that we think is necessary to consider your requests.

Sincerely yours,

Warren C. Bemm Assistant Director - Projects Department in charge of Transportation

HHansen turg

Cleared with and co: Mr. Favilla

cc: Mr. Lecuona

Mr. Riley /

Mr. R. Jones

Mr. North

Mr. Parthasarathi

Mr. Regling

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INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL DEVELOPMENT ASSOCIATION

OFFICE MEMORANDUM

TO: Messrs. H. Hansen, M. S. Parthasarathi DATE: November 9, 1967 and D. L. Regling

FROM: Warren C. Baum

SUBJECT: BOLIVIA - Transport Survey Mission Terms of Reference

- 1. On or about November 12, 1967 you will proceed to Bolivia where you will review the progress of the Bolivia Transport Survey.
- 2. Your mission will cover two aspects: (1) administrative matters and (2) technical and economic matters.
- 3. On the administrative side you will:
 - (a) Review with the Ministry and the Consultants the availability and need for local currency, specifically the amount of foreign currency used to cover local currency costs of certain data collection programs (see the October 18 letter from the Minister and Exhibits I-12 and I-13 of the Consultants' Progress Report).
 - (b) Review with the Ministry and the Consultants the latters' proposal to terminate field work in Bolivia by the end of December and to prepare the Draft Final Report in their home office and what arrangements should be made for the counterparts needed in the Consultants' home office for the preparation of the Draft Final Report.
 - (c) Explain to the Ministry the need for prompt approval of the Consultants' foreign currency invoices and their transmittal to the Bank in accordance with the Contract (Section 3.04).
 - (d) Discuss with the Ministry, the UNDP Resident Representative and the Consultants the use of the UNDP allocation for fellowships and the progress being made in training local personnel assigned to the Survey.
 - (e) Discuss with the Ministry, the National Railroads and the Consultants the need for and scope of further railroad assistance (see the Minister's letter of October 18).

4. On the technical and economic side you will pay particular attention to:

- (a) the availability of agricultural data and its relation to the validity of the overall recommendations;
- (b) the availability of origin and destination traffic data and the effect seasonal variations in traffic flows may have on the validity of the Consultants' overall recommendations;
- (c) the quality of the work done by the Consultants in connection with the proposed link between the Eastern and Western railroad network;
- (d) reviewing the quality of economic work done by the Consultants; and
- (e) familiarizing yourselves with the condition of the National Railroads and assess the achievements of the railroad advisers so far.
- 5. The mission would be expected to last about ten days; Mr. Hansen will return earlier if possible.
- 6. On your return to the Bank you will prepare a combined Back-to-Office and Full Report.

HHansen:vbr IBRD

Cleared in substance with and cc: Mr. Favilla

Mr. Engelmann

Mr. Hogg

Sir Gordon MacKay

Mr. Riley

cc: Mr. Chadenet

Mr. Bell

Miss Van Gasse (

Mr. Williams

Mr. R. Jones

Mr. Lecuona/Mr. Sasso

Mr. North

Operational Files Chronological Files Front Office Files FORM NO. 75
(2-60)
INTERNATIONAL FINANCE
CORPORATION

REMARKS

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOP

1. _RNATIONAL DEVELOPMENT

ROUTING SLIP	November 3, 1967
NAME	ROOM NO.
Mr. Pavilla	584
Mr. Lecuona/Mr.	Sassoon 833
Mr. R. Jones	722
Mr. Riley	842
To Handle	Note and File
Appropriate Disposition	Note and Return
Approval	Prepare Reply
Comment	Per Our Conversation
Full Report	Recommendation
Information	Signature
nitial	Send On

Attached please find copies of two letters we have recently received from the

Consultants. We are presently reviewing these letters.

om toff H. Hansen (X2665)





File Title Bolivia - Integrated Transport Study - Survey Numbers - DP/SF/310/BOL 15 - Volume 2			Barcode No.		
			30486954		
Document Date	Document Type				
09/28/1967	Letter				
Correspondents / Participants From: Dr. Miguel Bonifaz Ponce, M To: Mr Donald Walsh	finister of Planning and Coordination				
Subject / Title [Remarks on Consulting Firm]					
Exception(s)	Countries or Third Parties in Confidence	× ,			
Deliberative Information	outlines of Time Laties in Communic				
Denocrative information	× .				
Additional Comments					
		rem Pol	e item(s) identified above has/have bee noved in accordance with The World Ban icy on Access to Information or othe closure policies of the World Bank Group.		

Withdrawn by	Date
Salma Berrada	May 23, 2025

UNDEVPRO LA PAZ

M/L

BOLIVIA

STAFF MEMBER HARALD HAMSEN ARRIVING LA PAZ 12 NOVEMBER FOR DISCUSSION WITH GOVERNMENT BOLIVIA TRANSPORT STUDY STOP WILL CONTACT YOU FOR APPOINTMENT MONDAY

MILEY

INTRAPRAD

Vincent J. Elley

Development Services Department

cet Mesers. Nameen Favilla

November 9, 1967

Ref: DP/SF 310/BOL 15

Mr. Rajendra Coomaraswamy
Assistant Administrator and Director
Bureau of External Relations,
Evaluation and Reports
United Nations Development Programme

Dear Mr. Coomaraswamy:

SUBJECT: Belivis-Integrated Transport Survey

Under separate cover and in reply to your letter of October 31, we are forwarding you four copies of the semi-annual progress report on the above mentioned project for the period July 10 to October 10, 1967.

Please let us know if you have any questions on this report.

Sincerely yours,

Vincent J. Riley Development Services Department

VJRiley:fph

cc: Mr. Hansen Favilla

UNITED NATIONS DEVELOPMENT PROGRAMME

UNITED NATIONS New York

Reference: DP/SF 310(2) BOL 15

October 31, 1967

Dear Mr. Demuth,

Subject:

Semi-annual progress report covering the period

10 March 1967 - 30 September 1967

BOLIVIA: Integrated Transport Survey

This is to inform you that the above-noted report is due at the UNDP headquarters on 30 November 1967.

Its prompt submission would be greatly appreciated.

Yours sincerely,

Rajendra Coomaraswamy
Assistant Administrator
and
Director, Bureau of Evaluation and Reports

Mr. Richard Demuth
Directon, of Development Services
1818 H Street, N.W.
Washington, D.C. 20433

DANIEL, MANN, JOHNSON, & MENDENHALL

October 30, 1967

IRVAN F. MENDENHALL, C.E. EXECUTIVE VICE PRESIDENTS HILLIP J. DANIEL. A.I.A. ARTHUR E. MANN, A.I.A. S. KENNETH JOHNSON, A.I.A. STANLEY A. MOE, A.I.A. T. K. KUTAY, A.I.A.

Mr. Warren C. Baum Projects Department in Charge of Transportation International Bank for Reconstruction and Development 1818 "H" Street, N.W. Washington, D. C.

1967 NG & LMANN OTTERN Projects Dept. Correspondence ANS'D BY _____

Dear Sir:

As you know, in the early stages of the Bolivia Transport Survey project we encountered considerable difficulty in obtaining reliable highway traffic data particularly of an O&D nature. Consequently, we undertook a rather extensive O&D data collection program during May, June and July of this year, and which we feel adequately covered the peak dry season traffic period. This program gave us reasonably reliable information with which to work. We had hoped that with this data plus records from the highway control points that we could develop seasonal factors for expansion and projection of traffic data. It now appears after analyzing existing data from the Servicio Nacional de Caminos that their records are not sufficiently complete for us to utilize them in estimating seasonal variations. The data obtained from the Servicio simply does not display the variations which are normally to be expected from wet season conditions or from agricultural harvesting periods.

The lack of available wet season traffic data was discussed at considerable length with local Bolivian counterpart personnel and they are in accord with us that the only reliable means of estimating seasonal factors is to take some supplemental counts during the November-February wet season.

Since it is apparent at this point in the study that a large part of Bolivia's investment in transportation should be in highways, it is important that a reliable basis for assessing seasonal fluctions in travel be available. In view of this, we have developed a supplemental program to obtain additional data during the rainy season. This program was not anticipated in the original study, but it is now considered vital for providing information relative to seasonal traffic patterns.

The proposed program consists of two-day traffic interviews at all locations where six or seven-day interviews were conducted in the previous survey. This will provide data on vehicle counts and on cargo types and volumes. It is believed that data sufficient to establish the origin-destination-pattern of cargo flows is not required in this survey since reduced flows can normally be expected in the wet season.

The program will require an experienced supervisor, preferably Mr. Peiffer if he is available, and will require a period of about eight weeks. It is felt that an assistant supervisor and six interviewers can be rehired from personnel used previously. The program as presently planned will require five weeks in the field and two weeks of office coding. Vehicles used for the highway inventory will be available.

It is recommended that full interviews be taken in the field and coded. These will be summarized for vehicle counts and cargo volumes, but origin-destination data will not be summarized unless the field data indicates that this is necessary.

The cost estimate includes bringing a supervisor to Bolivia for two months to carry out the field program. Coding would be done in the La Paz office. The estimated costs include summarizing and analyzing this data in the Alan M. Voorhees home office. Since this program was not anticipated in the original study, it is not possible to undertake it within the existing project budget. Anticipated additional requirements for this work are as follows:

U. S. DOLLAR COSTS

Field Operations (In Bolivia) \$ 5,650 Traffic Data Collection Specialist (2 months) 650 Travel to Bolivia Summary and Analysis (AMV Home Office) 600 Keypunch and verify data Factoring to standard units and summaries for comparison with dry season counts 1,700 Highway Planning Engr. (15 days) 1,300 Data Processing Personnel (15 days) 600 Junior Technician (10 days) 1,000 Computer costs (10.5 hr. 360/40 @ \$95)

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Sr. Highway and Traffic Eng	r. (10 days)	\$ 1,560
Highway Planning Engr. (5 o		560
Sr. Technician (10 days)	24,57	780
Sr. Technician (10 days)	· · · · · · · · · · · · · · · · · · ·	
Total	Dollar Cost	\$ 14,400
*		
LOCAL CURRENC	Y COSTS	
Supervisor subsistance	\$	
Supervisor misc. expenses		600
Salaries		
Asst. supervisor (2 months	@ \$b 1,200)	2,400
6 Interviewers (1.75 months	@ \$ъ 650)	6,800
Overhead on salaries (43% of		4,000
Field subsistance		
1 Tota Bussistans		
Supervisor and assistant (5	weeks @ 96 per day)	6,700
6 Interviewers (5 weeks @ 50) per day)	10,500
o interviewers (3 weeks & 3.	, per day,	
Gas, 2 vehicles, 6000 km. each		2,000
		1,500
Vehicle maintenance		5,000
Supplies and materials		3,000
	Sub-Total \$1	b 47,900
		4 000
Contingences (10%)		4, 800
	Total \$k	52,700

Estimated total Program cost \$ 18,800

SCHEDULE OF OPERATIONS

	Location or		In	tervi	ew Crew	Days	
Week	Activity	1	Work		Travel	Off	
1	Logistics & Retraining	i	1	× 2			
2	La Paz, Oruro		4	:	2	1	
3	Cochabamba		4	1	1	2.	
4	Sucre, Potosi		: 4	•	2	1	
5	Tarija		2	t.	3	· 2	
6	Santa Cruz	;	4	i	2	1	
7	Coding		5				
8	Coding		5				

Undertaking such a survey at this time presents many problems since we have already made rather broad assumptions relative to seasonal patterns in order to carry on with the report work. However, it must be recognized that wet season data can only be collected during the wet season. Hopefully, the data collected will support the assumptions made and will not adversely affect the conclusions reached, however, this cannot be guaranteed. Consequently, this cost estimate does not allow for recalculation of benefit/costs and/or modification of recommendations that will be required if the present seasonal assumptions are not supported. We are assuming however, that no additional work of this type will be required.

Since the Ministry of Planning has indicated that they have no local currency available to allocate to this program, it is hoped that your office can assist in obtaining the required funds from the United Nations Special Fund or from other sources at the earliest possible date. We feel that this supplemental data collection program is quite essential to the study and will undoubtedly add considerable validity to the over-all results.

Very truly yours,

DANIEL, MANN, JOHNSON, & MENDENHALL

F. E. Isgrig

International Operations

FEI/oma

SPECIAL DELIVERY

DANIEL, MANN, JOHNSON, & MENDENHALL

DMJM

October 31, 1967

PRESIDENT

ENVAN F. MENDENHALL, C.E.

ENCUTIVE VICE PRESIDENTS

PHILLIP J. DANIEL, A.I.A.

ARTHUR E. MANN, A.I.A.

S. KENNETH JOHNSON, A.I.A.

TANLEY A. MOE, A.I.A.

T. K. KUTAY, A.I.A.

Mr. Warren C. Baum

Projects Department in Charge of Transportation: InternationalBank for Reconstruction and Development 1818 "H" Street N. W.

Projects Dept. Correspondence

ENGELMANN

Washington, D. C.

Attention: Mr. Peter Engelmann

ANS'D BY ----

DATE

Gentlemen:

Ref: Bolivia Transport Survey
Revised Manpower Schedules and
U.S. Dollar Cost Estimates

On September 7, 1967 this office submitted Manpower Staffing Chartstogether with a breakdown estimate of dollar cost for services to be performed on the Bolivia Transport Study both in Bolivia and in the home offices of DMJM, SRI and AMVA.

In consequence of this submission and a separate request for extension of Mr. E. Robbins, the IBRD authorized on September 18th, extensions for both Messrs. Robbins and Benscheidt, leaving for further consideration other items dealt with in our September 7 letter.

Subsequent to September 7 we have in conjunction with SRI and AMVA, made a further detailed assessment of the project work plan and schedule of manpower input considering both technical project requirements and the availability of both U.S. dollars and Bolivian peso funds to finance the operations. The result of this assessment is incorporated in the revised Appendix B Manpower Staffing charts and Appendix C Dollar Cost Estimate sheets, all marked "revised October 26, 1967" and attached hereto in multiple copies for your reference and review.

The important change in the Appendix B Manpower Staffing Schedules from the September 7 submission reflects that we now intend to complete the acquisition of substantially all required field data in the various areas of study during

November and December 1967, and review the data and prepare material for inclusion in the final report, including findings and recommendations, in collaboration with the Bolivian counterpart personnel during this same period. This work is now in progress. The report is to be finalized in the U. S. by the various specialists who will return from Bolivia and complete their participation on the project in the home offices of AMVA, SRI and DMJM.

The necessity of completing the report preparation work in the U.S. home offices of the consultants was discussed in our September 7, 1967 letter, and to supplement this we attach a copy of SRI's letter of October 27, 1967. This information is in response to your request for further information as to the need for performing a larger amount of the report preparation work in the home offices than was contemplated in the original contract. Aside from the technical report preparation problems that can only be solved by bringing the work back to the United States during the last two and a half months of the study, this move is also indicated by the continuing shortage of Bolivian peso funds which are at the present time insufficient to cover projected U.S. per diem payments, vehicle operations costs and other items of local expense.

In view of this local currency shortage it is incumbent upon us to avoid prolongation of services in Bolivia beyond late December which would generate expenditures and obligations for payment of local costs beyond funds available or anticipated to be made available by the Bolivian government during the balance of the study period.

With the above considerations in mind the level of home office effort required to complete the study and prepare the final report has been carefully arrived at in the attached budget projection. The total dollar cost estimate, aggregating to \$780, 440.79 is inclusive of the cost categories anticipated at the inception of the project, but excludes costs of obtaining transportation data in Bolivia for use in the study. These latter costs have been the subject of other communications from the Ministry of Planning to the UNDP and between IBRD and the Ministry. We look forward to further discussions with your office concerning special arrangements to fund the costs of the data gathering programs; this in order to separate matters requiring special funding arrangements from those services anticipated and provided for within the scope and funds of the present contract and Plan of Operation.

Dealing with the attachments to this letter, the periods of service for individuals on the bar charts presented herewith vary from those originally contemplated in the Appendix B charts included in the contract.

In accordance with Article II, Section 2.02 (b), we herewith advise that periods of service of the following personnel are within 20% of the time originally allocated for the respective positions:

D. Walsh

D. Dufford/Paz-Soldan

M. Pentecost

W. Poeter

I. Underhill/G. McGowan

E. Vandercook/I. Underhill

W. Beckham

J. Marberry

H. Pruett

H. Bridgeman

K. Clare

H. Douglas

W. Rogers/E. Duerst

H. Robinson

R. Martinez

Project Manager

Admin. Assistant

Hwy. Invent. & Planning Engr.

Hwy. Admin. Advisor

Sr. Railway Engr.

R.R. Admin. Advisor

R. R. Traffic Devel. Spec.

Asst. R.R. Traffic Devel. Spec.

R.R. Maint. -of-Way Spec.

Sr. Transport Economist

Sr. Develop. Economist

Resources Economist

Agricultural Economist

Financial Economist

Hwy. Planning Engr.

The extended services of A. Benscheidt in the capacities of Sr. Waterways and Ports Engr. and Assistant Project Manager, and of E. Robbins, R.R. Operations Specialist were authorized by IBRD letter of September 18, 1967.

Approval of your office is herewith requested to adjust the period of service on the project for the following individuals:

- F. Schwarz R.R. Acct. & Stat. Spec.: from 7 months to 5 months
- S. Walsh Airport Facilities Engr.: from 2 months to 3 months
- R. Mott Industrial Economist: from 9 months to 11 months
- F. Hruz Resources Economist: from 1 month to 3.8 months
- R. Rafloski Operations Analyst: from 6 months to 7.5 months
- S. Weir Civil Aviation Spec.: from 2.5 months to 4.5 months
- L. Crump Sr. Hwy. & Traffic Engr.: from 8.1 months to 10.1 months
- P. Peiffer Traffic Data Coll. Spec.: from 5.0 months to 3.4 months
- S. Hulse/M. Campisi Bilingual Secretary: from 12.0 months to 8.7 months

Adjustment of estimated periods of service for home office technical, clerical and reproduction personnel for DMJM, SRI and AMVA are also incorporated

in Appendix C, sheet 2 of 6; the time for each category representing our best estimate of the effort required to complete the study within budget limitations cited in Section 3.03 (a) of the contract.

Appendix C, sheet 3 of 6, as revised has been increased by \$2,150 over the originally estimated \$60,100, to allow for additional travel between Menlo Park and Los Angeles as estimated by SRI in their letter attached.

Appendix C, sheet 4 of 6, adjusts the various items of direct expense all within the \$28,560 estimate in the original contract, and incorporates the additional \$15,400 for AMVA computer processing of transportation data; this pursuant to IBRD letter of August 8, 1967. Government approval of this item is being solicited.

Approval is hereby requested of this estimate summary as superseding that presently incorporated in the contract. Following such approval we propose adoption of a revised schedule of dollar payments, Appendix C, sheet 6 of 6, to supersede that presently in effect. We will submit a revised payment schedule for consideration if desired, and solicit your guidance in this respect.

Sincerely,

DANIEL, MANN, JOHNSON, & MENDENHALL

F. E. Isgrig

International Operations

FEI/oma

Encls.

FORM NO. 75 INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMY

INTERNATIONAL FINANCE CORPORATION

Initial

IN ANATIONAL DEVELOPMENT ASSOCIATION

ROUTING SLIP	October 31, 1967		
NAME	ROOM NO.		
Mr. A. Favilla	584		
Mr. D. Lecuona/Mr. Sas	soon 833		
Mr. R. Jones	722		
Mr. V. Riley	841		
To Handle	Note and File		
Appropriate Disposition	Note and Return		
Approval	Prepare Reply		
Comment	Per Our Conversation		
Full Report	Recommendation		
Information	Signature		

REMARKS BOLIVIA - Transport Survey

Attached please find the English translation of the two letters circulated last week. Please disregard the version brought to you yesterday since the print shop had mixed the two letters.

Send On

From

H, Hansen

OFFICE OF THE PRESIDENT OF THE REPUBLIC

NATIONAL BUREAU OF PLANNING AND COORDINATION Avenida 20 de Octubre, Esq. F. Guachalla, La Paz - Bolivia

October 18, 1967

Mr. Warren Baum Assistant Director - Transportation, Projects Department IBRD Washington, D. C.

Dear Sir:

Extension in the period of assignment of the experts Schwarz and Robins

My Government is very properly concerned over the limited time allowed by DIMJIM for the work to be undertaken by Mr. Schwarz, expert on accounts and statistics, and Mr. E. Robins, expert on railroad operations, and as neither of these two specialists will, as was foreseen, be able to complete the work assigned to them on the National Railroads and, in view of the undoubted importance to Bolivia of the task they have begun, my Government wishes to request the World Bank to extend the contracts of both experts for the periods of time indicated below, of which a breakdown, in terms of time and cost, appears in Annex No. 1.

Name	Special Field	Period of Extension (in months)
Felix Schwarz	Accounts and Statistics	24.33
Etham Robins	Railroad Operations	4.00
		28.33

A study of the program of action and of the timetable prepared carry this into effect (Annexes No. 2 and No. 3), clearly demonstrates the need to extend these contracts.

It will be evident from a reading of these programs that the Bolivian personnel associated with this work is not in a position to complete it and much less bring it to fruition without the assistance of the experts, to whose contract extensions we refer in this letter. The work they have begun and the training of staff working with these experts would be seriously prejudiced and, what is more important, the National Railroads, with the introduction of a modern system of accounts and statistics, will be in a position to undertake a reorganization of its operating policies that will unquestionably raise the productivity of the railroads.

My Government believes that the World Bank will, in the light of the foregoing factors, be prepared to give its fullest support to this request, so that this program can go forward in the most effective manner possible. The Government of Bolivia faced with the urgent need to solve the problem created by the departure of Mr. Robins, whose stay in Bolivia ends on October 18 of this year, on the assumption that the Bank is expected agree to the present request, has taken the liberty of writing to DIMJIM asking for Mr. Robins' contract to be extended on a provisional basis until such time as the Ministry actually receives the Bank's agreement to this request. We have taken this decision to avoid the extra expense that will be incurred if Mr. Robins returns to his country of origin and his services have to be engaged a second time.

The following is an estimate of the cost of the proposed extension:

FOR	REIGN EXCHANGE COS	STS	
ITEM	To June 68	After June 68 US\$	Total US\$
Personnel services	29,180.18	50,836.40	80,026.58
Travel to and from Bolivia	3,000.00	:	3,000.00
Payment of Subsistence during travel at the rate of US\$ 25 per day	400.00		400.00
Storage of personal effect	250.00		250.00
Total	32,830.18	50,846.40	83,676.58
LC	CAL CURRENCY COST	rs	1
Allowance to the experts at the rate of US\$ 15 per day	4,650.00	5,400.00	10,050.00
Per diem at the rate of US\$8.00 for experts (counterpart staff)(sic)	2,000.00	1,120.00	3,020.00
Salaries and wages of counterpart staff	13,820.00	18,100.00	31,920.00

Writing printi	material, ng, other	station	2,420.00	3,960.00	6,380.00
			Apparent for an extension of the form of the special particular		
Total			22,890.00	28,580.00	51,470.00

The domestic contribution will be entirely met by the National Railroads, the agency that will benefit directly from the implementation of this program.

So far as the availability of foreign currency is concerned, we consider that part of this can be met from the economies secured from the sub-contracts signed with DIMJIM and the balance, we think, can be financed by the United Nations Special Fund contributing additional funds to the Overall Transport Study in Bolivia and in this connection we shall be very grateful if the World Bank would make whatever approach it thinks would be most desirable.

I remain,

Yours very truly,

(signed)
Dr. Miguel Bonifaz Ponce
Minister of Planning and Coordination

cc: UN Representative





File Title Bolivia - Integrated Transport Study ·	- Survey Numbers - DP/SF/310/B	Barcode No.				
,				3048	6954	
Document Date	Document Type					
10/18/1967	Chart / Table / Diagram					
Correspondents / Participants From: Dr. Miguel B. Ponce, Minister			7			
To: Warren C. Baum, Assistant Direc	ctor, Projects Department					
Subject / Title Time and Cost incurred in the extensi	ion of contracts					
				*		
Exception(s) Personal Information						
Personal Information						
A 11%		3		· · · · · · · · · · · · · · · · · · ·		
Additional Comments						
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				on Access to Ir		other
			disclo	sure policies of the Wo	rld Bank Group.	
			With	drawn by	Date	
			Salma	Berrada	May 23, 2025	
			1 1			

PLAN TO DEVELOPE THE ACCOUNTANCY STRUCTURE IN THE BOLIVIAN NATIONAL RAILROADS

(Prepared by Félix Schwarz, Economist and expert on accounts and statistics)

October 14, 1967

			00 00 Del 14, 1901
Na	ture of work	Time required (Months & Year)	Assistance required from National Railroads Staff
1.	Completion of the Accountancy Code and Accountancy Plan Manual	End of Oct. 67	Mr. Rozo and Mr. Del Barrio from time to time.
2	Supervise and complete the study of costs (1966-7) for the La Paz-Ororo-Cochabamba sector (passenger, mixed and freight trains and rail cars) in fullest possible detail	To be submitted early November 67	Mr. Mier, Lic., Mr. Ferreira, Mr. Neirot, Mr. Alvarez, and Mr. Iturri on a full-time basis throughout Oct. 67.
3.	Analyze documents at present being used by the Accounts Division and adapt these to the new Accountancy Plan	November 67	Mr. Ferreira and Mr. Neirot on a full-time basis.
4.	Study the new procedure for introducing and maintaining records under the Accountancy Plan from January 1, 1968 onwards. Type of books of account to be employed i.e., loose-leaf or columnstyle etc.	November 67	Mr. Rozo and Mr. del Barrio, from time to time
5.	Instruct senior staff on the Accountancy Plan (two hours each Wednesday).	OctNovDec. 1967	
6.	Instruct members of the Accounts Division (two hours every Thursday).	OctNovDec. 1967	
	Instruct employees in bookkeeping (two hours every Friday); select employees for external and internal accountancy duties.	NovDec. 1967	
	Organize accurate records of costs for the new rail-buses.	Nov. 1967	Engineer Castillo, Machine shop
7.	Study mechanization project with IBM, NCR and Burroughs; submit project to the General Manager.	OctNov. 1967	

	Balton on ottonian		
			8
Nature of work	A	Time required (Month & Year)	Assistance required from National Railroads staff
8. Organize numbering system for trains		November 1967	Engineer J. Martinez, General Manager's Office
9. Prepare new system of coding by department for all employees (for the payroll)		November 1967	Mr. Neirot and Mr. Ferreira, full-time.
10. Organize Permanent Way and Works by coded districts and sections to ensure control of labor and materials		December 1967	Engineer O. Rondon, Permanent Way and Works.
Visit to Santa Cruz; instruction on new Accountancy Plan		December 1967	Superintendent and Accountant (Eastern System)
12. Day to day supervision of coding for the new Accountancy Plan	* a	JanFeb. 1968	Mr. Pozo, Mr. del Barrio
13. Study and analysis of the railroad's assets. Determine fixed assets. Establish rate of depreciation		JanJune 1968	Mr. Neirot and Mr. Ferreira
14. Organize system of control over the amounts of personnel compensation. Include compensation in liabilities		FebMarch 1968	A staff member from "P y B"
15. Study and organize the movement of documents from their point of origin to the Accounts Division		JanDec. 1968	Mr. del Barrio on practically full-time basis
16. Study the form of presentation of the first balance- sheets for 1968 for external accounts		FebApril 1968	Mr. Rozo and Mr. del Barrio, from time to time
17. Organize and superintend the committee for the Mechanization of Accounts both by the use of accounting machines and computer; approximate delivery date: Accounting Machines - June-July 1968 Computer - NovDec. 1968		FebJune 1968 (accounting machines) FebDec. 1968 (computer)	Two tabulators on a full-time and 2 on a half-time basis.
18. Study and organize the work of the internal accounts group. Presentation of results		Feb. onwards - throughout of 1968	Mr. Rozo and Mr. del Barrio, from time to time.
	v		
		· U	

	re of Work	Time required (Month & Year)	Assistance required from National Railroads staff
19.	Organize and superintend committee handling the reorganization of store-houses, nomenclature of items, their codification, recording etc. The committee is to meet once a week.	FebAug. 1968	Two store-house employees on a full-time basis; two other members of the committee.
20.	Review the statistics required for the railroad. Organize the Statistics Department.	March-Dec. 1968	One employee on a full-time basis.
21.	Study, organize and watch over the progress of mechanization of external and internal accounts and statistics.	End of 1968 and all of 1969	Direct assistance from Mr. Rozo and Mr. del Barrio
22.	Study and organize the railroads budget. Introduce budget figures for earnings, expenditures, financing and nature of costs. Also on a departmentalized basis for the operation of the service, investments and new works.	During 1968 and subject to super-vision in 1969	In association with staff of the Budget Division
23.	Review all balance-sheets -relating to external accounts and reports on internal accounts for 1968 in order to determine: normal operation of trains; direct and indirect standard costs of trains; total standard costs relating directly to trains by departments (sic); total standard costs of maintenance and for the repair of the permanent way and works; total standard costs of plant maintenance and repairs; standard costs for the production of materials; total standard administrative costs; etc.	End of 1968 and all of 1969	Mr. Neirot and Mr. Ferreira on a full-time basis.

ANNEX NO. 3

PROGRAM OF WORK TO BE UNDERTAKEN BY MR. ETHAN ROBINS, EXPERT ON RAILROAD OPERATIONS

- 1. Advice on the installation of workshops for the maintenance and repairs of diesel units at Cochabamba
- 2. Training of personnel who will be engaged in the operation of diesel units
- Advice on the maintenance and operation of 10-diesel rail-buses, which have been recently purchased and will be in service in December 1967
- 4. Supplementary advice on steam traction units and trailers (Uyuni)

The staff assisting the expert will consist of the managers and assistants of the workshops at Cochabamba and Uyuni. This work is regarded as very important to Bolivia, as the county is in course of introducing the partial dieselization of its traction equipment.

TIME

November to December 1967

November 1967 to February 1968 (4 hours a week)

January and February 1968

January and February 1968 (3 weeks)





File Title		4.5	Barcode No.	
Bolivia - Integrated Transport Study - St	urvey Numbers - DP/SF/310/BOL	15 - Volume 2		
			3048	6954
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	December 7 mg			
Document Date	Document Type			*
10/18/1967	Letter			ě.
Correspondents / Participants				. *
From: Dr. Miguel B. Ponce, Minister of				
To: Warren C. Baum, Assistant Director	r, Projects Department			
				9
Subject / Title [Daniel, Mann, Johnson, and Mendenha	ll Expenditures]			
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			Salma Berrada	May 23, 2025
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FORM No. 75 (2-60)

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM

NTERNATIONAL FINANCE

INTERNATIONAL DEVELOPMENT

ROUTING SLIP	October 26, 1967
NAME	ROOM NO.
Mr. Fevilla	
Mr. Lecuona/Mr.	iassoon
Mr. R. Jones	
Hr. Riley	
Mr. North	
To Handle	Note and File
Appropriate Disposition	Note and Return
Approval	Prepare Reply
Comment	Per Our Conversation
Full Report	Recommendation
Information	Signature
nitial	Send On

REMARKS

BOLIVIA - Transport Survey

From

H. Hansen (X2665)

PRESIDENCIA DE LA REPUBLICA

SECRETARIA NACIONAL DE DIANIFICACION Y COORDINACION
LA PAZ - BOLIVIA

AV. 26 DE OCTUBRE ESQ. P. GUACHALLA WELKPONOS 82243 - 20224 - 28735 CABLES «SEDEPLA»

1969-62

Octubre 19, 1967.

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Al sonor

Warren C. Baum Departamento Encargado de Proyectos de Transporte Banco Internacional de Desarrollo y Reconstrucción 1818 "H" Street OCT 23 1967 ENGOLMANN ENGOLMANN

Washington, D.C.

Projects Dept. Correspondence

ANS'D BY _____

DATE ____

Señor Director:

De los Consultores que realizan el Estudio Integral de Transportes en Bolivia, la Empresa Daniel, Mann, Johnson & Mendenhal, hemos recibido los respectivos documentos de los gastos efectuados, en moneda extranjera, con arreglo a los términos de la Sección 3.04 y Presupuestos del Apéndice C del contrato suscrito entre el Gobierno de Bolivia y la Empresa Consultora.

De las facturas números 77-44C, 87-27C y 97-70C de fechas 25 de Julio, 18 de Agosto y 28 de Septiembre, respectivamente, se han desprendido de cada una de aquellas, cinco copias de los Cuadros JOB Nº 810-1-1 con los Programas números 1, 2, 3 y 4 que consignan rendiciones de cuentas de gastos incurridos en moneda extranjera, correspondientes a los meses de Junio, Julio y Agosto de 1967, sobre los que manifestamos nuestra conformidad.

Con este motivo, me es grato reiterar a usted mis consideraciones más distinguidas.

Rolando Pergy:a Méndez

Subsective de la mición





File Title Poliving Integrated Transport Study	- Survey Numbers - DP/SF/310/BO	I 15 - Volume 2	Barcode No.	
Bolivia - Integrated Transport Study	- Survey Numbers - D1/31/310/BO	L 13 - Volume 2	20	406054
			304	486954
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Document Date	Document Type			
10/24/1967	Letter			
Correspondents / Participants From: Alberto Favilla			'	
			*	
Subject / Title [Complaints of the Bolivian Govern	ment]			
				*
Exception(s) Information Provided by Member C	ountries or Third Parties in Confider	ace		
Deliberative Information				
Additional Comments				
8			The item(s) identified removed in accordance	above has/have been with The World Bank
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			Salma Berrada	May 23, 2025





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Document Date	Document Type				-
10/18/1967	Letter				
Correspondents / Participants From: Dr. Miguel B. Ponce, Minister of From To: Warren Baum, Director, Transport Programme Progr					
Subject / Title Re: Experts Schwarz and Robins		8			
Exception(s) Personal Information			9		
Financial Information iv					
Additional Comments		31			
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			Withdraw	n by	Date
			Salma Berr	-	May 23, 2025





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			3048	6954	
Document Date	Document Type				
10/10/1967	Letter	*			
Correspondents / Participants From: Warren Baum, Director, Transpo	ort Projects, IBRD		,		
To: Mr. F. E. Isgrig, International Oper	ations, Daniel, Mann, Johnson, and Mende	nhall			
Subject / Title Re: Bolivia Transport Survey					
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		VA/S	thdrawn by	Date	
			na Berrada	May 23, 2025	
		Jaiii	ia Bellada	Widy 20, 2020	

October 3, 1967 Files Alberto J. Favilla BOLIVIA - Integrated Transport Study A Working Party meeting was held on October 2 to discuss the Government's request that the service of consultants in the railroads be extended for an additional two years. Present were Messrs. Riley, Hansen, Regling, R. Jones, Lecuone, D. Johnson and the writer. Those present shared the view that the request meritted support; extending the work of the consultants would help in implementing Sofrerail's recommendations. Part of the cost of the proposed consulting services could be financed from the funds allocated to contingencies in the present study, but these funds could only be used through June 1968. Thereafter a new allocation of funds from UNDP would be required. Mr. Riley had briefly discussed with UNDP the possibility of financing part of the consultant's services from contingency funds and their preliminary reaction had been favorable. It was agreed that a more detailed description of the proposed consulting services was needed. The request should clearly indicate the objectives in the extension of consultant's services, number and type of staff required and local and foreign currency costs. The proposal should be prepared in two stages, the first covering the period up to June 1968, and the second for the remaining period. It was further agreed that Mr. Lecuona and the writer would discuss the proposal with the Government in their fortheoming mission. ce: Messrs. Skillings VRiley Hansen Regling R. Jones Lecuona D. Johnson AJFavilla:jd





File Title Bolivia - Integrated Transport Study	- Survey Numbers - DP/SF/310/B	OL 15 - Volume 2	Barcode No.	
zon, a mograte ransper ensy			304	186954
Document Date	Document Type			
09/21/1967	Letter			
Correspondents / Participants From: Daniel, Mann, Johnson, and M To: Dr. Miguel B. Ponce	1endenhall		-	S
*				
Subject / Title [Transport Study Report]		,		
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Additional Comments		,		
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6 8			Withdrawn by	Date
			Salma Berrada	May 23, 2025

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if Good 1251515.

(C) 15 1t poss, 5/e to regular Walsh (3) 15 you letter an accumate and realistic our hate of the conquere (0) what are lost inplication d Hour 15 WAIsh's relative pour

Dr. Miguel Bonifaz Ponce Minister of Planification and Coordination La Paz, Bolivia

Re: BOLIVIA - Transport Survey

Dear Mr. Minister:

The Consultants for the above named study, Daniel, Mann,
Johnson and Mendenhall have transmitted to us copy of your letter
to them of September 14, enquiring about the replacement of Mr.
Donald Walsh, Project Manager for the study in La Paz.

The Consultants have also given us copy of their letter of September 21 to you, on the same subject. We had previously heard about the discussions between yourself and Messrs. Mendenhall and Shope, who both reported to us on the progress of the work upon their return to the United States.

It had been our impression from the reports by Messrs. Mendenhall and Shope that the question of replacing the Project Manager would no longer be under active consideration.

As Executing Agency for the United Nations Development Programme, we are responsible for the administration and supervision of this study and we are, naturally, very much concerned about any problems that may affect the successful completion of the work. As you know, the selection of personnel is a matter which is given very detailed consideration by the Bank in the selection of consultants and in the negotiation of a contract; we should therefore appreciate being kept informed by your office on any matters that relate to the substitution of personnel at the request of the Government.

In view of the points raised in the letter by Daniel, Mann, Johnson and Mendenhall of September 21, we fear that the replacement of Mr. Walsh at this stage of the work may seriously jeopardize the successful completion of the study. Please let us know your present views on this matter at the earliest possible time.

Sincerely yours,

Warren C. Baum Assistant Director - Projects Department in charge of Transportation

BOLIVIA TRANSPORT STUDY

OVERSEAS STAFFING SCHEDULE

APPENDIX B (SHEET 1 OF 2)

М.	м.	POSITION	NAME	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	ост	NOV	DEC	JAN	FEB	MAR	AP
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12.5	13.0	PROJECT MANAGER	D. WALSH						NO. TO THE		- CONSTRUCTION			Table Sales		V		-
10.7	11.0	ADMIN. ASSISTANT	A. PAZ-SOLDAN				Marin Constitution					A CONTRACTOR OF THE PARTY OF TH						T
9.5	10.0	HWY. INVENT. & PLAN ENGR.	M. PENTECOST		-						770.0				40			T
4.0	4.0	HWY. MGMT. ADVISOR	W. POETER		1		-	-			l _{amenta}		Market Contra	-				T
10.0	4.0	SR. WATER/PORT ENGRASST. P.M.	A. BENSCHEIDT		\top		Terror sales		and the second									
9.0	Name and Address of the Owner, where	SR. RAILROAD ENGR.	G. MC GOWAN			-	ton			Vanish State of State	No. 105-175							
6.3		R.R. ACCT. & STAT. SPEC.	E. SCHWARZ						and yes				-					_
6.0	7.0	R.R. ADMIN. ADVISOR	I. UNDERHILL			630000000000000000000000000000000000000						1						-
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BOLIVIA TRANSPORT STUDY

HOME OFFICE MANPOWER SCHEDULE

APPENDIX B (SHEET 2 OF 2)

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September 29, 1967

Mr. F. E. Isgrig
International Operations
Daniel, Hann, Johnson and Mendenhall
3325 Wilshire Eculevard
Los Angeles, California 90005

Re: BOLIVIA - Transport Survey

Dear Mr. Isgrig:

Reference is made to your letter of September 8, 1967 and we confirm your proposal to employ the services of Mr. Edgar Ackerman as assistant to Dr. John Merryman, whom the Stanford Research Institute plans to utilize as legal consultant on the project.

We understand that the cost of the services of Mr.
Ackerman will be included as part of the item "Legal Consultants" of "Miscellaneous Direct Reimbursable Expenses"
(Appendix C, Sheet h of 6) and that the total payments given in Appendices C and D of your contract will not be increased.

Sincerely yours,

Warren C. Baum Assistant Director - Projects Department in charge of Transportation

ce: Mr. Rolando Pereyra Mendez
Subsecretario de Planificacion
y Coordinacion
Gasilla 3116
La Paz, Bolivia
cc: Messrs. Fajans, Reamy, Riley, Sassoon, North.

DJohnson:vbr IBRD

Mr. Riles Burfil September 27, 1967

Mr. R. F. Skillings

Peter Engelmann

BOLIVIA - Transport Survey

We have reviewed the DMJM Inception Report and in our opinion there are no urgent technical or economical problems requiring Mr. Favilla's attention.

Depending on the outcome of the proposed working party meeting concerning an extension of the railroad assistance (my memorandum to you of September 26), this is one point which may require some attention. It might also be useful for Mr. Favilla to inquire about the progress in collecting needed agricultural data (Massrs. North and Hansen in their back-to-office report noted that this might be a problem).

Finally, it would be useful if Mr. Favilla ascertained the Government's reaction to our letter of August 8, 1967 to DMJM concerning traffic data analysis and raised the points made in Mr. Reamy's memorandum of September 19 to Mr. Fajans.

Messre. Parthasarathi and Regling are tentatively scheduled to visit Bolivia in November to review in more detail the economic aspects of the survey and the work of the railroad experts.

Hisnsen nurg

Cleared with in substance and co: Messrs. Parthasarathi, North, Regling

co: Mesere. Favilla

Reamy

Riley L

Sassoon

mr. Reley Junfel

Mr. Robert F. Skillings

584

September 26, 1967

Peter Engelmann

BOLIVIA - Transport Survey

Attached please find:

- (1) letter from the Minister of Flanning requesting an extension of the time for one of the railroad experts, Mr. Schwarz, to a total time of two years;
- (2) letter from the Empresa Nacional de Ferrocarilles to the Minister requesting an extension of the time for all the railroad experts to a total time of two years for each expert;
- (3) letter from Empresa Nacional de Ferrocarilles to Mr. Walsh, the IMJM Project Manager, expressing the need for an extension for all the railroad experts of two years for each expert; and
- (h) letter from DMJM requesting the Bank's assistance in obtaining extension of the time for each of the railroad experts up to two years.

We believe this request deserves our support and suggest that an early Working Party meeting be called to consider this question and how such an extended assistance could be financed. Since some of the railroad experts are due to terminate their services within a relatively short time, it would be desirable to explore the possibilities of using part of the UNDP Contingency Fund to finance an extension to say June, 1968 and to have a formal additional allocation in the June, 1968 Governing Council.

Hlansen:vbr TBRD

Cleared in substance with and co: Mr. Regling

cc: Mr. Favilla

Mr. Riley

Mr. Reamy

Mr. Sassoon

Mr. North

Mr. Parthasarathi.

NATIONAL SECRETARIAT OF PLANNING AND COORDINATION La Paz, Bolivia

¥ 1515-67

August 15, 1967

Mr. Warren C. Baum Transportation Department IBRD

SUBJECT: Overall Transportation Study in Bolivia

Sir:

The consultants, Daniel, Mann, Johnson and Mendenhall, who are carrying out the Overall Transportation Study in Bolivia, in the field of railroads, decided in principle that Mr. E. Felix Schwarz (Master of Economics), who is now working as a railroads expert, would stay in Bolivia only six months. We now believe that the time allotted to Mr. Schwarz is too short, and we should appreciate it if you would consider extending Mr. Schwarz's contract to two years so that he could cover more forecasts of technical studies on railroads in Bolivia, under the terms of the technical assistance that we applied for at the Bank. Please let us know what steps we must take to obtain an extension of Mr. Schwarz's services.

Very truly yours.

Dr. Miguel baifaz Ponce Minister of Planning and Coordination

August 11, 1967

To the Minister of State in the Office of Planning and Coordination City

Sir:

SUBJECT: Extension of Advisory Services

In connection with the advisory service that D.M.J.M. is providing for the National Railways Company pursuant to our Government's application to the U.N. Special Fund and the Overall Transportation Study, we wish to state that, according to that application, the purpose of the advisory services was to implement both the recommendations already made in Sofrerail's report and others made by the specialists themselves in the course of their work. However, in view of the short time fixed for the railroad specialists to perform their task, we are certain that it will be impossible to complete it.

Moreover, it is general knowledge that the partial modernization that the company is contemplating for all of its rolling stock under the Two-Year Plan involves not only the use of a new type of traction (diesel) but also new methods of management, a commercial attitude, the overcoming of antiquated accounting systems, suitable regulations for the movement of railroad motorcars and trains and consistent improvement of the track, among many other things.

For these reasons, we firmly believe that the advice that we are receiving must be extended for approximately two more years on the following subjects:

Rate studies and trade policy
Accounting, costs, mechanization and statistics
Diesel traction, maintenance and repair
Improvement of track and mechanized methods of maintenance
Movement of trains and railroad motorcars. Poper control and use.

At present the company is receiving advice in the first three fields, although the expert in the second field has been here for only two weeks.

We trust that you will be successful in your negotiations with the U.N. and the World Bank, which acts as executing agency, and, we repeat, for the Technical Assistance program to produce real benefits, it must continue uninterrupted over a period that will enable the experts to implement their recommendations. We do not wish to neglect telling you that this is the first time that railroad transportation has received this type of external technical assistance.

Very truly yours,
EMPRESA NACIONAL DE FERROCARRILES
(National Railway Company)
S/.

Mr. Engelmann

Room F-338

August 14, 1967

Mr. Donald A. Walsh
Project Manager
Overall Transportation Study by
DANIEL, MANN, JOHANSEN & MENDENHALL

Sir:

Subject: ADVISORY SERVICE

We enclose the letter that this company is sending today to the Minister of Planning and Coordination, for perusal and decision, in connection with the advisory service we are receiving from D.M.J.M.'s experts. You will understand from the letter that it is our quite justified desire that not only the recommendations of the Sofrerail report but also those of the present specialists be fully implemented with their assistance, and we are aware that the term of their contracts will not permit that. Therefore, on the understanding that Mr. Robbins, for example, will complete his assignment in a couple of months, and that it is necessary to give sufficient advance notice for extending his stay, we request your good offices to begin the negotiations now, so that we will be able to have the necessary experts for the time requested in all of the fields we indicate.

Trusting that our request can be granted, we remain,

Very truly yours,

EMPRESA NACIONAL DE FERROCARRILES (National Railway Company)

Gustavo A. Mendez T. General Manager

Sigfredo Montero Velasco Chairman of the Board

TRANSLATION SECTION

E-316/67

Translated From: Spanish 8-22-1967 By:

GA:pd

DANIEL, MANN, JOHNSON, & MENDENHALL

August 29, 1967

IRVAN F. MENDENHALL, C.E. EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A. ARTHUR E. MANN, A.I.A. S. KENNETH JOHNSON, A.I.A STANLEY A. MOE, A.I.A. T. K. KUTAY, A.I.A.

Mr. Warren C. Baum Projects Department in Charge of Transportation International Bank for Reconstruction and Development AUG 3 1 1967 1818 "H" Street N. W. Projects Dept. Corresponde le Washington, D. C.

ANS'D BY

Attention: Mr. Peter Engelmann

DATE _____

Gentlemen:

Ref: Bolivia Transport Study Extended Assignments for Five Railroad Personnel

The Ministry of Planning and Coordination has, by letter dated August 15, 1967, addressed to Mr. Baum, requested that the technical services of Mr. E. Felix Schwarz, Accounting and Statistical Specialist on the Bolivia Transport Study, be extended to a total period of service of two years. The Bolivian Railroad authorities have, in addition, requested the Ministry of Planning and Coordination to arrange with the I.B.R.D. for similar extension, to two years service each, of the Railroad Traffic Development Specialist, Operations Specialist, Maintenance-of-Way Specialist and the Administrative Advisor. It is our understanding that this latter request will be the subject of another letter from the Ministry to the I.B.R.D.

The purpose of providing the continued services of these Railroad specialists would be to assist in and guide the Railroad authorities in the adoption of key recommendations of the Sofrerail report during the next two years. The critical need to effect modernization of the Bolivian railroads' accounting and statistical records systems generated the separate request for early authorization for extension of Mr. Schwarz's services, since his method of attacking the problems of needed reorganization depend on knowing the time available for the task. He has determined, after review of records and systems in operation, that up to two years will

be required to lay out and implement a system of statistical tabulation and record keeping adapted to computer operation. Whether this task is to be merely outlined or whether various steps in reorganization and implementation are to be accomplished by Mr. Schwarz during his stay in Bolivia require an early decision as to the total length of tour which will be authorized. Of lesser immediate concern, but also of importance to planning of their individual activities, the other four Railroad specialists require information as to their length of stay in Bolivia.

Daniel, Mann, Johnson, & Mendenhall concurs in the usefulness of providing the services of specialized personnel in the above fields for the extended period of time proposed and the necessity of this assistance to the Bolivian Railroad organization if the desired modernization of Railroad facilities and operations is to be realized. We are, however, cognizant that funds presently allocated to the Bolivia Transport Study project are insufficient to defray the costs of the extended services. Funds now available in the contract are slated to finance 29.3 man-months of service for the five specialists involved. A total of 24 months of service for each position, as requested by the Bolivian authorities, amounts to an increase of 90.7 man-months running to September 1969. The foreign currency (U.S. Dollar) costs involved for the additional services requested are substantially as follows:

For	salaries, overhead and profit	\$300,000	(Est.)
For	Int'l. transportation, employees		
	and dependents	10,000	tt
For	air/sea shipment household effects	7,000	22
For	2RT DMJM Exec. travel	1,500	11
For	communications, contingencies		
	and miscellaneous	15,000	- 11
	Total Est. of U.S. Dollar Costs	\$333,000	

In addition, local support costs, defrayed in Bolivian pesos, will be incurred as follows:

	, U	.S. Dolla:	r Equiv.	
	For Cost-of-living allowances 90.7 MM @ 400	36,280	(Est.)	
	In country transportation and travel per diem	10,000	(Est.)	
	Communications - cables, postage	2,000	(Est.)	
-	Office supplies and equipment	4,000	(Est.)	
	Office space and furniture, utilities, etc.	N/A	. ,	
,	(Assumed provided by R.R.)			
	Secretarial and translation personnel-provided	N/A		
	Total Est. of Peso Support (Expressed in U.S.)	52, 280	0	



DMJM personnel Schwarz, Beckham and Robbins, presently working in Bolivia on the project, have indicated their interest and willingness to extend their assignments to 2-year tours, requesting salary adjustments, authorization for dependent travel and an appropriate allowance to ship household and personal effects. M. T. Pruett, not yet assigned, has similarly indicated interest in a longer term assignment as Maintenance-of-Way Specialist than the 4 months presently provided for in the contract. I. O. Underhill, due to finish his 8 month assignment in early December, has declined extension, and accordingly an alternate Administrative Advisor would be named for the 16 month extension to the position.

In order that the personnel concerned can be advised, and their extended services arranged for in time to avoid interrupted service and the additional International travel expense to return them to Bolivia, your early advice is requested as to U.N.D.P. and I.B.R.D. arrangements with the G.O.B. to fund this program.

Pending formalization of agreements between the Government, the U.N.D.P. and the I.B.R.D. as may be called for, and execution of an appropriate contract amendment with DMJM, we would be pleased to revise the employment arrangements with our personnel pursuant to a Letter of Intent from the Government of Bolivia, initialed by the U.N.D.P. and I.B.R.D. It is suggested that this letter of Intent might authorize the use of contingency funds in the present contract, as may be available, to defray costs of extended services of the Railroad personnel concerned during the next several months, pending allocation of the additional funds required. Our projections of expenditures required to complete the Bolivia Transport Study workscope under the present contract indicate that no significant remaining balance of dollar funds, or peso funds, will be available at the end of the contract to partially defray costs of the Railroad personnel extensions.

Very truly yours,

DANIEL, MANN, JOHNSON, & MENDENHALL

International Operations

FEI/bjb

cc: LAEhrig/Contracts/DAWalsh - La Paz





Record Removal Notice



File Title		Barcode No.	
Bolivia - Integrated Transport Stud	y - Survey Numbers - DP/SF/310/BOL 15 - Vo	olume 2	
		3049	36954
		3040	30934
Document Date	Document Type		
09/22/1967	Letter	×	
Correspondents / Participants	ar A		
From: Dr. Miguel B. Ponce, Minist	er of Planning and Coordination		
To: Warren Baum, IBRD			
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Subject / Title	*		
Extension of Contract for Mr. Feli	x Schwarzl		
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Exception(s)			
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		disclosure policies of the W	
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		Withdrawn by	Date
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		Saima benaua	May 23, 2025

m. Rely September 18, 1957 Mr. F. E. Isgrig International Operations Daniel, Mann, Johnson and Mendenhall 3325 Wilshire Boulevard Los Angeles, California 90005 Re: BOLIVIA - Transport Survey Dear Mr. Isgrig: Reference is made to the telephone comversation between yourself and Mr. Engelmenn of September 15, 1967 concerning your letter of September 7, 1967. We confirm an extension of stay for Mr. E. Robbins of one month and an extension of stay for Mr. A. Benscheidt until the end of February, 1968. The proposed salary

change and the other points in your above mentioned letter will be dealt with later.

Sincerely yours,

Warren C. Boum Assistant Director - Projects Department in charge of Transportation

cc: Mr. Rolando Pereyra Mendes Subsecretario de Planificacion y Coordinacion Casilla 3116 La Pas, Bolivia

cc: Messrs. Fajans, Reamy, Riley, Sassoon and North

DJohnson:vbr IBRO

September 15, 1967

Ref: DP/SF 310/BOL 15

Mr. Rajendra Coomaraswamy
Assistant Administrator and Director
Bureau of External Relations,
Evaluation and Reports
United Nations Development Programme
United Nations, New York 10017

Dear Mr. Coomaraswamy:

SUBJECT: Bolivia Transport Survey

We are sending you, under separate cover, four copies of the Inception Report and four copies of the Statistical Supplement covering the period January 1 - June 30, 1967, on the above project.

Please let us know if you have any questions on these reports.

Sincerely yours,

Vincent J. Riley Development Services Department

VJRiley: fph

cc: Messrs. Engelmann - Projects (Transport) Dept. Skillings/Favilla - Western Hem Dept.

for file

September 8, 1967

Mr. Rolando Pereyra Mendes Subsecretario de Planificacion y Coordinacion Casilla 3116 La Pas, Bolivia

Re: BOLIVIA - Transport Survey

Dear Mr. Poreyra Mendez:

Reference is made to Daniel, Mann, Johnson & Mendenhall's letter of August 22, 1967 to Ing. Gesar Beyer, Jefe Tecnico de Contrapartes, regarding payment of travel expenses for the Relivian counterpart personnel.

We confirm Mr. Norths' and Mr. Hansen's statement made during their visit in Bolivia in June regarding the Government's obligation to pay travel expenses for counterpart personnel.

Reference is made to the Consultants' Contract, Appendix A, Section III, C, h:

"The Government will provide the following facilities

or	use by the Consultants in performing the services:
(1)	
(2)	
(3)	
(4)	Local personnel as follows:
	(All costs associated with the employment of such personnel shall be borne by the Government).
	19

Travel expenses for counterpart personnel are considered as a part of the costs associated with the employment of counterpart personnel, therefore, the expenditures listed in Appendix D do not cover such costs and it is not the responsibility of the Consultants to pay the expenses for the counterpart personnel.

ce: Mr. F. E. Isgrig
Daniel, Mann, Johnson
and Mendenhall
3325 Wilshire Boulevard
Los Angeles, California

Sincerely yours,

cc: Mr. Reamy

Mr. Fajans

Mr. Sassoon

Mr. Riley

Warren C. Baum Assistant Director - Projects Department in charge of Transportation



Record Removal Notice



File Title Bolivia - Integrated Transport Study -	Survey Numbers - DP/SI	E/310/ROL 15 - Volume 2		Barcode No.		x)
Bolivia - Integrated Transport Study -	Survey Numbers - D1/S1	1/310/BOL 13 - Volume 2		2040	0.051	
				3048	86954	
Document Date	Document Type					
08/30/1967	Letter					
Correspondents / Participants From: Dr. Miguel B. Ponce, Minister of	of Planning and Coordina	ation				
To: Mr. F.E. Isgrig, Daniel, Mann, Joh	nnson, and Mendenhall					
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August 17, 1967

Peter Engelmann

BOLIVIA - Transport Survey Meeting with Representatives of Daniel, Mann, Johnson & Mendenhall

At the request of Daniel, Mann, Johnson & Mendenhall a meeting was held in Bank offices today attended by: Mr. Shope, Vice President of DMJM, Mr. Miller, Vice President of DMJM, Mr. Collins, Washington Representative DMJM, Mr. Joseph Fajans, Western Hemisphere Department and Mr. Peter Engelmann, Projects Department.

Mr. Shope had just returned from a visit to La Paz and wished to inform the Bank on the status of some difficulties which had been reported by Mr. Mendenhall after his trip in July (reference memorandum to Files dated August 10, 1967) on the above subject).

Mr. Shope reported that the relations between the study team and the Government agencies concerned with the study now appear to be much improved. The submittal of the Inception Report by DMJM resulted in favorable comment from the Minister of Planning and no serious attention is being paid to the "charges" which had previously been made against Mr. Walsh.

An indication of the successful progress of the work is a request received from the Government for the extension of the assignment to Bolivia for three railroad advisors and one economist. A letter has been received by the Bank (hand carried by Mr. Shope) from Dr. Miguel Bonifas Ponce, Minister of Planning and Coordination, requesting that Mr. E. Felix Schwarz remain in Bolivia for two years after completion of the Survey, to advise on transport economics in relation to the railroad. Copy of a similar request from the Railroad Administration to the Minister of Planning and Coordination for an extension of two years of three railroad advisors, was also submitted by Mr. Shope; the Minister of Planning indicated to Mr. Shope that he would approve this request and forward it to the Bank soon.

I indicated to Mr. Shope that the matter of approval of such a request would have to be discussed within the Bank and with the UNDP and would probably involve an amendment of the Flan of Operation and the allocation of funds. I also mentioned, however, that this type of request, involving advisory services to the Government institutions for which the study is being made, is likely to receive favorable consideration by the UNDP and the Bank.

Mr. Shope transmitted another letter to Mr. Baum from the Minister of Flanning, requesting consideration of the re-allocation of funds for data processing required for the present study. This request will be considered after translation of the Minister's letter.

Correry part?
Hyree only if ther is no other rul above?

His might when be done under the plant one produced one project in Project.

In summary, it appears that the initial period of difficulties in the Bolivian Study has been overcome and that the relations between the consultants and the Government are now generally satisfactory; progress on the study work is reported to be on schedule and there is no need for any special action by the Bank at this time. In October or November, it may be desirable to schedule another supervision visit to Bolivia, with particular reference to the railroad aspects of the study.

PEngelmann:vbr

cc: Messrs. Fajans

Riley V Sassoon

Hansen North

Parthasarathi.

Regling

NATIONAL SECRETARIAT OF PLANNING AND COORDINATION La Paz, Bolivia

August 15, 1967

Mr. Warren C. Baum Transportation Department IBRD

Sir:

The consultants carrying out the overall transportation study have had to compile additional statistics concerning the various means of transport because the existing information, as we duly informed the Bank and the companies concerned in the project, was inadequate to meet the requirements of the Plan of Operations approved by the U.N. Development Program and the IBRD.

The estimated cost of this additional work is as follows, including contingencies:

IBM tabulation of aviation data	v	\$ 200.10
Highways survey	/	2,820.18
Survey of origin and destination vehicles and costs) LAB tabulation in Cochabamba off		11,840.40
LAB statistics in Cochabamba IBM processing of railroad data IBM card-punching on aviation		53.00 119.23 600.87
	Subtotal Contingencies	16,033.68
•	Estimated total	\$20,000,00

Judging from the development of the project, we feel that the budget of expenditures in local currency that the Bolivian Government must draw up will show an estimated savings of US\$5,000 (Item 2 of Appendix D, pp.1 of 3 etc). We suggest that this amount be earmarked for the total cost of completing the statistical information required for the project. We also suggest that the same procedure be used for the foreign exchange costs paid by the Bank to the Consultants, in order to reassign the US\$15,000 required to complete the statistical surveys mentioned above, which are indispensable to the success of the project.

We must emphasize that the requests we made to the Ministry of Finance to obtain additional funds for this purpose were unsuccessful. We therefore ask you to authorize utilization of the US\$20,000 in the manner suggested, in order to supplement the compilation of data and the processing program given in the budget.

Very truly yours,

Dr. Miguel Bonifaz Ponce Minister of Planning and Coordination Actually for Corner Corner to present by

The costs the dollars

August 10, 1967

mufil

Files

Peter Engelmann

BOLIVIA - Transport Survey
Meeting with Representatives of
Daniel, Mann, Johnson & Mendenhall

At the request of Daniel, Mann, Johnson & Mendenhall a meeting was held in the Bank's offices on August 8 attended by: Mr. Mendenhall, President of IMJM, Mr. Collins, Washington Representative DMJM, Mr. Joseph Fajans, Western Hemisphere Department, Mr. John North and Mr. Peter Engelmann, Projects Department.

Mr. Mendenhall had returned from a one-week stay in La Paz during the latter part of July and wished to inform the Bank of some difficulties between the consultants and Government representatives which had been the reason for his trip.

Mr. Mendenhall reported that progress of the study is continuing satisfactorily and on schedule, but that relations between the Project Manager Mr. Donald Walsh and the Bolivian Govern-He stated that there have been ment have not been perfect. "charges" made by a few Bolivian employees working with the consultants and that these "charges" had been discussed by him with the Minister of Flanning and other Government officials at Cabinet level. The suggestion had been made by some officials that Mr. Walsh be replaced; however, as a result of these discussions Mr. Mendenhall has reached the conclusion that it would be in the best interest of the project if Mr. Walsh continues in his post. At the time of Mr. Mendenhall's departure the Minister of Planning had agreed that no change should be made in the Project Manager at least during the months of August or September. Mr. Mendenhall is hopeful that the situation will be entirely resolved during the month of August, so that no change in Project Manager will be needed for the duration of the study. The possibility of changes in the Cabinet of Bolivia during the month of August may have a bearing on this situation.

One of the "charges" related to a statement by Mr. Walsh about General Obando, reported to the Minister of Planning by an employee of his Public Relations Office. According to Mr. Walsh, the only statement he had made was a comment on a contract between Bolivia and Japan for railroad equipment; this railroad contract had been the responsibility of General Obando. Mr. Walsh had said something to the effect that this was not a very advantageous contract for Bolivia. The Bolivian employee reported that Mr. Walsh had implied something about General Obando's competency or character.

The same employee had approached Mr. Walsh in June with a request for funds from the consultants for alledged public relations purposes; Mr. Walsh, after checking with his head office, had refused the request and it is believed that the Government employee was angry about this matter. Mr. Mendenhall stated that Mr. Walsh's actions in both the matter of money for public relations and his comment on the Japanese-Bolivian contract were entirely correct.

Other "charges" of minor nature seemed to originate from Mr. R. Dufford, Administrative Assistant to Mr. Walsh and an employee of Daniel, Mann, Johnson & Mendenhall. Mr. Dufford has been dismissed by DMJM and is no longer on the staff. Mr. Mendenhall said that the consultants would like to employ General Pas Soldan, a Belivian national to fill this position. A formal request to this effect will be prepared by the consultants.

In general it appears that some of the difficulty arises from the manner in which Mr. Walsh has been handling the everyday details of the work. Appearently his manner is sometimes brusk, particularly when questions arise that concern the direction of the study and the effect on progress of the Government's counterpart contribution (Mesers. North and Hansen noticed during their mission to Holivia in June that repeated mention of the possibility of cancelling the contract because of lack of funds to be provided by the Government may not have helped Mr. Walsh's standing in the eyes of the Bolivian Government).

At the end of the meeting with Messrs. Mendenhall and Collins it was agreed that no action should be taken by the Bank at this time. Two representatives of DMJM, Messrs. Isgrig and Shope, are at present in Is Faz to follow up on these difficulties. On their return, about the end of next week, we shall have a further report. If any action on this issue by the Bank is indicated at that time, there will be a meeting of the Working Party.

Pangelmann:vor IBSO

cc: Messrs. Fajans

Riley
Sassoon
Hansen
North
Parthasarathi
Regling

Mr. Rolando Perayra Mendez
Subsecretario de Flamificacion
y Coordinacion
Casilla 3116
La Paz, Bolivia

Be: BOLIVIA - Transport Survey

Dear Mr. Pereyra Mendez:

We are transmitting herewith copy of our letter of today to Baniel, Mann, Johnson and Mendenhall, approving the expenditure for traffic data analysis of up to US\$ 15,400 in foreign currency, subject to your approval.

These studies will also require an expenditure in local currency of up to US\$ 1,000. As noted in the fourth paragraph of the attached letter to the Consultants, we would be reluctant to propose reimbursement of this cost by the United Nations Development Programme (UNDF) unless no other alternative can be found. Kindly advise us as soon as possible whether this local currency can be made available by your Government.

Sincerely yours,

Warren G. Baum Assistant Director - Projects Department in charge of Transportation

cc: Daniel, Mann, Johnson and Mendenhall 3325 Wilshire Boulevard Los Angeles, California 90005

Cleared with and cc: Messrs. Fajans, Reamy, Riley, Sassoon cc: Messrs. North, Parthasarathi, Regling

PEngelmann:vbr IBRD

Mr. Reley

August 8, 1967

Mr. F. E. Isgrig International Operations Daniel, Mann, Johnson and Mendenhall 3325 Wilshire Boulevard Los Angeles, California 90005

Re: BOLIVIA - Transport Survey

Gentlemen:

Reference is made to your letter of July 25 requesting our approval of an expenditure of up to US\$ 16,400 as follows:

1.	Reilroad O-D Data, Conversion from Card to Tape or Disc and travel to Lima	ŲS\$	2,000
2.	Analysis of Airline Route Segment Data	US\$	800
3.	Key punch and Verify Highway O-D Data	US\$	1,200
4.	Summary and Analysis of Present Travel	US\$	8,700
5.	Forecasting of Future Travel	US\$	3,700
		US\$	16,400

We understand from a recent telephone conversation with Mr. Crump of A. M. Voorhees and Associates that it will be necessary to do the conversion from card to tape or disc in Lima and that item 1. would therefore be largely a foreign currency cost. We further understand that the total of local currency expenditures included in the above items is estimated to be US\$ 1,000 equivalent, comprising part of item 1. and all of item 2.

Subject to the Government's approval, we have no objection to reimbursement of the foreign currency cost of this additional analysis under this contract, provided the contract ceiling figure stated in Section 3.03 (a) of your contract will not be exceeded. Reimbursement for these additional items will not require a formal amendment of your contract with the Government but can be handled on the basis of the invoices which you will submit for approval.

Regarding the expenditures in local currency for this additional analysis, estimated at US\$ 1,000 equivalent, we are making an enquiry with the Government to determine whether this reimbursement can be made by Bolivia; we interpreted their previous communication to the United Nations Development Programme (UNDP) to the effect that funds in the order of US\$ 10,000 in local currency could be made available.

Moreover, the Flan of Operation sets the Government's cash contribution for this project at US\$ 110,000 equivalent; of this US\$ 102,575 is already committed under your contract, leaving an uncommitted balance of US\$ 7,25. Use of UNDF funds to meet these local currency expenses would require approval of the UNDF and, under the circumstances noted above, we would be reluctant to propose this unless the situation has changed.

We have noted your recommendation that two of the counterpart personnel participate in the work in McLean, Virginia. We believe this would be desirable and, subject to the Government's approval, we would recommend that the cost of travel to and from McLean and subsistence for the two counterparts while travelling in McLean up to US\$ 3,000 total, be provided from the UMDP allocation for fellowships.

Sincerely yours:

Warren C. Baum Assistant Director - Projects Department in charge of Transportation

cc: Mr. Rolando Pereyra Mendes Subsecretario de Flanificacion y Geordinacion Casilla 3116 La Paz, Bolivia

Cleared with and cc: Messrs. Fajans

Reamy Riley

Sassoon

cc: Messrs. North

Parthasarathi Regling.

PEngelmann: vbr



Record Removal Notice



File Title Bolivia - Integrated Transport Study -	Survey Numbers - DP/SF/310	/BOL 15 - Volume 2	Barcode No.	
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			507	10075T
Document Date	Document Type			
08/07/1967	Letter			
Correspondents / Participants From: Daniel, Mann, Johnson, and Mo To: Warren C. Baum, Assistant Direct				
	8			
Subject / Title Re: Bolivia Transport Survey		-	*	
Exception(s) Personal Information				
Additional Comments				
			The item(s) identified removed in accordance Policy on Access to disclosure policies of the	with The World Bank Information or other World Bank Group.
	*		Withdrawn by Salma Berrada	Date May 23, 2025

FORM NO. 75 INTERNATIONAL BANK F (2-60) RECONSTRUCTION AND DEVEL

(2-60)
INTERNATIONAL FINANCE
CORPORATION

INTERNATIONAL DEVELOPMENT

CORFORATION		ASSOCIATION
ROUTING SLIP		Mugust 2, 1967
NAME		ROOM NO.
Mr. Riley V		841
To Handle		Note and File
Appropriate Dispositi	on	Note and Return
Approval		Prepare Reply
Comment		Per Our Conversation
Full Report		Recommendation
Information		Signature
Initial		Send On
REMARKS BOLIVIA	Transp	ort Survey
assumption that you	can ob	s drafted on the stain UNDP's approval se items cover all the
items listed in the Mr. Cohen except item	June 1 m one	., 1967 letter to of that letter (Surve
of Rio Iterez, Acre	and Ab	ouna). The consultan
were asked, when Mr.	North	and I were there, to

review the need for that item. We are doubtful about the need and the fact that it is not now included may indicate that the consultants agree.

That would also be virtually all local currency cost. Should a copy go to the UNDP Resident representative?

From H. Hansen (X2665)

T

INTERNATIONAL DEVELOPMENT

CORPORATION		ASSOCIATION	
ROUTING SLIP		Date August 2, 1967	
	NAME	ROOM NO.	
	Mr. Fajans	584	
	Mr. Reamy	722	
	Mr. Sassoon	811	
	Mr. Riley		
	III . ILLIAY	841	
	To Handle	Note and File	
XX	To Handle Appropriate Disposition	Note and File Note and Return	
XX	To Handle	Note and File	
XX	To Handle Appropriate Disposition Approval	Note and File Note and Return Prepare Reply	
xx	To Handle Appropriate Disposition Approval Comment	Note and File Note and Return Prepare Reply Per Our Conversation	

BOLIVIA - Transport Survey

Mr. Riley is attempting to get the UNDP's approval over the telephone. This letter will not be sent until the UNDP has agreed to cover the two local currency items.

From WM H. Hansen (X2665)

Mr. F. E. Isgrig International Operations Daniel, Mann, Johnson & Mendenhall 3325 Wilshire Boulevard Los Angeles California, 90005

Re: BOLIVIA - Transport Survey

Dear Mr. Isgrig:

Reference is made to your letter of July 25 requesting our approval of an expenditure of up to \$16,400 as follows:

1.	Reilroad Q-D Data, Conversion from Card to Tape or Dand travel to Lima	\$2,000-
2.	Analysis of Airline Route Segment Data	800-
3.	Key punch and Verify Highway O-D Data	1,200-
4.	Summary and Analysis of Present Travel	8,700-
5.	Forecasting of Future Travel	3,700-
		\$16,400-

We understand from Mr. Crump of AMVA that it most likely will be necessary to do the conversion from card to tape or disc in Lima and that item 1 would therefore be a foreign currency cost.

We have noted that item 2 above is a local currency item. In view of the urgent need for the data, the relative modest amount of local currency cost involved and unlikelyhood that the Government can provide these funds in the present difficult financial position in Bolivia, the Bank has recommended and the United Nations Development Programme has concurred that item 2 be covered out of the UNDP allocation. We should like to emphasize that this approval in no way reduce or modify the Government's obligations under the Plan of Operation and the Contract.

Subject to the Government's written approval, the Bank therefore has no objection to your spending up to \$16,400 for the items listed in the first paragraph

one of this letter. It is understood that the additional analysis will not result in any change in the contract ceiling figure as stated in Section 3.03 (a) of your Contract. The expenditures for these items will be reimbursed in the first monthly payment after receipt of your approved invoices therefore.

No formal amendment to Appendix C sheet 6 is therefore needed.

We have noted your recommendation that two of the counterpart personnel participate in the work in McLean, Virginia. We believe this would be desirable and subject to the Government's approval, we would recommend that the travel cost to and from McLean and subsistence cost while travelling and in McLean for the two counterparts, up to \$3,000 total, be covered from the UNDP allocation for fellowships.

Sincerely yours,

Warren C. Baum
Assistant Director - Projects Department
in charge of Transportation

cc: Mr. Rolando Pereyra Mendez
Subsecretario de Planificacion
y Coordinacion
Gasilla 3116
La Paz, Bolivia

To be Cleared with and cc: Messrs. Fajans
Reamy
Riley
Sassoon

cc: Messrs. North Parthasarathi Regling

FORM No. 75

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOP (2-60) INTERNATIONAL FINANCE INTERNATIONAL DEVELOPMENT ASSOCIATION Date ROUTING SLIP July ROOM NO. NAME Note and File To Handle Appropriate Disposition Note and Return Approval Prepare Reply Comment Per Our Conversation Full Report Recommendation Information Signature Initial Send On REMARKS

From

Hansen

SPECIAL DELIVERY

DANIEL, MANN, JOHNSON, & MENDENHALL

25 July 1967

Mr. Warren C. Baum Projects Department in Charge of Transportation International Bank for Reconstruction and Development 1818 "H" Street, N. W. Washington, D. C.

Attention: Mr. Peter Engelmann

1/27 oun 1/27 oun 1/27 oun PRESIDENT IRVAN F. MENDENHALL. C.E.

DMIM

EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A. ARTHUR E. MANN, A.I.A. S. KENNETH JOHNSON, A.I.A STANLEY A. MOE, A.I.A. T. K. KUTAY, A.I.A.

JUL 27. 1967

Projects Dept. Correspondence ANS'D BY _____

Gentlemen:

Re: Bolivian Transportation Study

Our work to date on the Bolivia Transport Study clearly indicates that the best way to perform the analysis of traffic and travel data will be through the use of electronic computers. Basic origin-destination and cargo movement data for the National Railway System is available only in the form of IBM cards used in the railway accounting operations. Summaries meaningful for traffic analysis have never before been compiled from this data and it will therefore be necessary to begin with the card records of individual shipments. In addition, it was necessary to undertake original surveys of origin and destination and commodity flows on the highway system and again, summarizing of this data for analysis will have to be included in the work of the study. Accomplishment of the analysis by manual methods has been carefully considered, but the present data sources and the large volumes of data for the two high-tonnage transport modes requiring analysis indicate the utilization of electronic computers as clearly the most effective way to undertake summaries and the succeeding analysis. Whereas this approach was discussed during the early planning for the study, decision on the use of computers was deferred, at the Bank's request, pending investigation of data sources and study needs. Therefore no allowance for computer usage was included in the project budget.

We have checked into the automatic data processing equipment and services available in Bolivia. Equipment there is not well suited to the needs of this study, and we recommend that as much of the necessary data processing as is feasible be performed using Alan M. Voorhees & Associates, Inc. facilities in McLean, Virginia. They are well equipped for both the processing of large volumes of data and for scientific type analysis. A further consideration in recommending processing in McLean is that local funds for data processing are not available. In view of the difficulties the Government of Bolivia is having in meeting its budget requirements for the study, it does not appear that it will be possible to secure any part of the funds needed for data processing from local sources. For this reason, we are requesting that the entire amount of funds needed for data processing be made available in U.S. dollars, even though a small portion of the required work will have be performed in Bolivia.

To maintain continuity and maximize Government involvement in the study, we feel it is desirable that two of the Bolivian counterpart professionals be brought to McLean to participate in the computer analysis.

Proposed Data Processing Work

An outline of the proposed computer operations is listed in the attached schedules. These operations are the maximum that we believe are appropriate for this study, and it may well be that further work will indicate that certain of the steps listed will not add to the study and therefore should not be undertaken. Nevertheless, the steps outlined are compatible with the overall plan of operations for the study as outlined in the Inception Report. The outline consists of the six major parts listed in Schedule 1, which also summarizes the expected costs for computer operations. It now appears that the present manpower budget for the study is adequate to cover the necessary supporting staff for performance of this work.

Railroad Data

As a first step, origin and destination data for the National Railroad System must be developed from the card accounting records. While a great deal of data is available, it is proposed that systematic origin-destination summaries be developed only for the year 1966. In source form, this will require the processing of approximately 34,000 cards for each month. However, approximately 1/2 of these cards are duplications resulting from shipments that move over two or more divisions of the railroad, and the first step will be to separate the useful data from the unwanted duplications. Because of the large volume of cards, it is impractical to transfer this information to McLean in its present form, making it necessary to condense this data in La Paz, or nearby.



There are two possible method of accomplishing this. The simplest method, from a technical standpoint, is to transfer the data to magnetic discs using the equipment of the National Mining Agency in La Paz. This will require the Bank's permission to contract for dollar budget work in Bolivia with a government agency. The other alternative is to ship the cards to Lima, Peru, or another nearby city, and transfer the data to magnetic tape for study use. In either event, performance of the first step, that of reducing the card decks to the useful 1/2, is feasibly only in La Paz. It appears that this can best be performed on the card sorting equipment of IBM de Bolivia, S.A. The estimated cost of sorting and transferring the data to discs is estimated at \$900 if both operations are performed in La Paz, as shown in Schedule 2. Additional costs of \$1100 (shipping, travel and subsistence) will be required if it is necessary to perform the operation in Lima, as outlined in Schedule 3. It does not appear feasible to have any part of this work done by the Railroad Agency in view of their heavy operating workload.

Our recommendation for the study is that use be made of railroad data for the entire year of 1966. However, it is recognized that the volume of data is large and requires considerable budget to reduce it down to manageable form. In the event that the Bank feels the cost of handling this body of information is out of proportion with the study needs, it is possible to utilize four or six selected months of the year with an attendant reduction in the cost. This reduction will apply to the budget required to be expended locally, and will also reduce the cost of certain steps in the summary and analysis of present travel.

Airline Data

Analysis of airline route segment data can best be performed in La Paz, using the facilities of IBM de Bolivia, S.A. and of San Andreas University. Detailed procedures for this analysis have already been worked out. The estimated cost is \$800. With these exceptions, the remaining data processing work can best be performed in McLean.

Highway Data

Keypunching and verifying of the Highway O-D Survey data should be performed in McLean, where extensive data processing services are available. This results from the need to have this work performed in a very short period of time in order to prevent delays to the overall progress of the work.



Analysis of Travel Data

The major computer effort centers on the summary and analysis of present travel. Steps and costs in this group of operations are detailed in Schedule 4. These steps will permit implementation of the proposed travel forecasting technique described in the Inception Report.

The second area for which computers will be needed is in developing the forecast of future travel and traffic distribution. The steps needed are outlined in Schedule 5, and again are compatible with the forecasting technique described in the Inception Report. Schedule 5 assumes that indices of accessibility will be found meaningful to travel patterns, and allows for recomputation of these based on an improved future transportation system.

As shown in Schedule 1, total cost of data processing operations for the Bolivia Transport Study is estimated at \$15,300 assuming that all of the initial processing of railroad data can be accomplished in La Paz. In the event that data processing in La Paz has to be kept to a minimum, the total cost will amount to \$16,400.

Counterpart Participation

Since it will be necessary to perform significant steps in this study in the United States, we recommend that funds be provided to bring two of the counterpart professionals to Washington for a period of approximately one month. These persons should be selected from the assigned staff by the Resident Project Director. We believe three important assets will result irom this action. First, the training in computer usage and analytical techniques that these men will receive from participating in this phase of the study will be a valuable educational experience. Secondly, participation of local personnel in these essential steps will promote local understanding of the entire study operation, which in turn will lead to fuller implementation of the study recommendations since these people will continue to be active in Bolivian Transport agencies. Also, their valuable knowledge of local conditions will aid in interpretation of the traffic summaries and in selection of meaningful areas for analysis. During the analytical phase many decisions must be made in rapid succession, and it is impractical to return to Bolivia after each step.



Estimated cost of bringing two Bolivians to McLean to participate in computer analyses is \$2990 as outlined in Schedule 6. It is understood that the salaries of these people will continue to be borne by the Government of Bolivia during the period when they are working in McLean. Travel and subsistence allowances are based on the same rates as for U.S. personnel working on the study. Consideration might be given to allocation of portions of the scholarship funds provided for the study to cover the costs of this item.

In accordance with the above, we request IBRD approval to undertake the work, arrangements for which must necessarily be made as soon as possible in order to maintain the project work schedule. Your concurrence in altering Sheet 4 of Appendix C to incorporate the work scope outlined above in the estimated amount of \$16,400, and changing the sheet total of Miscellaneous Direct Reimbursable Expenses to \$44,960 is requested. By this change, Sheet 5 of Appendix C would also be revised to incorporate the estimated increase and the new summary total of U.S. dollar expenditures would increase to \$737,552.40.

It is further requested that Sheet 6 of Appendix C be deemed amended to permit monthly reimbursements of expenditures incurred for this extra work, with invoicing for the direct and indirect costs involved to follow the same requirements as for expenditures previously authorized under the contract.

Your early concurrence and approval of this request will be appreciated.

Yours very truly,

DANIEL, MANN, JOHNSON, & MENDENHALL

F. E. Isgrig

International Operations

FEI:bb

Attachments

cc: C. Barnes - AMV



Schedule 1

SUMMARY OF ESTIMATED DATA PROCESSING COST

Railroad O-D Data, Conversion from Card to Tape or Disc	\$ 900
Analysis of Airline Route Segment Data	800
Keypunch and Verify Highway O-D Survey Data	1,200
Summary and Analysis of Present Travel	8,700
Forecasting of Future Travel	3,700
Total, without Lima Processing	\$ 15,300
Additional Cost, Processing in Lima, Peru	1,100
Total, with Lima Processing	\$ 16,400

Schedule 2

ESTIMATED COST FOR TRANSFER OF RAILROAD O-D DATA FROM CARDS TO DISC OR TAPE

Sorting, to select first card for each shipment. 34,000 cards @ 500 cpm = 70 min 70 min = 1.17 hr. @ \$6.50	\$ 8.00/month	
Card to disc (Comibol 1440) 17,000 cards @ 200 cpm = 85 min 85 min = 1.4 hr. @ \$40.00	56.00/month	6
Miscellaneous card handling	3.50/month	_
	\$ 67.50/month	
For Year 1966		
Data conversion, 12 months @ \$67.50 Disc Rental (\$15 per disc per month)	810.00 90.00	

\$ 900.00

TOTAL

Schedule 3

ESTIMATED ADDITIONAL COST FOR TRANSFER OF RAILROAD DATA IN LIMA, PERU

Shipping cost, cards	\$ 650
Personnel travel (3 trips at \$75)	225
Subsistence, Lima (15 man-days at \$25)	225
	\$ 1100

ESTIMATED COST OF COMPUTER PROCESSING FOR SUMMARY AND ANALYSIS OF PRESENT TRAVEL

Schedule 4

					Total
Procedure	No. U	Inita	Unit Time-Mi	Time n Min	Time Min
	110.	111105	111116-1411		
Build standard trip tables,				v.	
Including data sorts					
Highway	20		1.3	26	
Railroad	20		6.0	120	
Air	5		1.0	5	
Water	20		1.0	20	
Pipeline	5		0.6	3	174
Compress, summarize and				in the second se	
tabulate trip tables			7		
Highway	20		3.0	60	
Railroad	20	į į	3.0	60	
Air	5		3.0	15	
Water	20		3.0	60	
Pipeline	5		3.0	15	210
Build, edit and tabulate network	ks				
Highway	3		4.0	12	
Railroad	3		3.0	9	
Air	3		3.0	9	
Combined	3		3.0	9	
Desire line	2	1	2.0	4	43
Desire line assignments					
Separate Modes	12		4.0	48	
Combined flows	20		4.0	80	128
Build trees and skim trees					
Highway	3		2.0	6	
Railroad	3		2.0	6	
Air	3		2.0	6	
Combined	3		2.0	6	24

SCHEDULE 4 (Continued)

		TT!L	Time	Total Time
Dunnaduma	No. Units	Unit Time-Min	Min	Min
Procedure	No. Onto	THIC WILL		
Accessibility Computation (gravity model program)				
Highway	2	5.0	10	
Railroad	2	5.0	10	5
Air	2	5.0	10	
Combined	4	5.0	20	50
Statistical or Regression Ana	lysis			
Highway	30	0.5	15	
Railroad	30	0.5	15	
Air	10	0.5	5	
Water	10	0.5	5	
Combined	30	0.5	15	55
TOTAL				684
7094 Time, 684 min. of 11.4	hr at \$375/hr		\$	4,275
Keypunching, verifying, fact summaries on small comp	oring and prelir	ninary		
35% of 7094 cost	Juleis,		\$	1, 525
35% 01 1094 COSt				
Subtotal			\$	5,800
Standard allowance for final	runs, 50%		\$	2,900
TOTAL Descent Tro			\$	8,700
TOTAL, Present Tra	rver		Ψ	٠,

Schedule 5

ESTIMATED COST OF COMPUTER PROCESSING FORECASTING OF FUTURE TRAVEL

Procedure	No. Units	Unit Time-Min	Time Min	Total Time Min
Update trip tables, and tabulate				
Highway	4	3.0	12	
Railroad	4	3.0	12	
Air	4	3.0	12	
Water	2	3.0	6	
Combined flows	20	3.0	60	102
Update and tabulate networks				
Highway	3	3.0	9	
Railroad	3	3.0	9	
Air	3	3.0	9	
Combined	3	3.0	9	36
Build trees and skim trees		*		
Highway	3	2.0	6	
Railroad	3	2.0	6	
Air	3	2.0	6	
Combined	3	2.0	6	24
Accessibility Computation (gravity model program)				
Highway	2	5.0	10	
Railroad	2	5.0	10	
Air	2	5.0	10	
Combined	4	5.0	20	50
Desire Line Assignments				
Separate modes	9	4.0	36	
Commodity flows	20	4.0	80	116
TOTAL		, p 2 x		328
328 min or 5.5 hr. at \$375/hr.			The ha	\$ 2,062
Keypunching and preliminary su 20% of 7094 cost	ımmaries on	small compu	ters,	412
Subtotal				\$ 2,474
Standard Allowance for trial run	ns, 50%			\$ 1,226
TOTAL, Travel Foreca				\$ 3,700

ESTIMATED COST OF PARTICIPATION BY BOLIVIAN GOVERNMENT PERSONNEL IN COMPUTER ANALYSES

Schedule 6

	Number of Units	Unit Cost	Total
Air Travel, Bolivia to Washington D.C., round trip, including necessary make-ready expenses	s 2 Round Trips	\$645	\$1,290
Subsistance while traveling, reimbursable at actual expense			200
Living Expenses in McLean, Va.	60 Days	\$ 25	_1,500
TOTAL			\$2,990



Record Removal Notice



File Title	DD/CE/210/DOI	15 Volume 2	Barcode	No.	-	
Bolivia - Integrated Transport Study - Su	arvey Numbers - DP/SF/310/BOL	13 - Volume 2		3048	6954	
Document Date	Document Type					
07/25/1967	Letter					
Correspondents / Participants From: Warren C. Baum, Assistant Director: Mr. F.E. Isgrig, Daniel, Mann, Johns						
				. *		
'Subject / Title Re: Bolivia Transport Survey						
Exception(s)	*	r				
Personal Information						
Additional Comments						
Additional Comments						
			The item(s) ic removed in ac Policy on Ac disclosure polici	cordance w	rith The World nformation or orld Bank Group	Bank other
			Withdrawn by		Date).E
			Salma Berrada		May 23, 202	(5)

FORM NO. 75
(2-60)
INTERNATIONAL BANK FOR
(2-60)
INTERNATIONAL FINANCE
CORPORATION

ROUTING SLIP

ROUTING SLIP

NAME

ROUM NO.

Mr. Riley

INTERNATIONAL DEVELOPMENT ASSOCIATION

Date

ROUM NO.

842

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To Handle	Note and File
Appropriate Disposition	Note and Return
Approval	Prepare Reply
Comment	Per Our Conversation
Full Report	Recommendation
Information	Signature
Initial	Send On

From J. Fajans

ought

July 19, 1967

Mr. Rolando Pereyra Mendes Subsecretario de Planificacion Sy Coordinacion Casilla 1142 Le Paz, Bolivia

Dear Hr. Pereyra Mendes:

HHansen/JFajans:mdk

Mesers. North and Mesen have now reported to the Bank on their review, last Jame, of the progress of the transport survey. We are pleased to learn that the survey appears to be progressing well, and that your Government has provided qualified counterparts and the necessary facilities. We should obtain more detailed information on the technical progress of the survey from the inception report due later this month.

As the mission indicated, we would appreciate your sending us, at the earliest convenience, the foreign currency invoices of the Gonsultants for the months of March, April and May. Those invoices have to be duly approved by you.

Since the mission's return, we have received your cable advising that the Government credited, on July 3, to the revolving fund payments Nos. 4, 5 and 6. We trust that the payments will continue to be made on time.

May I use this opportunity to thank you for the assistance given to Mesers. North and Hansen during their visit and for the many courtesies extended to them.

With best personal regards,

Sincerely yours,

Joseph Fajans Western Hemisphere Department

Cleared in substance with the Working Party.
cc: Messrs. Skillings/Favilla, North, Elsby/Hansen, Parthasarathi/Regling,
Reamy, Riley, Sassoon
cc: Mr. Quijano Caballero, UNDP Representative in Bolivia

Sulph

July 17, 1967

Mr. F. E. Isgrig International Operations Domiel, Hann, Johnson & Hendenhall 3325 Wilchire Boulevard Los Angeles, Colifornia. 90005

Ret BOLIVIA Transport Survey

hear hr. Legriga

Reference is made to your letter of July 10, 1967, proposing Mr. E. F. Schwarz as accounting and statistical specialist and Mr. H. D. Greene as maintenance-of-way specialist.

We confirm the telephone convergation between yourself and our Mr. Elaby on July 14 and the fact that subject to the Government's approval we have no objection to the appointment of Mr. Schwars. We understand that you will shortly be proposing a monthly rate for his services for our review.

As was explained by Mr. Elaby, we cannot on the basis of the information contained in his curricula vitae approve Mr. Green. We understand that you will review the situation and either propose another candidate for the position of maintenance-of-way specialist or provide additional information on the qualifications of Mr. Greene.

Minearely yours,

Warren G. Boum Assistant Director - Projects Department in charge of Transportation

HHansen/cw

oc: Socretaria Nacional de Planificacion y Coordinacion Casilla 3116 La Paz, Bolviia

cc: and cleared with (in principle): Mr. Regling cc: Messre. Fajans, Resmy, Riley, Sassoon, North, Parthasarathi

2655

FORM No. 75 RECONSTRUCTION AND DEVI (2-60) INTERNATIONAL FINANCE

INTERNATIONAL BANK

MENT INTERNATIONAL DEVELOPMENT

ROUTING SLIP		7, 1967	
	NAME		ROOM NO.
Mes	sere. Fajans		584
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Should a copy of this letter go to the Ternandez (UNDP Res. Dy. 3)?

From

(F-338 ext. 2665) H. Hansen

Mr. Rolando Pereyra Mendez Subsecretario de Planificacion y Coordinacion Casilla 1142 La Paz, Bolivia

Re: BOLIVIA - Transport Survey

Dear Mr. Pereyra Mendes:

Thank you for the assistance given to Messrs. North and Hansen during their recent visit to La Paz to review the progress of the Bolivia Transport Survey.

We were pleased to learn from your cable that deposits Numbers 4, 5 and 6 were made into the revolving fund on July 3 and trust that the deposits will continue to be made in accordance with the Contract terms.

We were also pleased to learn from Messrs. North and Hansen that the Survey appears to be progressing well and that the Government has provided a team of well-qualified counterparts as well as the other services and facilities required for the Survey. We will, of course, get a better view of the technical progress of the Survey when we receive the Inception Report.

As was explained by Messrs. North and Hansen, it is important that we receive the Consultants' foreign currency invoices duly approved by you at the earliest possible opportunity. We understand that the Consultants have already submitted for your approval invoices covering the month of March, April and May and we look forward to hearing from you in this connection.

Sincerely yours,

Joseph Fajans

Western Hemisphere Department
To be cleared with and cc: Messrs. Fajans, Elsby/Hansen, North, Riley, Reamy

Sassoon

cc: Messrs. Parthasarathi, Regling

Dr. L.M. Hamirez-Boettner
Resident Representative of the
United Nations Development Programme
in Chile
Caeilla 197-D
Santiago, Chile

Dear Lais:

Thank you for your letter of May 30 regarding the arrangements that have been worked out in Chile for that aspect of the Intergrated Transport Survey in Bolivia. We are very pleased to learn of the excellent cooperation that has been given by the Chilean authorities and hope that this cordial spirit will continue for the rest of the study.

As for the suggestion that you receive a copy of the report of this mission, I believe you know that the consultant group is under contract to the Government of Bolivia and, accordingly, all of the reports are, pursuant to the Plan of Operation, the property of the Government. We would hope that, in due course, the Government of Bolivia will agree to making the report available; its principal circulation would then be handled by the UNDP headquarters. However, as you know, the study is still in its early stages and we cannot expect even the draft final report for a year or so.

In the interim, we do not expect to receive any report from the consultant or the Government dealing strictly with the visit to Chile. There will, of course, be the regular periodic progress reports but these would be in general terms and deal with the study as a whole. In any case, these too are restricted and we would thus be unable to make them available. Noting that you sent a copy of your letter to Mr. Myer Cohen, we will forward a copy of this reply to him also.

In the meantime, there has been some progress on the Chile Railway Organization and Operation study, which was approved by the Governing Council last menth. Our Western Hemisphere Department has recently sent you a copy of a letter to the Government, together with enclosures, viz., copies of the draft Plan of Operation and the draft consultant contract between the Rank and SOFRERAIL. Any assistance that your office can provide in getting these documents cleared would be welcomed.

Turning to other matters, we have just received notice from Mr. Neurtematte of the Resident Representatives Meeting in Santiago beginning on October 30. I look forward to joining you on that occasion and to using the opportunity it affords to discuss any then outstanding questions regarding either the Bolivian Transport or Chilean Sailway studies.

with best personal regards,

Sincerely yours,

Vincent J. Riley Development Services Department

ce: Mr. Myer Cohen Assistant Administrator and Director Bureau of Operations and Programming United Nations Development Programme United Nations, New York 10017

VJRiley:fph

Cleared with and ce:

Messrs. Skillings - Western Hem. Dept.

Sassoon - Legal Dept.

Engelman - Projects (Transportation) Dept.

FORM NO. 75

(2-60)

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVEL

(2-60) TERNATIONAL FINANCE

INTERNATIONAL DEVELOPMENT

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	ROUTING SLIP	Date July 1	1, 1967		
	NAME		ROOM NO.		
Mr.	Skillings		584		
Mr.	Riley		√ 842		
Mr.	Reamy		719		
Mr. Sassoon			811		
Mr.	North		405		
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Signature

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REMARKS

Information

Initial

INTERNATIONAL DEVELOPMENT

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT



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OF CABLE:

JULY 10, 1967 16kg

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DE ACUERDO COMPRONTSO DEPOSITARONSE TRES JULIO FONDOS PARA ATRIDER
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PEREYRA SEDUPTA

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Subsecutario Pereyra Mendes SEDEPLA

July 7, 1967

LA PAZ

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BOLIVIA

REPERUNCE TRANSPORT SURVEY AND VISIT MESSES. NORTH AND MANSEN STOP HAVE BEEN AWAITING YOUR CARLE COMPINSATION THAT THE REVOLVING FUND DEPOSITS MAVE BEEN HADE STOP PLEASE CARLE IMPORTATION CURRENT SITUATION

REGARDS

BAUN Detraphad

Warren C. Beam - Assistant Director Projects - Transportation Division Cleared with and co: Mesers. Skillings, Reamy, Biley, Sessoon co: Mesers. North, Partheograthi, Regling

ou flad 15

July 7, 1967

Rr. F. E. Tagrig Enternational Operations Dariel, Marm, Johnson & Mondanhall 325 Wilshise Boolevard Los Angoles, California 90005

Mar Mr. Ingeler

Reference is made to your letter of June 1k, 1967, requesting a postponement of one menth of the due date of the Inception Report and the Progress Reports.

The Bank has no objection to a maximum of one month postpossment of the Inception Report, subject to the Government's approval. This postponement will not affect the timing of the Progress Reports; the first Progress Report will therefore be submitted within seven months of the contract effective date.

We should appreciate if you would send us eight copies in English of the Inception Report and the subsequent Progress Seports rather than the four copies specified in your contract.

Sincerely yours,

Marren C. Baum Assistant Director - Projects Department in charge of Transportation

co: Hr. Pereyra Hendes Subsecretario de Planificacion y Coordinacion Camilla 11h2 La Paz, Bolivia

co: Heears. Skillings, Favilla, Renny, Riley, Sassoon, North, Parthasarethi, Regling

Hisanen/ow

FORM NO. 75 INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOP

INTERNATIONAL FINANCE

INTERNATIONAL DEVELOPMENT

ROUTING SLIP	July 6, 1967
NAME	ROOM NO.
Mesara. Skillings	584
R. Jones	722
Riley	842
Sassoon	811
To Handle	Note and File
Appropriate Disposition	Note and Return
Approval Prepare Reply	
Comment	Per Our Conversation
Full Report	Recommendation
Information	Signature

REMARKS

Initial

Bolivia Transport Survey

Send On

Attached are (1) the Back-to-Office Report, (2) a draft cable and (3) a draft letter to Minister Bonifas Ponce. The cable should go out today if possible.

From H. Hansen (F-338 ext. 2665)

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL DEVELOPMENT ASSOCIATION

OFFICE MEMORANDUM

TO:

Mr. Warren C. Baum

DATE: July 6, 1967

FROM:

John D. North and Harald Hansen

SUBJECT: BOLIVIA TRANSPORT SURVEY

Back-to-Office and Full Report

According to Terms of Reference dated June 23, 1967, a mission composed of Messrs. J. D. North and H. Hansen visited La Paz from June 25 to June 29 to discuss with the Government and the Consultants the present status of the Transport Survey.

1. Summary

The Survey is a UNDP financed integrated transport survey with the Bank as Executing Agency. The contract between the Government of Bolivia and Daniel, Mann, Johnson and Mendenhall in association with Stanford Research Institute and Alan M. Voorhees & Associates, Inc. became effective on March 10, 1967 and field work started mid April.

The Survey, after a difficult start, appears to be progressing reasonably well. The main problems concern the Government's local currency deposits and the lack of traffic data.

2. Survey Progress

The mission discussed the progress of the Survey with Mr. Walsh, (Project Manager), the key foreign experts, Mr. Pereyra Mendez (Under Secretary of Planning and Coordination) and Mr. Nestor Dalenz (Coordinator of the Counterparts). The mission also met briefly with Mr. Bonifaz Ponce (Minister of Planning and Coordination), and attended the weekly railroad meeting (the meeting is normally attended by the President and General Manager of the National Railway, the foreign railway experts and the railway counterparts).

The early progress of the Survey was somewhat slow due to the lack of data and other initial problems. The Survey appears, however, now to be progressing reasonably well. A fuller picture of the progress will be available when the Inception Report is received later this month.

Several of the supplementary studies outlined in the June 1, 1967 letter to the UNDP are presently underway, including the highway origin/destination, the accumulation and analysis of Lloyd Aerolinas Bolivianos (LAB) traffic data and a limited computer analysis of the

railroad traffic data. The costs of these studies are all in local currency (except for limited foreign expert time) and the Consultants hope that these costs will be offset by other savings.

The computer analysis of highway and of additional railway traffic data could be done in the United States and the Consultants will review the need for such computer analysis. The Consultants will also review the need for the proposed survey of the rivers Itenez, Acre and Abuna and if deemed necessary ask the Government for financing (virtually 100% local currency). The mission is not convinced of the need for the survey at this time, but this question should in such case be reviewed within the Bank.

The Consultants and the Government are concerned about the lack of agricultural data and the effect this may have on the Survey. Shortly after the arrival of the agricultural economist, the Consultants will review this question and make its recommendations to the Government and the Bank.

The relationship between the Consultants and the Government and counterpart personnel generally appears to be satisfactory. The Consultants also appear to be getting good cooperation from the different governmental entities. It was not clear, however, whether the Consultants are fully discussing the methodology, basic assumptions and recommendations with the counterparts (Mr. Nestor Dalenz expressed some concern on this point). Mr. Walsh appears to be a reasonably effective project manager but the mission is concerned that his use of contract cancellation threats in conversations with Mr. Pereyra and in cables to the Los Angeles office may adversely affect the relationship between the Consultants and the Ministry.

3. Staff and Facilities

The presently budgeted number of foreign experts is 27, including three unfilled positions. The proposed agricultural economist has only recently been approved by the Bank and should arrive in Bolivia during the next few days. The Consultants are still looking for a sociologist, a railway accounting and statistics specialist and a railway maintenance engineer.

The Consultants indicated that they intend to replace the present administrative assistant by a Bolivian national, General Alberto Paz Soldan. General Paz Soldan is already employed by DMJM on their airport study. The Bank has not yet formally received a request for approval of this change.

A Bolivian associate (Hugo Lopez Videla) is providing 5 experts (three part time) plus 17 persons for the highway origin/destination studies.

The Government has assigned 12 counterpart personnel to work with the experts (as compared with 7 specified in the Contract). The present coordinator of the counterpart personnel, Mr. Nestor Dalenz,

appeared well qualified for the position. The counterpart personnel generally are young but well qualified.

In the early stages of the Survey, the Government had difficulties in providing the required services and facilities. The situation has, however, greatly improved and adequate services and facilities are now generally provided to the consultants.

4. Financing

No major changes in the foreign currency cost of the Survey are presently envisaged. The mission reminded Mr. Pereyra of the need for speedy approval of foreign currency invoices and their draft submission to the Bank. He promised to send us the Consultants' foreign currency invoices for April and May by early July.

The financial situation of Bolivia is presently very difficult and some future problems may occur in the payment of local currency. The required local currency for the Survey has been budgeted and Mr. Pereyra assured the mission that all payments will be made. The Government has made the first three payments into the revolving fund and Mr. Pereyra assured the mission that the fourth, fifth and probably the sixth payment would be made on June 30 (these payments were due the 10th of May, June and July respectively). The Consultants, with the Government's approval, used 30,000 pesos from the revolving fund to pay for one car which should have been provided by the Government and on one occasion lent the Ministry 20,000 pesos. These amounts have not yet been refunded.

5. Reports and Time Schedule

The Inception Report according to the Contract is due on July 10. Due to the initial problems, the Consultants have asked for some extra time to complete the report which is now expected between July 21 and 30. The other reports are not expected to be affected by this delay. According to the Contract the Consultants are only required to provide four copies in English of the Inception Report and each of the progress reports. This would appear to be insufficient for both the Bank and the UNDP.

6. General

The mission met twice with Mr. Fernandez Espinar (UNDP Resident Representative). He felt confident that the contractual local currency payments would be made but doubted whether the Government would be able to pay for any supplementary studies. Mr. Fernandez personnally knows General Paz Soldan and considers him well qualified for the position of administrative assistant. The mission reminded Mr. Walsh that the reports are confidential and suggested that he keep this in mind in his discussions in the neighboring countries.

7. Action to be Taken

A cable should be sent to Minister Bonifaz Ponce inquiring whether the deposits were actually made on June 30. A letter should

also be sent to the Minister confirming our understanding that the future local currency payments will be made into the revolving fund in accordance with the contract and expressing our hope that in the future the revolving fund money will not be used to cover costs which should be covered directly by the Government.

Mr. Isgrig of DMJM should be advised orally about the mission's concern in connection with the cancellation threats and the full participation of the counterparts.

A letter should be sent to DMJM requesting that 8 English copies be provided of the Inception Report and the progress reports rather than the 4 specified in the Contract.

After receipt of a formal request for approval of replacing the administrative assistant, the Bank should review the qualifications of the proposed administrative assistant and whether UNDP funds can be used to pay for his services.

To the extent that staff is available, it would be desirable that the next supervision mission visit Bolivia early October and include a railway engineer and an economist. Later in the year there should also be a visit by a highway engineer. Depending on the outcome of the Consultants' review of the available agricultural data and their recommendations an early visit by an agricultural expert may become desirable.

JDNorth/HHansen:cw

cc: Messrs. Chadenet, Bell, Piccagli, Spottswood, Lipkowitz, Sadove, Miss Van Gasse, Messrs. Skillings, Favilla, Reamy, Riley, Sassoon, Hardy, Elsby, Hogg, Parthasarathi, Loven, Regling, Carmichael

DRAFT HHansen/cw July 5, 1967

SEDEPLA

LA PAZ

BOLIVIA

REFERENCE TRANSPORT SURVEY AND VISIT MESSRS. NORTH AND HANSEN STOP PLEASE CABLE WHETHER REVOLVING FUND DEPOSITS WERE ACTUALLY MADE ON JUNE 30

SKILLINGS

INTBAFRAD

to be cleared with and cc: Messrs. Elsby/Hansen R. Jones Riley Sassoon

> cc: Messrs. North Parthasarathi Regling

DRAFT HHansen/cw July 6, 1967

Pr. Miguel Bonifaz Ponce
Ministro de Planificacion y Coordination
Secretaria Nacional de Planificacion
y Coordinacion
Cajon Postal 3116
La Paz, Bolivia

Dear Mr. Minister:

Thank you for the assistance given by your Ministry to Messrs.

North and Hansen during their recent visit to review the progress of the
Bolivia Transport Survey.

We were pleased to learn that the Survey appears to be progressing well and that Mr. Pereyra Mendez assured the mission that the outstanding local currency deposits into the revolving fund would be made on June 30. We trust that these deposits have now been made. It is also hoped that in the future it will not be necessary to use funds for the revolving fund to cover costs which should be covered by the Government directly.

We realize that the financial situation may be rather difficult for the time being but we trust that the Survey may progress in an orderly manner. The Bank shares your view of the importance of the Survey and hope that it will form the basis for future transport investments and international financial assistance for such investments.

Sincerely yours,

Robert F. Skillings Western Hemisphere Department

to be cleared with and cc: Messrs. Elsby/Hansen
R. Jones
Riley
Sassoon
cc: Messrs. North

Parthasarathi Regling

om file.

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

TO:

Mr. John D. North

DATE: June 23, 1967

FROM:

W. C. Baum

SUBJECT: BOLIVIA: Supervision of UNDP Transportation Survey
Terms of Reference

1. On or about June 24, 1967 you will travel to Bolivia for a period of about five days to undertake supervision, in company with Mr. H. Hansen, of the Transportation Survey being undertaken by consultants and financed by the United Nations Development Programme.

- 2. You should review the organization of and the progress being made on the Survey in accordance with the Consultants' Terms of Reference; you should pay particular attention to:
 - (a) The consultants' relations with the Government and its staff;
 - (b) The adequacy of the Government's arrangements for the administration of the survey;
 - (c) The status of the Government's contribution of funds and services for the survey; and
 - (d) The status of financing and execution of subsidiary studies proposed by the consultants.
- 3. You should arrange to proceed to Uruguay from Bolivia, and on your return to Washington you should submit a combined back-to-office and final report of your findings.

Bank JDNorth/mp

Cleared with and cc: Mr. Skillings, Mr. Elsby

cc: Messrs. Chadenet

Bell

Williams

Miss Van Gasse (2)

Messrs. Favilla, Sassoon, Dambski, Hardy, Riley

Bolivia Transport

SEDEPLA

JUNE 22, 1967

LA PAZ

IMP GOVI.

BOLIVIA

REFERENCE MY CABLE TO YOU OF JUNE 16 MESSES JOHN MORTH AND HARALD HAMSES
OF BASE PROJECTS DEPARTMENT WILL ARRIVE LA PAS SUNDAY JUNE 25 20 REVIEW
PROJECTS TRANSPORT SURVEY AND WILL DESCUSS PAYMENT AND ANY OTHER OUTSTANDING
PROGLEMS WITH YOU

BULLINE

THIBANHAD

Subart F. Sellings

Mestern Hemisphere Deportment

Cleared with and on Mr. Eleby

Mr. Morth

Miss Povell Hr. H. Jones

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on file BOL 15

UDEFFE

JUNE 19, 1967

LA PAL

M/L

BILIVIA

IBRD STAFF MEMBERS HARALD HANSEN AND JOHN MORTH ARRIVING LA PAZ JUNE 21, OR 25 STOP WILL CALL ON YOU JUNE 26 AM TO DISCUSS TRANSPORT SURVEY NOW 15 STOP REMARDS

MILES

THIRAPPAD

VINCENT J. HILEY

Development Services Department

ces Mesers. Elsby Skillings W Cohen _ UNDP, New York

OFFICE MEMORANDUM

TO: Mr. Vincent J. Riley DATE: June 15, 1967

FROM:

Robert F. Skillings

SUBJECT:

BOLIVIA - Transport Survey

This is in reference to Dr. Ramirez-Boettner's letter of May 30 about the Bolivian transport survey.

Dr. Ramirez-Boettner's suggestions give me some difficulty:

- a. passing to him confidentially the portions of the report referring to Chile would be inconsistent with Section 4.11 of the Plan of Operation which provides that only the Bolivian Government can release the study, after prior consent of the Special Fund and the Bank;
- b. any request that the Bank play the role of conciliator between Bolivia and Chile could in any case only be considered if we had been requested by both Governments;
- c. if Chile, why not also Peru?

This is a somewhat delicate matter; you may want first to clear your reply with Mr. Cohen before sending it to Dr. Ramirez-Boettner in Chile.

cc: Messrs. Reamy Elsby Sassoon

North

Shivia Tpr.

STEER, PHA

JUMB 16, 1967

LA PAR

IBF GOVY.

BOLIVIA

REFERENCE TRANSPORT SURVEY COMMUTARES INFORM US GOVERNMENT HAS PAID
ONLY PART OF REPOSITS PEROS REQUIRED THEIR CONTRACT WITH TOU AND THAT
THEY HAVE NOT BEEN AGES WITHERAW FROM THEIR ACCOUNT IN MARKES ANTICIPATED STOP
WE ARE COMMUNESTED THAT THIS MAY LEAD TO BELAT OR CESSATION WORK STOP
PLEARS INFORM US SCONEST NATURE OF PROSEEN TOOR SIZE AND STEPS TOU ARE
TAXING SIZERET IT

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June 6 Drafted at. W.P. mtg. Hansen + North will ruset Dolivia wek of June 26.

> Robert F. Skillings Wootern Hemisphere

Cleared with and eer Hesore. Elsby Hansen

Sasson B. Jones

oes Hr. Fewills

RFSkillingerid

June 15, 1967

Mr. Donald A. Walsh Project Menager Deniel, Mann, Johnson & Mendenhell Casilla 3753 Le Pas, Solivis

Re: NOLIVIA - Transport Survey

Gentlemen:

We refer to your letter of May 10 proposing a highway traffic Origin and Destination investigation and enclosing an estimate of cost for the investigation. The contractual effects of the proposal were described by telephone to your Mr. Ingrig and we now confirm them.

We note what you say about the inability of the Government to provide local currency funds for this investigation. However, the allocation of funds from the United Mations Development Programme is only for the foreign exchange costs of the survey and for this reason the local currency costs would have to be met by the Government. Consequently, we suggest you break down the price of the proposed investigation into local and foreign currency costs and then obtain the agreement of the dovernment to reinburse you for the local currency cost. If this agreement is obtained, you should be empowered by the Government to approach the Bank with a request to be reimbursed under Appendix C of the Contract for the foreign exchange cost of the study. If this foreign exchange cost would cause the foreign currency limit expressed in sub-Section 3.03 (a) of the Contract to be exceeded, then the Bank would have to obtain the approval of the UNDP to the expenditure.

We look forward to receiving your further proposals and in the meantime are informing the Sovernment that we support your recommendation on the advisability of the Origin and Destination investigation you describe in your letter for the efficient performance of the Services.

Sincerely yours,

Warren C. Baum Assistant Director - Projects Department in charge of Transportation

Wilaby/op

Cleared with and co: Mr. Sassoon Cleared in substance with and oc: Mr. North, Mr. Meany, Mr. Favilla

Miss Powell/Mr. Ailey co: Mr. Parthonarathd.

Bolivia TPT.

WM 12 1837

La Paz, Bolivia June 6, 1967

Project	SU	ept.	Corre	sponde	ence	
ANS'D	BY.			Dest major from major stage		
DATE .	no the me o	that other song soon :	Provi strate status attenti se			

Señor Dr.
Miguel Bonifaz Ponce
Ministro de Planificación y Coordinación
Presente

Dear Dr. Bonifaz:

In order to properly plan and carry out our work it is quite urgent that we have local operating funds in the amounts provided by the contract and on the dates specified therein. It is our understanding that as of this date local funds which should have been deposited to our account are as follows:

(Contract effective date March 10, 1967 - Section 3.05 (A) (1) provides that within 30 days after effective date the amounts for the first three months of the services set forth in the schedule of payments of Appendix D shall be deposited in the DMJM revolving fund).

Appendix D (Expressed in U.S. dollars)

lst Month-March 10 - April		Revolving Fund ment required		Ś	6.750	
2nd Month-April 10 - May	10 R	Revolving Fund			8,610	
3rd Month-May 10 - June	10 F		Pay-	\$	11.615	
Required Deposit date April Total Initial Deposit required (l lo,	1967			26.975 23.700	
Actual Deposit date May 2, Total Initial Deposit	1967		0 0	\$b. 4	40.000	

Additional deposits required:

1/00

Aht Month-June 10 - July 10 Required deposit May 10, 1967	date	12.930
Sub-total of deposits required to May 10, 196 (Poso equivalent a)	7 12:1 = \$6	39.905 .478.860)
Actual deposit date Total of Second Deposit		ezo () esa "
5th Month-July 10 - Aug. 10 Required deposit June 10, 1967	date \$	11.595
Sub-total of deposits required to June 10, 19 (Peso equivalent a)	67 12:1 = \$t	51.500 .618.000)
Actual deposit date Total of Third Deposit		O
From the above figures it is apparent that our 10 will be deficient in the amount of \$b. 178	r account	as of June 3.000 less

Our main concern however, is that we have not been able to make withdrawals from this account in the manner anticipated in the contract. To date our withdrawals from this account have consisted of \$b. 100.000 on May 3, 1967, \$b. 150.000 on May 18 and --- \$b. 50.000 on May 30 for a total of \$b. 300.000. Of this amount we have had to turn back to the Ministry \$b. 50.000 in the form of \$b. 30.000 for the purchase of an automobile plus \$b. 20.000 for payment of counterpart salaries. This in effect means that we have received \$b. 250.000 versus the \$b. 618.000 (to June 10) provided by contract.

the initial deposit of \$b. 440.000).

We feel that this situation must be corrected as soon as possible if we are to have the necessary local operating funds required to continue with our work. In one or two instances we have had to cancel field trips for lack of local funds for transportation and travel expenses. In addition our company has used \$ 5.000.of their own funds to meet local expenses. This amount must be returned to them as soon as possible.

Since this problem is becoming more serious each day we would like to ask that you discuss it with members of your staff and

1100

that we get together the later part of this week to determine how this matter can be resolved for the benefit of all concerned.

Very truly yours,

Donald A. Walsh Froject Manager

cc: L.A. Vorld Bank-Baum A.M. Voorhees S.R.I. Note: Copy of original. Original letter from Minister was on Ministry stationery.

Dry

DANIEL, MANN, JOHNSON, & MENDENHALL

Casilla 3753 La Paz, Bolivia June 1, 1967 Bolivia TPD DMJM

PRESIDENT
IRVAN F. MENDENHALL, C.E.
EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A.
ARTHUR E. MANN, A.I.A.
S. KENNETH JOHNSON, A.I.A.
STANLEY A. MOE, A.I.A.
T. K. KUTAY, A.I.A.

Mr. Myer Cohen
Assistant Administrator and Director
Eureau of Operations and Programme
United Nations Development Programme
United Nations Center
New York, New York

Re: Bolivia Transport Survey
Plan of Operation

Gentlemen:

As you are aware the contract which was executed on February 10, 1967 and the Plan of Operation which was executed on March 10, 1967 for the Bolivia Transport Survey contained a rather detailed budget for both the U.S. dollar and local currency costs related to this project. This budget was prepared based upon certain anticipated work programs and local office operating expenses. One item which was overlooked however and which could not have been anticipated in preparing the original budget was the matter of supplemental data collection programs. It was generally understood that sufficient data existed within various government agencies in Bolivia to prepare the study. However after some two months of work and review of existing data the consultant advises us that much badly needed information released to Transport is for all practical purposes nonexistent.

In view of this deficiency in existing data several supplemental data collection programs are urgently needed to provide the required information to the consultants in order that they carry out their work. These programs and their approximate costs are as follows:

PLANNING S'ARCHITECTURE S ENGINEERING S SYSTEMS

7/28/67 With nin says UNDP has not answered. They would like to get suggestions from Bank an a would of North / Hansen mission. I have the impression that UNDP might be sympathetic, if Bank supports preparal.

By whom 2

PROGRAM.	SUPPLEMENTAL FUNDS NEEDED	FUNDS NOW AVAILABLE FROM GOVT.
9 H		
1. Survey of Rio Itenez, Acre and Abuná	\$ 20,000	\$ 7,161
2. Supplemental 0&D raffic Survey	\$ 12,060	\$ 2,000
3. Accumulation of		
Operating Cost data from LAB	\$ 600	\$ 200
4. Computer analysis of O&D data for Air Traffic in Bolivia	\$ 500	\$ 150
5. Computer analysis of O&D data for Railroad Traffic in Bolivia	\$ 1,500	\$ 250
6. Computer analysis 0&D data for highways (this data will have	\$ 5,000	\$ 500
been collected under item 2 of this group)		
TOTAL	\$ 39,660	\$ 10,261

Since the study has only been in progress for about two months out of an anticipated 13 month contract period it is possible that other data collection programs will be required as the work progresses. In fact at the moment it appears that some type of program for collection of supplemental agricultural data may be required although no definite program or cost estimate has yet been established.

A brief explanation of each of these proposed data collection programs is as follows:

1. Survey of Rio Itenez, Acre and Abuna

This survey would complete the hydrographic survey program of the four major river systems of Bolivia and will enable the consultant to evaluate all possibilities for inland waterway navigation. The most important aspect of this particular survey is that since the Itenez and



Abuna border on Brazil and the Acre with both Brazil and Perú that joint usage possibilities between Bolivia and these neighboring countries should be thoroughly studied by the consultants. A professionally conducted river survey will give them the necessary information to work with. (a copy of a previous request made directly to the World Bank giving more details of this project is enclosed herewith for your information).

2. Supplemental O&D Traffic Survey

Since the Servicio Nacional de Caminos does not have a traffic engineering section there is little, if any, 0&D information available as related to highway traffic. Such data as is available is incomplete and unreliable. Consequently in order to obtain the 0&D data needed for the Bolivia Transport Survey a rather extensive data collection program is required in order to give the consultants adequate information on which to base their projections and to determine highway needs. (a copy of a previous request made directly to the World Bank giving more details of this project is enclosed herewith for your information).

3. Accumulation of Operating Cost Data for Lloyd Aereo Bolivia (LAB)

This program is needed in order to develop a long range 10 year financial forecast of LAB operations. Our primary interest is to evaluate over-all operating costs, revenue potential and government subsidy requirements. We have asked LAB to give us the necessary data to develop this forecast but they simply do not have the personnel available to assemble this information into the format the consultant needs. Consequently the supplemental cost involved in this work is for hiring local part-time personnel to develop the data for us in Cochabamba.

4. Computer Analysis of O&D Data for Air Traffic in Bolivia

Considerable work has already been done on 0&D data for Civil Aviation in Bolivia and it has been programmed for computer processing. The cost of this item is therefore only for computer time charges at the University of Bolivia Computer Center. The processed data will then be available to the consultant for further use in the study.

5. Computer Analysis of O&D Data for Railroad Traffic in Bolivia

There has already been assembled a considerable amount of CCD information relative to railroad traffic and punched cards are available for computer processing. The cost of this item is therefore only for computer time charges at the University of Bolivia Computer Center. The

page four, Mr. Cohen

processed data will then be available to the consultant for further use in the study.

6. Computer Analysis of 0&D for Highways (This data will have been collected under item 2 of this group)

In order to process the O&D traffic data obtained in the traffic survey a considerable amount of data reduction work, coding, tabulation, key punching and processing is required to put the data in the format needed for the study. The costs associated with this item are therefore primarily computer processing costs. This work may be done here in Computer Center of the University of Bolivia or it may be prepared in the computer center of Alan M. Voorhees & Associates, Inc., at McLean, Virginia. Where this data will be processed depends largely upon cost comparisons of the two facilities available programs and or the particular computer model required.

Since these programs are all currently needed by the consultant in his work we feel that he should be permitted to proceed with them. In so far as the Bolivian Government is concerned however we simply do not have sufficient additional funds to cover the cost of these programs to any greater extent than the \$ 10,261 indicated.

In view of this we feel that the best solution to obtain the additional funds required would be to increase the dollar portion of the contract in an amount equivalent to the living allowances of the U.S. employees. The U.S. employees would then be paid their living allowance in U.S. dollars out of these additional funds. The local currency funds now allocated to these living allowances could then be utilized for the supplemental data collection programs. Since the total amount of the U.S. employee living allowances is presently estimated at \$ 59,587 the release of local funds in this amount would not only cover the present requirement of \$ 39,560 but would allow adequate margin for additional data collection program which might be needed as the study progresses.

In conclusion we request that you ammend the plan of operations and provide these additional study funds in the amount shown since without these supplemental data collection programs we feel that the final study results will not truly reflect the present conditions or future requirements of the Bolivia Transport Survey.



page five, Mr. Cohen

As we have already experienced considerable delay in trying to get this additional work underway we would appreciate a cable response to this letter as soon as you have reached a decision.

Yours very truly,

Dr. Miguel Bonifaz Ponce Minister of Planning and Coordination

O VJR Q om file

Aumo 15, 1967

Mr. Donald A. Walsh Project Manager Demiel, Mann, Johnson & Mondechell Casilla 3753 Le Pas, Bolivie

Re: HOLIVIA - Transport Survey

Gentlemen:

We refer to your letter of May 10 proposing a highway traffic Origin and Destination investigation and enclosing an estimate of cost for the investigation. The centractual effects of the proposal were described by telephone to your Mr. Ingrig and we now confirm them.

We note what you say about the inability of the Government to provide local currency funds for this investigation. However, the allocation of funds from the United Mations Development Programme is only for the foreign exchange costs of the survey and for this reason the local currency costs would have to be met by the Government. Consequently, we suggest you break down the price of the proposed investigation into local and foreign currency costs and then obtain the agreement of the Sovernment to reinburse you for the local currency cost. If this agreement is obtained, you should be empowered by the Government to approach the Eank with a request to be reimburged under Appendix C of the Contract for the foreign exchange cost of the study. If this foreign exchange cost would cause the foreign currency limit expressed in sub-Section 3.03 (a) of the Contract to be exceeded, then the Bank would have to obtain the approval of the UNDP to the expenditure.

We look forward to receiving your further proposals and in the meantime are informing the Government that we support your recommendation on the advisability of the Origin and Postination investigation you describe in your letter for the efficient performance of the Services.

Sincerely yours,

Warren C. Baum Assistant Director - Projects Department in charge of Transportation

WELsby/op THUE

Cleared with and oc: Mr. Sassoon

Cleared in substance with and ce: Mr. North, Mr. Meany, Mr. Favilla

Mas Powell/Mr. Mley co: Fr. Farthssarathd

(yellow)

Mr. A. J. Favilla

June 13, 1967

W. C. Blobyle &

BOLIVIA - Transport Survey

I have just received a telephone call from Daniel Nann Johnson & Mendenhall (the Consultants) to the effect that they have to date received bh0,000 pesos as payment in local currency out of 618,000 pesos due under the Contract. They state that they have also had to disburse 30,000 pesos on a vehicle which should have been supplied by the Government but was not, and 20,000 pesos for local personnel who should have been, but were not supplied by the Government.

Danjel Mann Johnson & Mendenhall say also that the Government has written direct to Mr. Myer Cohen of UNDP proposing that local subsistence costs for foreign personnel be paid for cut of foreign currency.

I have asked D.M.J.M. to provide the Bank in writing with details of the deficiencies in payments in local currency and in facilities and services to be supplied by the Government. D.M.J.M. will also provide the Bank with a copy of the Government's letter to the UNDP. I have asked them to put both in the airmail post tonight (in Los Angeles).

It is suggested that a meeting of the working party should be called to discuss the situation.

WCElsby/op TERD

c.c. Miss Powell, Mr. Sassoon, Mr. Reamy, Mr. Morth, Mr. Hansen

Bolivia TSP

ROLANDO PEREYRA MENDEZ

JUNE 6, 1967

SECRETARIA PLANIFICACION Y COCRUTHACION

IBF GOVT

CASTLLA 11h2

LA PAZ, BOLIVIA

TO SIGN WITHDRAWAL APPLICATIONS UNDER INTEGRATED TRANSPORT STUDY
RECEIVED Stop PLEASE DISHEGARD NYGAD SENT YESTERDAY STOP REGARDS

PAVILLA

INT BAFRAD

Alberto J. Favilla

Western Hemisphere Department

cc. Messrs. Skillings

Meany /

Engelmann Sassoon/Lecuona

JPajans mck

FORM No. 75 (2-60) INTERNATIONAL FINANCE CORPORATION

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM

IN RNATIONAL DEVELOPMENT

ROUTING SLIP	Date June 5, 1967
NAME	ROOM NO.
Mr. Riley	842
	1
To Handle	Note and File
	Note and File
To Handle Appropriate Disposition Approval	
Appropriate Disposition	Note and Return
Appropriate Disposition Approval	Note and Return Prepare Reply
Appropriate Disposition Approval Comment	Note and Return Prepare Reply Per Our Conversation

From

A.J. Favilla

Brufte

SUBSECRETARIO ROZARDO PERSONA RESIDUR.

SECRETARIA PZANIFICACIEN Y GOORDINACION

CASTINA 1112

LA PAZ, BOLIVIA

JUNE 5, 1967

E INF GIVE.

REPERENCE OURCAS APRIL 14 TO YOU COMME RETTERATE URGERT MEED
FOR EVIDENCE OF AUTHORITY AND SPECIMEN SIGNATURES OF PERSONS AUTHORIZED
TO SIGN WITHDRAMAL APPLICATIONS PERSUANT TO SECTION 4.03 PLAN OF
OPERATION TRANSPORT STUDY ctop REGARDS

PAVILLA THUBAPRAD

Alberto J. Pavilla Western Hemisphere Department Skillings Gassoom/Lecuona Beany Engelmann Riler

AJFavilla maik



Record Removal Notice



File Title Bolivia - Integrated Transport Study	- Survey Numbers - DP/SF/310/BOL 15 - Volu	me 2	Barcode No.	
			3048	6954
Document Date	Document Type			
05/30/1967	Letter	*	8	
Correspondents / Participants From: Dr. L.M. Ramirez Boettner, F To: Vincent Riley, Development Se		-	· · · · · · · · · · · · · · · · · · ·	
Subject / Title [Integrated Transport Project in Bol	ivia]			
Exception(s) Information Provided by Member C	ountries or Third Parties in Confidence		* .	∑ .
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¥			Irawn by	Date Name 22, 2025
		Salma	Berrada	May 23, 2025

file

Casilla 3753 La Paz, Bolivia May 30, 1967

Mr. George Abu-Jawdeh
Deputy Resident Representative of the
United Nations Development Programme
in Brazil
Caixa Fostal 743-Z0-00
Rio de Janeiro, Brazil

Dear Mr. Abu-Jawdeh:

I have just received a copy of Mr. Vincent J. Riley's letter of May 24, 1967 in which he indicated that I contact you relative to the Bolivian Transport Study.

I am not aware of the details of what you have in mind in Erazil but I presume it is something along the same lines we are doing here in Bolivia. We are presently drafting a CPM chart covering in considerable detail our activities in regard to each mode of transportation. This particular CPM chart is continually changing due to new problems we are continually encontering and the addition of Supplemental Data Collection programs which we had not originally anticipated. Just as soon however as we can get these charts into presentable form I will send you copies of them. In the meantime I am enclosing herewith a copy of our report outline which might be of some use to you in developing your own program. Please understand that this outline is really nothing more than a guide and it too has undergone considerable revision since we arrived in Bolivia.

If I can be of any further assistant or supply you with additional information please feel free to contact me.

Very truly yours,

Cc: Mr. Vincent J. Riley
Projects Department in Charge of Transport-Donald A. Walsh
International Bank for Reconstruction and Development
Washington, D.C

omfil

May 24, 1967

Daniel, Mann, Johnson and Renderlettl 3325 Wilshire Boulevard Los Angeles 5, California

Det BOLLVIA - Transport Survey

Gentlemant

We refer to the meeting held in this office on Tuesday, May 16 to discuss past and foreseen changes in the staff of the Survey.

Subject to your obtaining the agreement of the Government, we have no objection to the amendments to the staffing of the Survey specified in the attached schedule "Amendments to Staffing and Applicable Sates." In addition, we confirm that the Applicable Sates per North for the new appointees shall be as entered on the attached schedule.

We note that in secondance with Section 2.02(b) of the Contract you have altered the time allocated to team members as shown in the attached schedule "Minor Adjustments to Ber Chart, Appendix B of Contract."

With regard to the appointment of a replacement for Mr. A. Rogers, noted on Sheet 1 of the ottmched schedule as "to be appointed," we confirm the agreement made at the meeting that some strengthening of the staff in the economies field is necessary.

We also confirm the arrangement whoreby you would review progress in the aviation section and advice us in due course whether or not you consider a visit by Mr. Gorbon to Bolivia to be desirable.

ges Mr. Bolando Perayra Mendes Secretaria Macional de Planificacion y Coordinacion

Casilla 3116 La Pas, Bolivia Sincerely yours.

Parren C. Dans

Assistant Director - Projects Dayartment Cleared with and ec: Mr. Morth Mr. Parthasarathi, Mr. Regling in charge of Transportation

cc: Cen. Vegel, Mr. Fajans, Mr. Sassoon,

Mr. Favilla. Attachments

Mr. Loven, Mr. Resmy Mr. Riley.

ELMaby tybox



Record Removal Notice



File Title		Barcode No.
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onvia - integrated Transport Stud	y - Burvey Tumbers - Biristrator Boll 13 - Volum	
		30486954
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05/29/1967	Chart / Table / Diagram	
Correspondents / Participants		
rom: Warren Baum, Assistant Di		
o: Daniel, Mann, Johnson, and M	[endenhall	
Subject / Title		
de: Bolivia Transport Survey - Ser	vices in Bolivia	
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		removed in accordance with The World Bar
		Policy on Access to Information or oth
		disclosure policies of the World Bank Group.
		Withdrawn by Date
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Salma Berrada

May 23, 2025

file

May 24, 1967

Mr. George Abu-Jawdeh
Deputy Resident Representative of the
United Nations Development Programme
in Brazil
Caixa Postal 743-ZC-00
Rio de Janeiro, Brazil

Dear Mr. Abu-Jawish:

Thank you for your cable of May 18 regarding the Bolivian Transport Survey in which you reported that the Brazilian Government was ready to extend its cooperation along the lines indicated in my letter of January 12.

This study is being carried out by a consulting firm, Daniel, Mann, Johnson, & Mendenhall in association with Stanford Research Institute and Alan M. Voorhees and Associates, Inc. The Plan of Operation was signed and became effective on March 10 and field operations began in Bolivia later that month.

We do not have the detailed schedule which the consultant will be following in the execution of this project and, consequently, it is not possible for me to indicate the date on which the cooperation of the Brazilian authorities will be sought. However, I will arrange to have a copy of this letter sent to Mr. Bonald A. Walsh of BMAM, who is Project Manager and will request him to contact you directly on this matter.

Sincerely yours,

Vincent J. Riley
Development Services Department

Mr. Donald A. Walsh Project Manager Daniel, Mann, Johnson, & Mendenhall Casilla 3753 La Pas, Bolivia

VJRiley:fph Cleared with and cc:

Mesers. Sassoon, Fajans, Engelmann

ASSOCIATION

ENT II

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

TERNATIONAL FINANCE CORPORATION

INCOMING CABLE

DATE AND TIME

OF CABLE:

MAY 18,1967

1153

ROUTING

LOG NO.:

ITT VIA MESSENGER/19

TO:

INTERLAB INTBAFRAD

FROM:

RIO DE JANEIRO

ACTION COPY:

MR. RILEY

INFORMATION

COPY:

DECODED BY:

TEXT:

290 RILEY

YOUR LET 12/1 GOVERNMENT READY EXTEND COOPERATION IBRD

EXPERTS CONNECTION BOLIVIA TRANSPORT SURVEY. PLEASE

COMMUNICATE DATE SUCH COOPERATION WILL BE REQUIRED

ABU JAWDEH



Record Removal Notice



File Title Bolivia - Integrated Transport Study - St	urvey Numbers - DP/SF/310/E	BOL 15 - Volume 2		Barcode No.		
				304	86954	
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05/05/1967	Letter		-			
Correspondents / Participants From: Warren C. Baum, Assistant Director To: Mr. F. E. Isgrig, Daniel, Mann, John						
Subject / Title Re: Bolivia Transport Survey	· · · · · · · · · · · · · · · · · · ·					
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Additional Comments						
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			Salma I	Berrada	May 23, 202	25

UNITED NATIONS DEVELOPMENT PROGRAMME



PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT

UNITED NATIONS
NEW YORK

TELEPHONE: 754-1234

CABLE ADDRESS: UNDEVPRO . NEW YORK

28 April 1967

REFERENCE:

DP/SF/310 BOL 15 DP/SF/214 BOL 15

Dear Dick,

Subject: BOLIVIA - Integrated Transport Survey

Under cover of Mr. Riley's letter dated 25 April we have now received the fifteen conformed copies of the Plan of Operation for the Integrated Transport Survey in Bolivia.

Sincerely yours

Assistant Administrator

and

Director, Bureau of Operations and Programming

Mr. Richard N. Demuth
Director Development Services
International Bank for Reconstruction
and Development
1818 H Street, N.W.
Washington, D.C. 20433

EE: 9 MIL 1- VAM TORI

The Carlo Market 121

and the second of the second o

Ref: DP/SF 310 BOL 15

Mr. Myer Cohen Assistant Administrator and Director Bureau of Operations and Programming United Nations Development Programme United Nations, New York 10017

Dear Mr. Cohen:

Attached are fifteen conformed copies of the Plan of Operation for the Integrated Transport Survey in Bolivia.

The signed originals were sent to you with my letter of March 10 and acknowledged by you on April 20.

Sincerely yours,

Vincent J. Riley Development Services Department

Vjriley:fph

cc: Mr. Sassoon - Legal Dept.

UNITED NATIONS DEVELOPMENT PROGRAMME



PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT

UNITED NATIONS NEW YORK

TELEPHONE: 754-1234

CABLE ADDRESS: UNDEVPRO . NEW YORK

20 April 1967

REFERENCE: DP/SF/310 BOL 15

Dear Mr. Demuth,

Subject: BOLIVIA - Integrated Transport Survey

Under cover of Mr. Riley's letter dated 10 March we received two signed copies of the Plan of Operation of the above mentioned project in Bolivia. We have delayed acknowledging receipt of same, as we expected that the required 15 conformed copies of the Plan of Operation would be sent to us shortly. So far we have not received these copies and would therefore appreciate hearing from you on this subject.

Sincerely yours,

Paul-Marc Henry Assistant Administrator

and

Associate Director, Bureau of Operations and Programming

Mr. Richard Demuth, Director
Development Services Department
International Bank for Reconstruction
and Development
1818 H Street, N.W.
Washington, D.C. 20433

FORM No. 75 (2-60)

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM.

INTERNATIONAL FINANCE

INTERNATIONAL DEVELOPMENT

COM ONATION	ASSOCIATION
ROUTING SLIP	Date april 21, 196;
NAME	ROOM NO.
Mr. Riley	842
,	
To Handle	Note and File
Appropriate Disposition	Note and Return
Approval	Prepare Reply
Comment	Per Our Conversation
Full Report	Recommendation
Information	Signature
Initial	Send On
REMARKS	oeno on

From

J. PAJANS

SEDEPLA

APRIL 21, 1967

LA PAZ

IDF GOVE.

AIVILICE

FOR PERSONA MENORS THANSS URLET APRIL 10 STOP JOSE NORTH
OF TRANSPORTATION DIVISION EXPECTS VISIT BOLIVIA MIDDLE JUNE FOR MIVE
MAIS TO OSSERVE PROGRESS THANSPORT SURVEY STOP CONCERNED AROUT INITIAL
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SURVEY STOP UNDERSTAND DIFFICULTIES NOW SEING RESOLVED AND LOCKED
FORMARD RECRIVING YOUR VISIS ON THIS MATTER STOP REGARDS

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Record Removal Notice



File Title	Survey Numbers DD/CE/210	/ROL 15 Volume 2		Barcode N	lo.		
Bolivia - Integrated Transport Study -	Survey Numbers - Dr/Sr/310/	DOL 13 - Volume 2			30486	5954	
Document Date	Document Type						
04/21/1967	Letter						
Correspondents / Participants From: Warren C. Baum, Assistant Dir To: Mr. Donald A. Walsh, Daniel, Ma		-	A		3	45	
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Subject / Title Re: Bolivia Transport Survey	3						
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removed in accordance with The World Bank Policy on Access to Information or other disclosure policies of the World Bank Group.

Withdrawn by	Date
Salma Berrada	May 23, 2025

gen fil April 21, 1967 Hr. Frank E. Logrig International Operations Daniel, Mesn, Johnson, and Mendeshall 3325 Wilshire Boulevard Los Angeles 5, California

Re: BOLIVIA - Transport Survey

Dear Mr. Iserica

Reference is made to the staff changes which have been made to date on this survey and staff changes which you have proposed but which have not as yet been approved by the Bank.

The original staffing of the survey was considered by various specialist and administrative staff of the Bank and your firm was chosen to a large extent on the strength of the staff you proposed. The staffing was them further discussed with you before the Contract The tesm finally agreed upon and stated in the Contract therefore represented a staff rather carefully selected both as individuals and as a balanced team, and moreover a team arrived at by corporate agreement.

We think you will agree that the extensive changes which have been made or which are now proposed could drastically affect the survey team and in these circumstances we must return to a large extent to our original procedure of term selection. We should be glad if you would now provide us with aix copies of the following information, including changes made to date, these new proposed, and any further changes which can be foreseens.

- (a) Revised Staffing Schedule (Appendix B).
- (b) Curricula vitae of staff replaced or transferred to duties other than those originally allocated in Appendix 3.
- (c) Curricula witae of new staff introduced, proposed or foreseen.

We will then arrange for a meeting between your representatives and those of the Bank in Washington, to take place three days after receipt of this information.

Will you please note your reply to this letter "for the attention of Mr. Peter Engelmann."

Simonroly yours,

Cleared in substance with and cor

Mr. Regling, Mr. North

Oen. Vogel, Mr. Fejens/Mr. Favilla, Mr. Loven

Mr. Sassoon, Mr. Remmy, Mr. Biley, Assistant Director - Projects Department

in sharon of Transportation

ou fil

April 20, 1967

Mr. Bonald A. Walsh, Project Manager Daniel, Mann, Johnson & Mendenhall 3325 Wilshire Boulevard Los Angeles, California 90005

Re: BOLIVIA - Transport Survey

Dear Mr. Walsh:

In reference to your letter dated April 10, 1967, we agree to the replacement of your Bi-lingual Secretary, Mrs. Campisi, by Miss Holts and shall be glad to receive details of Miss Holts's background and experience.

We understand that charges for this replacement will be made at rates not greater than those stipulated in your contract and that the total payments given in Appendices C and D of your contract will not be increased.

Sincerely yours,

Warren G. Baum Assistant Director - Projects Department in charge of Transportation

cc: Mr. Rolando Pereyra Mendez Subsecretario de Flanificacion y Coordinacion Gasilla 1142 La Paz, Bolivia

cc: Gen. Vogel, Mr. Fajans/Mr. Favilla, Mr. Reamy, Mr. Ritey

WHELsby:vbm IBRD

FORM No. 75 INTERNATIONAL BANK RECONSTRUCTION AND DEVE ENT (2-60) INTERNATIONAL FINANCE INTERNATIONAL DEVELOPMENT ASSOCIATION Date ROUTING SLIP NAME ROOM NO. Miss Ponell To Handle Note and File Appropriate Disposition Note and Return Prepare Reply Approval Comment Per Our Conversation Full Report Recommendation Information Signature Initial Send On REMARKS It sounds like the word

SNAFU was invented especially Bulivin From

JFajans:jd Ourfla
April 20, 1967

SEDEPLA

LA PAZ

BOLIVIA

FOR PEREYRA MENDEZ STOP THANKS WRLET APRIL 10 STOP JOHN NORTH OF TRANSPORTATION DIVISION EXPECTS VISIT BOLIVIA MIDE FOR FIVE DAYS TO OBSERVE PROGRESS TRANSPORT SURVEY STOP PLEASED TO HEAR INITIAL BANK MOST ANXIOUS AVOID DIFFICULTIES RESOLVED STOP / IMPAIRMENT AND DELAY OF SURVEY OFTEN ARISING FROM INADEQUATE ADMINISTRATIVE FACILITIES AND LOCAL FINANCIAL SUPPORT AT START OF WORK STOP REGARDS

FAJANS

INTBAFRAD

Cleared with histor. Eyelmann / Elsby
To be cheared by mostins. Kitey
Reamy
Leenona

DMJM

ENSEMBLE

4/19AM

DANIEL, MANN, JOHNSON, & MENDENHALL

April 14, 1967

Mr. Warren C. Baum, Assistant Director Projects Department in Charge of Transportation International Bank for Reconstruction and Development

1818 H Street, NW 20433 Washington, D.C.

PRESIDENT
IRVAN F. MENDENHALL, C.E. EXECUTIVE VICE PRESIDENTS
PHILLIP J. DANIEL, A.I.A. ARTHUR E. MANN, A.I.A.
S. KENNETH JOHNSON, A.I.A. APR 18 1967
STANLEY A. MOE, A.I.A. Projects Dept. Correspondence ANS'D BY _____

DATE _____

Re: Bolivia Transport Survey General Progress Report

Dear Mr. Baum:

Since it will be some time yet before our first progress report is due to be sent to the Bank under the terms of our contract, I feel that it is nonetheless quite important that you be appraised of our current activities and of some of the problems we have encountered here in Bolivia during the first month of the contract.

In general, we have found the Bolivians to be quite cooperative and anxious to get this study underway, however, the Ministry of Planning has not lived up to their obligations insofar as the facilities they were to have provided for us.

When we arrived here there was nothing set up in the way of office space or facilities. Consequently, we practically had to force them to allow us into the 10th floor space of the CONAVI building which is the space that Sub-Secretary Pereyra indicated in Washington would be available for us. As far as office furnishings are concerned, we have had to buy sufficient tables and chairs out of our own funds to establish some semblance of an office operation. It is now nearly a month that we are in this space and we still have no electricity; consequently, our working hours are restricted to periods of daylight only. We also had to pay \$500 out of our own funds for a telephone which has not yet been installed. Of the five vehicles we were to receive, we have as yet received none. Since our transportation needs are urgent, we have rented one vehicle out of our own funds. It is not sufficient for our present needs but we are reluctant to go to the expense of renting a second one. Although the contract clearly states that a local currency revolving fund will be established for us within 30 days of the effective contract date (March 10, 1967), we have as yet had no local currency deposited

to this account and, consequently, have been operating out of our own funds for all local office expenses. I have had repeated meetings with the Minister of Planning and Coordination, the Sub-Secretary and my own counterparts, Ing. Zapata and Ing. Beyer with regard to these problems but with little success.

The lack of adequate facilities is definitely hampering our effectiveness and is delaying the entire project. For example, our Highway Inventory Engineer has had his personnel and inventory program
ready for nearly three weeks now and for lack of vehicles has had
to spend his time on less important tasks. Considering the size
of Bolivia and the number of roads to be inventoried, time is of
the essence for this aspect of the study.

In addition to the above, we have been greatly hampered by Customs clearance. It has taken us nearly three weeks to get our office supplies and equipment our of Customs. It seems that duty free privileges have little meaning and we still have to go through the same laborious paper-work routine as any other shippers. It was only after personally appealing to the Minister of Hacienda that we were finally able to free our office supplies and equipment.

I am bringing the above matters to your attention not that you could or should do anything about them but it would seem that some explanation should be asked by the Minister of Planning and Coordination when your representative is next in La Paz.

We now have 10 U.S. personnel here in Bolivia and one more expected in tomorrow. We are proceeding with our work in the best manner that we can and we are making progress. So far all seven Bolivian counterpart personnel have been assigned and are working with us. We also have approximately 12 local personnel (translators, statisticians, messengers, etc.) working with us.

Our Airport Facilities Engineer is on an extended trip up into the Beni and Pando on a general inspection of airport facilities in Rurrenabaque and Reyes areas. Our Railroad Specialists are leaving tomorrow on an 8 day trip to inspect the rail lines in the La Paz-Oruro-Cochabamba area. We are also accumulating considerable information on economic conditions in Bolivia and transport problems associated therewith. We are making slow but painful progress.

We have indications that the Ministry will be moving shortly on some of our problems and that by May 1st we will be in full operation.

Yours very truly,

DANIEL, MANN, JOHNSON, & MENDENHALL

Donald A. Walsh Project Manager

DAW: mmc

cc IntOps SRI AMV

Bulivia TSP

SUBBECENTARIO ROLARDO PERSIRA BERREZ
SECRETARIA PLANIFICACION Y COORDINACION
CASILLA 1112
LA PAZ, BOLIVIA

APRIL 14, 1967

REFERENCE OURCAS MARCH 10 TO MINISTER SONTPAX PONCE. STOP NEED
URGENTLY EVIDENCE OF AUTHORITY AND SPECIMEN SIGNATURES OF PERSONS
AUTHORIZED TO SIGN WITHBRAHAL APPLICATIONS PURSUANT TO SECTION
4.03 PLAN OF OPERATION TRANSPORT SURVEY

FAJANS

THY BAFRAD

Joseph Fajans Western Hemisphere Department Cleared with Mr. Sasson cc. Hessrs. Sassoon/Lecuona Reamy Engelmann Riley

JFajane mdk

PROGRAMA DE L , NACIONES UNIDAS PARA EL DESARROLLO

UNITED NATIONS



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HUERFANOS 786, 70 PISO - TELEFONO 397593/4
CASILLA 197-D
SANTIAGO, CHILE

And the Artist and Art

CABLES: UNDEVPRO

REFERENCIA:VR/]26/67

12 April 1967

Dear Vincent,

I appreciate very much your letter of 20 March and I want to answer you immediately to clarify the position of the Government of Chile vis-a-vis the Integrated Transport Survey in Bolivia.

We have explained the Government quite clearly that the Bank carries out projects through consulting firms. I was also very pleased to learn the names of these firms as mentioned in your letter.

As soon as the experts of the consulting firms which will carry out this project arrive in Chile or possibly as soon as their dates of arrival are known, we should be informed in order to contact the appropriate authorities at the Ministry of Foreign Relations, who would in turn make arrangements in Santiago, Arica and Antofagasta. Great goowill and interest have been shown in the Ministry of Foreign Affairs and full cooperation has been promised.

As you know this matter has great importance from many angles and the Government of Chile is well aware of this and therefore they will try to help as much as possible. For this reason you should not worry about the specific answer but judge it in a broader sense. As the project will not start operations before October we will have an opportunity to talk this over when you come to the Resident Representatives's Meeting in Santiago.

cc: Messrs. Engelmann Fajans

Reitter

Original to files 4/20/67

Yours sincerely,

Dr.L.M.Ramirez-Boettner Resident Representative

United Nations Development Programme

Mr. Vincent J. Riley
Development Services Department
International Bank for Reconstruction and Development
Washington D.C.
U.S.A.



INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT



1818 H STREET, N.W., WASHINGTON D. C. 20433 TELEPHONE: EXECUTIVE 3-6360

Press Release

For Release April 11, 1967

Subject: Bolivian Transport Survey

The United Nations Development Programme, the Republic of Bolivia and the World Bank have signed an agreement providing for a comprehensive survey of all modes of transport in Bolivia and the formulation of a 10-year coordinated program of transport development.

The United Nations Development Programme has allocated \$834,800 to cover the foreign exchange costs of the integrated transport survey. The local currency costs, which will amount to the equivalent of \$254,000, will be borne by the Bolivian Government. The World Bank is Executing Agency for the project. The Government has retained the consulting firm of Daniel, Mann, Johnson, and Mendenhall of Los Angeles, California, in association with Stanford Research Institute and Alan M. Voorhees and Associates, Inc. (McLean, Virginia), to undertake the survey. The survey is expected to take about a year.

Bolivia, a land-locked country with a mountainous terrain, presents difficult transport problems. The western third of the country encompasses the Andean Highlands, while to the east and north lie the lowlands and the tropical jungles of the Amazon Basin. Most of the mineral production, which provides the bulk of Bolivia's exports, are found in the mountain zone and are exported through ports in Chile by the western railway system. There is also an eastern railway system which links Bolivia to Brazil and Argentina, but the two networks are not connected. As a consequence the only connections between the eastern and western parts of the country are by road or air. There are at

present over 8,000 miles of roads, an international airport at La Paz equipped to handle jet aircraft and some 200 small airfields handling light cargo planes, many in areas served by no other transport. The Government operates a small fleet of river craft, mainly in the north where there are a number of navigable rivers, which carry a certain amount of local freight and some foreign trade with Brazil.

The survey will include a study of the existing transport system (including pipelines) and of future needs for transport services, with special emphasis on those which are likely to be required for the export of agricultural products, minerals, oil and gas; an analysis of the prospective transport demand generated in each major sector of the Bolivian economy; an assessment of the cost of each mode of transport and of Government policies with respect to transport; and a study of the possibilities and costs of alternative means of transport. A co-ordinated program of transport development for the years 1968 through 1977 will be formulated, indicating priorities for specific investment projects and sources for financing them. An outline of Government policies and measures to implement such a program will be prepared, including proposals for the establishment of an appropriate organization to coordinate and regulate all forms of transport. Provision has been made in the agreement for training selected professional staff under fellowships during 1968 and 1969.

(2-60)

FORM NO. 75 INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

(2-60) ERNATIONAL FINANCE CORPORATION	INTERNATIONAL DEVELOPM ASSOCIATION
ROUTING SLIP	Date April 18, 1967
NAME	ROOM NO.
Mr. Riley	842
To Handle	Note and File
To Handle Appropriate Disposition	Note and File Note and Return
Appropriate Disposition	Note and Return
Appropriate Disposition Approval	Note and Return Prepare Reply
Appropriate Disposition Approval Comment	Note and Return Prepare Reply Per Our Conversation

Bolivia Trangal COPY Le Paz, Abril 10, 1967 Sr. Joseph Fajans Western Hemisphere Department International Bank for Reconstruction and Development 1818 H Street, N.W. WASHINGTON D.C. 20433, USA Estimado senor Fajans, Tengo el agrado de acusar recibo de su atenta de fecha 20 de marzo en la que me hace llegar Ud. 25 copias del Plan de Operaciones para el Estudio Integral de Transportes que fuera firmado y declarado en ejecucion el 10 de marzo. Quiero aprovechar esta brillante oportunidad para agradecerle personalmente a Ud., como a los senores J. Wright, P. Engelmann por la valiosa cooperacion que me han prestado con motivo del contrato. Deseo comunicar que es deseo de nuestro Gobierno que el Banco pudiese acreditar a uno de sus funcionarios para que dentro de unos 30 a 40 dias pudiese supervisar la primera etapa del Estudio, rogandole nos haga saber con anticipacion el nombre de la persona designada. Actualmente 9 expertos de la firma consultora ya estan entre nosotros y todo hace suponer que su trabajo sera satisfactorio. algunas dificultades internas que feliamente ya han sido superadas. Mas adelante le hare llegar mis puntos de vista al respecto. Me despido, reiterandole las seguridades de mi estima personal Rolando Pereyra Mendez Subsecretario de Planificacion y Coordinacion RPM/bsb

DRAFT DMSessoon/km 3/10/67



Text of cable to Special Fund and Government of Bolivia:

PLEASED INFORM YOU THAT PLAN OF OPERATION FOR INTEGRATED
TRANSPORT SURVEY BETWEEN REPUBLIC OF BOLIVIA, SPECIAL FUND
AND IBRD HEREBY DECLARED EFFECTIVE PURSUANT TO SECTION 9.01
THEREOF STOP CONSULTANTS ALSO INFORMED THAT THEIR CONTRACT
WITH WITH REPUBLIC EFFECTIVE AS OF TODAY REGARDS

TO BE SIGNED by Area

cc: Messrs. Fajans Riley Englemann Reamy

THIS DOCUMENT REQUIRES IMMEDIATE DELIVERY DATE Mar. 29, 1967

Mr. Vincent Riley

ROOM NO. 842

FROM

Agnes Maher

ROOM NO. ____455

Ext. 2155

REMARKS

May I have your comments on this before I send it to Projects and Area Departments?

Draft Press Release on Bolivian Transport Survey

- 1. The United Nations Development Programme, the Republic of Bolivia and the World Bank have signed an agreement providing for a comprehensive survey of all modes of transport in Bolivia and the formulation of a 10-year coordinated program of transport development.
- 2. The United Nations Development Programme has allocated \$834,800 to cover the foreign exchange costs of the integrated transport survey. The local currency costs, which will amount to the equivalent of \$254,000, will be borne by the Bolivian Government. The World Bank is Executing Agency for the project. The Government has retained the consulting firm of Daniel, Mann, Johnson, and Mendenhall, in association with Stanford Research Institute and Alan M. Voorhees and Associates, Inc., to undertake the survey. The survey is expected to take about a year.
- 3. Bolivia, a land-locked country with a mountainous terrain, presents difficult transport problems. The western third of the country encompasses the Andean Highlands, while to the east and north lie the lowlands and the tropical jungles of the Amazon Basin. Most of the mineral production, which provides the bulk of Bolivia's exports, are found in the mountain zone and are exported through ports in Chile by the western railway system. There is also an eastern railway system which links Bolivia to Brazil and Argentina, but the two networks are not connected. As a consequence the only connections between the eastern and western parts of the country are by road or air. There are at present over \$ 000 miles (13,000 km.) of roads, an international airport at La Paz equipped to handle jet aircraft and some 200 small airfields handling light cargo planes, many in areas served by no other transport. The Government operates a small fleet of river craft, mainly in the north where there are a number of navigable rivers, which carry a certain amount of local freight and some foreign trade with Brazil. In In

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recent years Bolivia has received considerable foreign assistance in improving its road and rail links, and the French firm, SOFERAIL, carried out a survey of the railways. Its principle recommendations -- administrative integration of most of the railway system and reduction of personnel -- have been carried out, but its other recommendations are still in the planning stage.

- 4. The project now being undertaken will include a study of the existing transport system (including pipelines) and of future needs for transport services, with special emphasis on those which are likely to be required for the export of agricultural products, minerals, oil and gas; an analysis of the prospective transport demand generated in each major sector of the Bolivian economy; an assessment of the cost of each mode of transport and of Government policies with respect to transport; and a study of the possibilities and costs of alternative means of transport. A coordinated program of transport development for the years 1968 through 1977 will be formulated, indicating priorities for specific investment projects and sources for financing them. An outline of Government policies and measures to implement such a program will be prepared, including proposals for the establishment of an appropriate organization to coordinate and regulate all forms of transport. The consultants will also assist the Government in carrying out SOFERAIL's recommendations for the rehabilitation of the Bolivian railways.
- Provision has been made in the agreement for training selected professional staff under fellowships during 1968 and 1969.

July July

March 22, 1967

Mr. Donald A. Walsh Daniel, Mann, Johnson & Mendenhall 3325 Wilshire Blvd. Los Angeles, California, 90005

Re: BOLIVIA - Transport Survey

Dear Mr. Walsh:

Reference is made to your letters of March 13, 14, 15 and 16, 1967 concerning the above survey. We have no objection to the following staff replacements proposed in your letters:

Railroad Traffic Development Specialist - Mr. W. Beckham for Mr. J. Kruttschnitt

Railroad Operations Specialist - Mr. J. P. Marberry for Mr. J. Matsler

Airport Engineer - Mr. S. Walsh for Mr. M. Austin

Highway Planning and Traffic Engineer - Mr. R. G. Martinez for Mr. W. Waetjen

Senior Development Economist - Mr. K. G. Clere for Mr. P. Adams

We understand that charges for these replacements will be made at the rates stipulated in your contract and that this will not increase the total payments given in Appendices C and D of your contract.

From your letter of March 15, 1967 we note that Mr. P. Hruz, who was not mentioned in the contract, is proposed to be added to the SRI team. We should like to receive an indication of his proposed functions, your suggestions on how his services are to be covered in the contract, and Mr. Hruz's curriculum vitae.

We appreciate your efforts to strengthen your team for this survey, but we are concerned nevertheless about the large number of replacements and hope that you will be able to keep replacements to a minimum in the future.

Sincerely yours,

Warren C. Baum Assistant Director - Projects Department in charge of Transportation

HHansen Mrg Rolando Pereyra Mendez
Staff replacements cleared with and co. V Coordination. Casillas last hile Mes Regulingia
co: Gen Vogel, Mr. Fajans/Mr. Favilla, Mr. Sassoon, Mr. Reamy, Mr. Riley

Mr. L.M. Ramirez-Boettner
Resident Representative of the
United Mations Development Programme
in Chilo
Casila 197-D
Santiago, Chile

Dear Imis:

Your efforts in gaining the cooperation of the Chilean authorities for carrying out the Integrated Transport Survey in Bolivia are much appreciated. You will be interested to know that the Plan of Operation was signed on March 10, and declared effective that same day. The first of the experts are expected to arrive in La Pas in a few days and the remainder within the menth.

out by a consulting firm-in this case Daniel, Mann, Johnson, and Mendenball, in association with Stanford Research Institute and Alan M. Voorhees and Associates, Inc. The Project Manager is Mr. D. Walsh of DAM.

In this connection, I would like to refer to the letter of the Minister of Foreign Affairs to you, a copy of which you kindly enclosed in your letter of February 3. We noted that in the fourth paragraph of his letter the Minister refers to "los funcionarios competentes del Banco Internacional para la Reconstruccion y el Desarrollo." As you will appreciate, this is not precisely correct since the experts will actually be members of the consulting firms mentioned above. In accordance with the Plan of Operation, the contract for these consulting services is between the consulting firm and the Belivian Government. You may wish to bring this to the attention of Sr. Gustavo Valdivisso, the Director of International Relations, when the Minister identified as the appropriate contact for this matter.

Meanwhile, we have made known to the consultants the excellent response which you obtained from the Chilean Government and we look forward to your continued cooperation.

Sincerely yours,

Vincent J. Riley
Development Services Department

VJRiley:fph
Cleared with and ce:
Messrs. Sas oon
Fajans
ec: Mr. Engelmann

March 20, 1967 Mr. Rolando Pereyra Mendez Subsecretario de Planificacion y Coordinacion Casilla 11h2 La Pez. Bolivia Dear Mr. Pereyra Mendez: As you certainly know from Mr. Chaufournier's cable to your Minister, the Plan of Operation for the transport survey was signed and declared effective on March 10. I now take pleasure in sending you, for use by the interested Covernment Departments, twenty five copies of the executed document. I would be grateful if you could acknowledge their due receipt. May I take this opportunity to tell you that my colleagues and I were very pleased to be associated with you in the work on the transport survey, and greatly appreciate your friendly cooperation. with kindest personal regards, Sincerely yours, Joseph Fajans Western Hemisphere Department cc. Messrs. Engelmann Reamy Riley Sassoon Favilla JFajans mdk

FORM No. 26 (6-65)

INTERNATIONAL DEVELOPMENT ASSOCIATION

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE CORPORATION

Solema file

INCOMING CABLE

DATE AND TIME

OF CABLE:

MARCH 14, 1967

LOG NO.:

WU 5/15

TO:

INTBAFRAD

FROM:

NEW YORK

ROUTING

ACTION COPY:

MR. DEMUTH

INFORMATION

COPY:

DECODED BY:

TEXT:

7 DEMUTH

APPRECIATE CHAUFOURNIER TELEGRAM 10 MARCH WITH NOTIFICATION REQUIRED UNDER SECTION 9.01 PLANOP BOLIVIA INTEGRATED TRANSPORT SURVEY. ADMINISTRATOR AUTHORIZES BANK COMMENCE OPERATIONS AS OF 10 MARCH 1967

COHEN

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SA STOTES OF STREET OF STREET, STREET STREET,
2931 IN 28 8 ST 8WI

m. Puby March 1h, 1967 Daniel, Marm, Johnson and Mendenhall 3325 Wilshire Boulevard Los Angeles, California

Re: BOLIVIA - Transport Survey

Gentlemen:

This will confirm our telephone conversations with your Washington office of yesterday and last week, in which we advised you that the Plan of Operation for the above study was signed on Friday, March 10 and has been declared effective as of that date.

Your Contract with the Government of Bolivia is therefore also effective as of March 10, 1967.

Sincerely yours,

Warren C. Beam Assistant Director - Projects Department in charge of Transportation

cc: Secretaria Nacional de Planificacion y Coordinacion Casilla 3116 La Pas, Bolivia

cc: Daniel, Mann, Johnson & Mendenhall 1725 Eye Street, N. W. Washington 6, D. C.

cc: Messrs. Fajans Sassoon Reamy Riley

REPUBLIC OF BOLIVIA

(INTEGRATED TRANSPORT SURVEY)

PLAN OF OPERATION

Dated March 10, 1967

REPUBLIC OF BOLIVIA

Transport Survey

PLAN OF OPERATION

ARTICLE I

Definitions

Section 1.01. Unless the context otherwise requires, the following terms wherever used in this Plan of Operation have the following meanings:

- (a) the term "Special Fund" means the United Nations

 Development Programme (Special Fund);
- (b) the term "Government" means the Republic of Bolivia;
- (c) the term "Bank" means the International Bank for Reconstruction and Development;
- (d) the term "Project" means the project described in Section 2.01 hereof;
- (e) the term "external costs" means costs payable in currencies other than Bolivian pesos;
- (f) the term "dollars" and the sign "\$" mean dollars in the currency of the United States of America; and
- (g) the term "Administrator" means the Administrator of the Special Fund.

Section 1.02. The parties to this Plan of Operation accept all the provisions of the agreement dated February 9, 1960, between the Government of Bolivia and the Special Fund relating to the execution of all Special Fund projects in Bolivia, with the same force and effect as if they were fully set forth herein, subject, however, to the modifications thereof set forth in Section 1.03 of this Plan of Operation (said agreement dated February 9, 1960, as so modified, being hereinafter called the Modified Agreement).

Section 1.03. For the purpose of this Plan of Operation the provisions of the agreement dated February 9, 1960, between the Government of Bolivia and the Special Fund relating to the execution of all Special Fund projects in Bolivia are modified as follows:

- (a) Paragraph 2 of Article II is deleted.
- (b) Paragraph 3 of Article II is deleted, and the following substituted therefor:
 - "3. Any agreement between the Government and an Executing Agency concerning the execution of a Special Fund project shall be subject to the provisions of this Agreement and, except for arrangements of an administrative nature made in the ordinary course of supervising a project in accordance with the Plan of Operation relating thereto, shall require the prior concurrence of the Administrator."

- (c) In paragraph 5 of Article VIII, the reference to an Executing Agency or the Special Fund is substituted by a reference to the Government and the reference to any firm or organization includes any individual person so that the tax privilege applies to "any individual person and any firm or organization which may be retained by the Government."
- (d) In paragraph 6 of Article VIII all references to an Executing Agency or its personnel are omitted.

ARTICLE II

The Project

Section 2.01. The Project consists of:

- (a) a study of the existing transport system (including pipelines) and of future needs for transport services, with special emphasis on the transport services which are likely to be required for the export of agricultural products, minerals, oil and gas; an analysis of the prospective transport demand generated in each major sector of the Bolivian economy; an assessment of the real cost of transport by mode and of government policies with respect to transport; and a study of the possibilities and costs of alternative means of transport;
- (b) the formulation of a co-ordinated program of transport development for the years 1968 through 1977, indicating priorities for specific investment projects in the field of transportation and

sources of financing with respect to such projects; the preparation of an outline of Government policies and measures to implement such program of transport development including proposals for the establishment of an appropriate organization to coordinate and regulate all forms of transport; and recommendations on ways of improving the organization and the administration of each type of transport;

- (c) assistance to the Government in implementing the recommendations formulated by the consulting firm Societe Française d'Etudes et de Realisations Ferroviaires, (SOFRERAIL) in 1962 for the purpose of rehabilitating the Bolivian Railways; and
- (d) the training of selected professional staff under fellowships during 1968 and 1969.

Section 2.02. Parts (a), (b) and (c) of the Project are expected to commence in March 1967 and, except as the Government, the Bank and the Special Fund shall otherwise agree, will be completed within 15 months thereafter.

Section 2.03. The estimated cost of the services, facilities and equipment to be provided for the Project, the estimated distribution of such cost and the funds contributed by the Special Fund and the Government are set forth in the Schedule to the Plan of Operation. The estimates in such Schedule may be revised, if required, from time to time by agreement among the Government, the Bank and the Special Fund.

ARTICLE III

Obligations of the Special Fund

Section 3.01. The Project will be carried out with assistance provided by the Special Fund in accordance with Resolution 1240 (XIII) of the United Nations General Assembly. The Special Fund will from time to time, promptly upon receipt of a notice from the Bank, pay to or on the order of the Bank such amounts in such currencies as the Bank shall specify in such notice not exceeding in the aggregate:

- (a) an amount of the equivalent of \$825,000 to be applied to the external costs of the Project; and
- (b) an amount of the equivalent of \$6,000 to be applied to the clearly identifiable expenses incurred by the Bank in connection with its duties as Executing Agency for the Project.

In addition the Special Fund will pay an amount not in excess of the equivalent of \$3,800 to be applied to the costs related to project evaluation or operation incurred directly by its Administrator.

ARTICLE IV

Obligations of the Government

Section 4.01. (a) The Government shall carry out the Project with due diligence and efficiency and shall provide promptly as needed the funds, facilities, services and other resources required for the purpose. The current estimate of the required counterpart contribution is detailed in the Schedule to this Plan of Operation.

- (b) In the carrying out of the Project the Government shall retain consultants acceptable to the Bank. The terms and conditions of the contract or contracts between the Government and such consultants and any amendment thereof shall be subject to the prior approval of the Bank.
- (c) The Government shall not take any action or permit any of its agencies or instrumentalities to take any action which would prevent or materially interfere with the carrying out of the Project or the performance by the Bank or the consultants of their obligations in respect of the Project.

Section 4.02. (a) The Government shall enable authorized representatives of the Special Fund, of the Bank and of the consultants to visit any part of its territories for the purposes of the Project and to examine any records and documents relevant to the Project.

(b) The Government shall make available to the consultants all existing information relevant to the Project.

Section 4.03. Prior to submission of the first application for reimbursement or payment, the Government shall furnish to the Bank sufficient evidence of the authority of the person or persons who will sign applications for reimbursement or payment.

Section 4.04. The Government shall not amend the scope of the Project without obtaining the prior approval in writing of the Bank.

Section 4.05. The Government shall indemnify the Bank and members of its staff for any liability arising out of acts or omissions of such staff members in connection with this Plan of Operation or the execution of the Project, except where resulting from wilfull misconduct. Such indemnification shall include,

without limitation, attorneys' fees, court costs and other expenses incurred by the Bank or members of its staff in connection with the defense against, or settlement of, claims on account of such liability.

Section 4.06. The Government shall promptly inform the Bank of any condition which interferes with or threatens to interfere with the successful completion of the Project or the accomplishment of the purposes thereof.

Section 4.07. The Government shall exempt from, or bear the cost of, any taxes, duties, fees, levies, and other impositions imposed under its laws and regulations or laws and regulations in effect in its territories or of any political subdivision or agency thereof on the consultants and their personnel (other than residents of the territories of the Government) in respect of:

- (i) any payment made to such consultants and their personnel in connection with the execution of the Project;
- (ii) any equipment, materials and supplies brought into the territories of the Government for the purpose of carrying out the Project or which, after having been brought into such territories, will be subsequently withdrawn therefrom; and
- (iii) any property brought, including one privately owned automobile per employee, by the consultants and their personnel
 for their personal use or consumption or which, after having
 been brought into the country, may subsequently be withdrawn
 therefrom upon departure of such personnel, as in the case of
 concessions currently granted to the United Nations experts.

Section 4.08. (a) Upon completion of the Project or the termination or suspension thereof the Government shall consult with the Special Fund and the Bank as to the disposition of any equipment purchased by the Government for the Project and paid for in whole or in part out of funds allocated by the Special Fund and to which the Special Fund retains title. For the purposes of this Section reimbursement or payment by the Bank on behalf of the Special Fund shall be considered payment out of funds allocated by the Special Fund.

- (b) The Special Fund reserves the right to retain title to that part of the equipment, referred to in paragraph (a) of this Section, which is not needed for the continued operation of the Project or for activities following direct from the Project.
- (c) For the purpose of this Section, the Government shall furnish to the Bank information in respect of the equipment at the end of each calendar year and at the time referred to in paragraph (a), in the form of audited inventories.

Section 4.09. Except as the Government and the Bank shall otherwise agree, the Government shall submit to the Bank the following reports prepared by the consultants in so many copies and in such languages as the Bank shall reasonably request:

- (a) three months after commencement of the Project an <u>Inception Report</u> showing the progress of the Project to that date and a summary of interim findings;
- (b) six months after commencement of the Project and each six months thereafter until completion of the Project a Semi-Annual Progress

 Report showing the work completed, the work in progress and a summary of interim findings;

- (c) by July 31 and January 31 of each year a Statistical Supplement showing the number and qualifications of personnel employed, the equipment ordered and delivered, subcontracts entered into, the fellowships awarded and such other relevant details as are available for the preceding periods of January 1 to June 30 and July 1 to December 31, respectively; and
- (d) upon completion of the Project, a comprehensive Final Report summarizing all work performed and giving the findings and recommendations of the consultants together with a statement of account certified by a responsible Government officer, showing total payments (internal and external) made in respect of the Project.

Section 4.10. Upon completion of the Project, the Government shall furnish to the Special Fund a report evaluating the benefits derived therefrom and outlining the uses to be made by the Government of the findings thereunder.

Section 4.11. The Government shall not release to the public any of the reports referred to in Section 4.09 and Section 4.10 hereof or any information contained therein without obtaining the prior consent of the Special Fund and the Bank.

ARTICLE V

Obligations of the Bank

Section 5.01. The Bank as Executing Agency of the Special Fund will:

- (a) be responsible for the supervision of the Project;
- (b) administer the funds allocated by the Special Fund for the Project;
- (c) approve the consultants which the Government will retain

 for the Project, and the terms and conditions of the contract

 or contracts between the Government and such consultants and

 any amendment thereof;
- (d) at the request of the Government reimburse the Government or, if the Bank so agrees, make payments on behalf of the Government, for the external costs of the Project up to, but not in excess of the amount specified in paragraph (a) of Section 3.01 of this Plan of Operation and only to the extent that funds have been received by the Bank in accordance with such Section 3.01;
- (e) charge the Special Fund for its clearly identified expenses incurred in connection with its duties as Executing Agency for the Project up to, but not in excess of the amount specified in paragraph (b) of Section 3.01 of this Plan of Operation;
- (f) exercise in the administration and disbursement of funds the same care it applies to the administration of its own funds, and maintain records and accounts of funds received and disbursed by it and follow disbursement procedures all in accordance with its normal practices;
- (g) as soon as possible after December 31 of the year in which the Project was commenced, and as soon as possible after each subsequent December 31 until the Project is completed, furnish to

the Special Fund a statement of account as of such dates with the certified statement of its external auditor in such detail as the Special Fund may reasonably request; and

(h) furnish to the Special Fund, as soon as practicable after the completion of the Project, a final report showing all information necessary and appropriate to an evaluation of the benefits derived from the Project.

ARTICLE VI

Exchange of Views; Furnishing of Information

Section 6.01. The Government, the Special Fund and the Bank shall from time to time exchange views on the Project including the progress and costs thereof and the benefits derived therefrom and each shall furnish to the other such information as shall reasonably be requested in respect thereof.

ARTICLE VII

Settlement of Disputes

Section 7.01. (a) Any dispute between the Bank, on the one hand, and the Government, on the other, arising out of or relating to this Plan of Operation, which cannot be settled by negotiation or other agreed mode of settlement shall be treated as a dispute between the Special Fund and the Government and shall be submitted to arbitration at the request of either the Special Fund or the Government in the manner set forth in Article IX of the Modified Agreement; provided, however, that the foregoing provisions of this paragraph (a) shall not apply to any such dispute between the Bank and the Government, which the Special Fund and the Bank agree to have been caused solely by the wilfull misconduct of staff members of the Bank.

(b) Notwithstanding any termination of this Plan of Operation pursuant to Section 8.01 hereof, the provisions of this Section shall continue in full force and effect in respect of any dispute arising either before or after termination, provided such dispute shall be submitted to arbitration within six months after the date of such termination.

ARTICLE VIII

Suspension and Termination; Notice

Section 8.01. (a) The Special Fund shall be entitled to suspend by notice to the Government and to the Bank the assistance referred to in Section 3.01 hereof if any condition arises which interferes with or threatens to interfere with the successful completion of the Project or the accomplishment of the purposes thereof. The Special Fund shall consult the Bank before suspending such assistance.

- (b) The suspension referred to in paragraph (a) of this Section shall continue until such time as the Special Fund shall give notice to the Government and the Bank that it is willing to resume its assistance under Section 3.01 hereof or until the Plan of Operation shall be terminated in accordance with the provisions of paragraph (c) or paragraph (d) of this Section.
- (c) If any condition referred to in paragraph (a) of this Section shall continue for a period of fourteen days after notice thereof shall have been given by the Special Fund to the Government and the Bank, then at any time thereafter and during the continuance of such condition, the Special Fund may by notice to the Government and the Bank terminate this Plan of Operation; the Special Fund shall consult the Bank before giving such notice. Thirty days after the giving of such notice this Plan of Operation shall terminate.

- (d) This Plan of Operation may be terminated by the Government, the Special Fund or the Bank by notice of one to each of the others; the Special Fund or the Bank, as the case may be, shall consult the other before giving such notice. Sixty days after the giving of such notice this Plan of Operation shall terminate.
- (e) In case this Plan of Operation shall be terminated all payments due to the consultants pursuant to their contracts shall be deemed to be external costs of the Project as referred to in Articles III and V above; provided, however, that reimbursement or payments will not be made by the Bank if cause for termination shall have been non-compliance on the part of the Government with its obligations under Article IV above.

Section 8.02. Any notice or request required or permitted to be given or made under this Plan of Operation shall be in writing. Such notice or request shall be deemed to have been duly given or made when it shall have been delivered by hand, mail or cable to the party to which it is required to be given or made at such party's address specified below or at such other address as the party shall have specified in writing to the party giving such notice or making such request.

For Republic of Bolivia:

Secretaria Nacional de Planificación y Coordinación P.O. Box 3116 La Paz, Bolivia

Alternative address for cables:

Sedepla La Paz, Bolivia For the Special Fund:

Administrator
United Nations Development Programme (Special Fund)
United Nations
New York, N.Y. 10017

Alternative address for cables:

Undevpro New York

For the Bank:

International Bank for Reconstruction and Development 1818 H Street, N.W. Washington, D.C. 20433

Alternative address for cables:

Intbafrad Washington, D.C.

ARTICLE IX

Special Provisions

Section 9.01. This Plan of Operation shall enter into force on the date upon which the Bank dispatches to the Special Fund and the Government notice to that effect.

By s/ J. Sanjines G. Authorized Representative UNITED NATIONS DEVELOPMENT PROGRAMME (SPECIAL FUND) By s/ Myer Cohen INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT By s/ R. Chaufournier

Dated: March 10, 1967

SCHEDULE

Budget and Plans of Expenditure

Budget

The estimated cost of the services and facilities to be provided for the Project is detailed in the two Plans of Expenditure forming part of this Schedule. Funds will be provided by the Special Fund and the Government as follows:

		(In \$ equivalents)
(1)	Allocation by the Special Fund	834,800
(2)	Counterpart Contribution by the Government	254,000

Plan of Expenditure

Special Fund Allocation

	Total Cost	Estimated Di 1967 (Year)	stribution 1968 (Year)	of Costs 1969 (Year)
Project Costs:				
Fellowships	40,000	-	20,000	20,000
Sub-Contracts	785,000	625,000	160,000	-
Total Gross Project Costs	825,000	625,000	180,000	20,000
Executing Agency Costs	6,000	4,000	2,000	-
Special Fund Direct Costs	3,800	3,800	-	-
Special Fund Allocation	834,800	632,800	182,000	20,000

Plan of Expenditure

Government's Counterpart Contribution

		Total <u>Cost</u>	Estimate 1967 (Year)	d Distribution	of Costs 1969 (Year)
a)	Cash Disbursements to Consultant	S			
	Services by local Professional Staff retained by Consultants	15,600	14,000	1,600	-
	Local Costs for Expatriate Personnel Per Diem	68,500	60,000	8,500	-
	Local Transportation, Air, bus, rail and vehicle rental and maintenance	18,100	16,000	2,100	-
	Local Office Supplies, Equipment and Communications	7,800	6,800	1,000	-
	Subtotal	110,000	96,800	13,200	-
ъ)	Services of Governmental employees who will cooperate with study group	60,000	50,000	10,000	-
c)	Transport, office premises, public services, materials, et Total contribution in kind	45,000	40,000	5,000	_
d)	Salaries payable to personnel selected for fellowships	39,000	***	19,500	19,500
	al Government's Counterpart Contribution	254,000	186,800	47,700	19,500

FORM No. 75 (2-60) INTERNATIONAL FINANCE

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM

INTERNATIONAL DEVELOPMENT ASSOCIATION

ROUTING SLIP	Date March 10, 1967
NAME	ROOM NO.
Mr. Riley	842
To Handle	Note and File
To Handle Appropriate Disposition	Note and File Note and Return
Appropriate Disposition	
	Note and Return
Appropriate Disposition Approval Comment	Note and Return Prepare Reply
Appropriate Disposition Approval	Note and Return Prepare Reply Per Our Conversation

From

J. Fajans

MINISTRO MIGUEL BONIFAZ PONCS SEGRETARIA DE PLANIFICACION Y COORDINACION MARCH 10, 1967 IBF GOVT.

IA PAZ

BULLVIA

PLEASED INFORM YOU THAT PLAN OF GPERATION FOR INTEGRATED TRANSPORT SURVEY

BETWEEN REPUBLIC OF BOLIVIA COMMA SPECIAL FUND AND I BRD HEREBY DECLARED

EFFECTIVE PURSUANT TO SECTION 9.01 THEREOF STOP KINDLY AUTHORIZE PERSONS

TO SIGH WITHDRAWAL APPLICATIONS PURSUANT TO SECTION 4.03 AND ALRMAIL

EVIDENCE OF THEIR AUTHORITY AND THEIR SPECIMEN SIGNATURES STOP COMBULEANTS

ALSO INFORMED THAT THEIR CONTRACT WITH REPUBLIC EFFECTIVE AS OF TODAY STOP

REGARDS

CHAUFDURNIER

INT BAFRAD

Roger Chaufournier Western Hemisphere Department ee: Messrs. Sassoon Fajans Riley Englemann Reamy DESassoon/JFajans mik

MARCH 10, 1967 IBF GOVT.

ONDEAST)

NEW YORK

PIZASED INFORM 100 THAT PLAN OF OPERATION FOR INTEGRATED TRANSPORT SURVEY
BETWEEN REPUBLIC OF BOLIVIA COMMA SPECIAL FUND AND IBRO HEREBY DECLARED
EFFECTIVE PURSUANT TO SECTION 9.01 THEREOF STOP CONSULTANTS ALSO
INFORMED THAT THEIR CONTRACT WITH REPUBLIC EFFECTIVE AS OF TODAY REGARDS

CHAUFOUNGER INFRAFRAD

Roger Chaufournier Western Hemisphere Department cc: Massrs. Sasson Fajans Rilay Engelmann Reany DSassoon:mdk UNITED NATIONS
DEVELOPMENT PROGRAMME



PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT

UNITED NATIONS
NEW YORK

TELEPHONE: 754-1234

CABLE ADDRESS: UNDEVPRO . NEW YORK

REFERENCE: DP/SF 310 BOL 15

DP/SF 214 BOL 15

7 March 1967

Dear Dick,

Subject: Bolivia - Integrated Transport Survey

As requested in Mr. Riley's letter of 1 March 1967, we are pleased to return herewith four copies of the Plan of Operation signed by the United Nations Development Programme (Special Fund) for the integrated transport survey in Bolivia.

We look forward to receiving two copies of the executed document, as well as the usual fifteen conformed copies of this Plan of Operation.

Yours sincerely,

Myer Cohen Assistant Administrator

and

Director, Bureau of Operations and Programming

Mr. Richard H. Demuth
Director of Development Services
International Bank for Reconstruction
and Development
1818 H Street, N. W.
Washington, D. C. 20433

./

file

March 1, 1967

DP/SF/310 BOL 15 DP/SF/214 BOL 15

Mr. Myer Gohen Assistant Administrator and Director Bureau of Operations and Programming United Nations Development Programme United Nations, New York

Dear Mr. Cohen:

Subject: Bolivia - Tategrated Transport Survey

Mr. Schwob had advised me of your acceptance of the Plan of Operation for this project, as sent to you February 13, and of your decision to withdraw the additional proposed amendments included in your letter of February 21. We appreciate your decision, which removes the last obstacle to signature of the Plan of Operation.

Under these circumstances, the copies of the Plan of Operation sent to you in February, could now serve as execution copies. However since these may have been marked up, I am enclosing four additional copies. I would appreciate your executing them on behalf of the UNDP and returning them to us, for signature by the Bank and the Government.

The Bolivian Ambassador, who is expected to sign for the Government, is presently in La Pas, but is scheduled to return to Washington this weekend. Accordingly, we will schedule the signing as soon as we receive the signed documents from you.

As customary, two signed originals and 15 conformed copies will be sent to you after execution is complete.

Sincerely yours.

Vincent J. Riley
Development Services Department

Attachment

VJRiley/pme

cc: Messrs. Sassoon Fajans Engelmann o omfi

UNITED NATIONS DEVELOPMENT PROGRAMME



PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT

UNITED NATIONS
NEW YORK

TELEPHONE: 754-1234

CABLE ADDRESS: UNDEVPRO . NEW YORK

DP/SF 310 BOL 15 DP/SF 214 BOL 15 21 February 1967

Dear Dick,

Subject: Bolivia - Integrated Transport Survey

I write with reference to Mr. Riley's letter dated 13 February 1967 with which he submitted the revised Plan of Operation for the above named project in Bolivia.

We have noted Mr. Riley's explanations of the added or modified provisions and agree with them. In addition, however, pending our agreement on the wording of certain sections of your proposed standard format, we would still like to suggest the following amendments to the present text:

- 1. Section 1.02. Please delete the bracketed statement at the end of paragraph: "(said agreement dated February 9, 1960, as so modified, being hereinafter called the Modified Agreement)".
- 2. Section 1.03 (a). Please replace the word "deleted" at the end of this provision by "not applicable".
- 3. Section 1.03 (b). Please amend to read "Paragraph 3 of Article II shall be interpreted to mean that any agreement between the Government and an Executing Agency...", with quotation mark at the end of the paraphrased paragraph deleted.
- 4. Section 1.03 (c). Please replace on the second line of this provision the word "Substituted" by "deemed to be replaced".
- 5. Section 1.03 (d). At the end of this provision please replace the word "omitted" by "not applicable".

1 ...

Mr. Richard H. Demuth
Director of Development Services
International Bank for Reconstruction
and Development
1818 H Street, N.W.
Washington, D. C. 20433

UNITED NATIONS DEVELOPMENT PROGRAMME



PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT

- 2 -

6. Section 7.01 (a). On the sixth line of this provision, please replace "Modified Agreement" by "Agreement, as modified".

We are interested to know that the Plan of Operation is being scheduled for signature at an early date.

Yours sincerely,

Myer Cohen

Assistant Administrator

and

Director, Bureau of Operations and Programming

m. Riley 842 February 21, 1967 Mr. D. Walsh Daniel, Mann, Johnson & Mandenhall 3325 Wilshire Boulevard Los Angeles, California Re: BOLIVIA - Transport Survey Dear Mr. Walsh: For your information, we enclose a letter for the United Nations Development Programme Resident Representative in Santiago, Dr. Ramirez-Boettner, as well as a letter from the Minister of Foreign Affairs in Chile. Sincerely yours, Warren C. Baum Assistant Director - Projects Department in charge of Transportation HHansen/bc Cleared with and cc: Mr. Engelmann cc: Mr. Fajans Mr. Riley

PROGRAMA DI LAS NACIONES UNIDAS PATA EL DESARROLLO REPRESENTANTE RESIDENTE

UNITED NATIONS



NATIONS UNIES

NACIONES UNIDAS Charles Links on the Control of the

HUERFANOS 786, 79 PISO - TELEFONOS 397593/4 CASILLA 197-D SANTIAGO, CHILE

REFERENCIA: VR/29/67

CABLES: UNDEVPRO

8 February 1967

Dear Vincent,

I am pleased to confirm my cable of 27 January regarding the Special Fund project on the Integrated Transport Survey in Bolivia for which the International Bank for Reconstruction and Development has been designation Executing Agency.

I am pleased to enclose herewith a photocopy of the reply of the Government of Chile to our inquiry about the possibility of visits of the international experts of the project to Chile in order to maintain conversations with the Chilean authorities in charge of ports, railways, etc.

As you can see the letter accepting this proposal is signed directly by the Minister of Foreign Affairs, señor Gabriel Valdés. He suggests that as soon as the experts arrive in the country they should contact Mr. Gustavo Valdivieso, Director of International Relations of the Ministry of Foreign, Affairs,

Yours sincerely,

di Rom

der Sassami Angenal to file 2/16/67

Dr.L.M. Ramirez-Boettner Resident Representative

United Nations Development Programme

Mr. Vincent J. Riley Development Services Department International Bank for Reconstruction and Development 1818 H Street, N.W. Washington D.C. 20433 U.S.A.

Dr. L.M. Remiser-Restance Representante Residente Programa de las Naciones Unidas para el Deserrollo Presenta.-

Datinido selor Renires-Destiners.

Fango el agrado de acusar recibo de su carta de fecha 25 de enero del eño en curso, en la
cual tiene a bien commicarne que el Consejo de Administración del Programa de las Raciones Unidas para el Desarrollo,
ecordó financiar un Estudio Tatagral de Trasporte para Bolivia, que será efectuado por el Panco Internacional para la
Reconstrucción y el Desarrollo como organismo de ejecución.

Es empresa Ud. que diche Ranco considera de extrema importancia o intende, que los miembros de ante proyecto tengra la posibilidad de penerse en
contacto con personeros del Cobierno, relacionados con administración de puertos y ferrocarriles, firmas de transportes
y, en general, con todas equellas entidades que se encargan
de das facilidades de trasporte a Bolivia pero efectuar sus
exportaciones a través de los puertos chilenos.

Agrego Vd. que gran parte del Exito de este yroyeste dependerá de la buesa voluntad y de la comperación de los maises limitrotes de Belivia al germitir que se realizes las occasersaciones entre las funcionarios interascionales y los representantes del Cobierno, y de que éstas saon lo más efectivas poribles.

la respusata, puede comunicarle que muestro Cobierno tendad el reyer agrado de brindad
a esa institución tela su colabaración para el buen éxito
de este proyecto. Para este efecto, se perusto sugerir a
Ud. que los funcionarios competentes del Banco Internacional para la Reconstrucción y el Desarrollo pueden temar com-

tanto, tem prenso lo cesson, con el Director de Eslaciones - Internacionales, de este Ministerio, señor Quatave Valdivis-

iprovecho data oportunidad para reiterar a Ud. las seguridades de mi mão sita consideración --

> Gabriel Taldda Ministro de Relaciones Externores.-

> > Brattlegs.

Mr. Myer Cohen Assistant Administrator and Director Bureau of Operations and Programming United Nations Development Programma United Nations, New York

Dear Er. Cohema

On September 15, 1966, you sent comments on the draft Plan of Operation for the Integrated Transport Survey in Bolivia. Four copies of a revised draft are enclosed herewith.

We have incorporated all of the changes you suggested except for Item 7 of your letter referring to Section 5.01, which we felt was not necessary in the circumstances here.

Subsequently, the draft Plan of Operation was discussed with representatives of the Government and a number of minor changes were agreed. One of these, Section 7.01(a), was modified as proposed in your letter of December 12, 1966 (Ref: SF 333). Section 4.07(iii) was modified at the request of the Government and we have agreed to the substitution of the equivalent text free your "Manual for the Preparation of Plans of Operation."

As discussed in my letter of October 31, 1966, the Government wishes to designate the Secretariat of Planning and Coordination as the counterpart agency instead of the Ministry of Public Works, which was shown in the Governing Council's paper.

Although we have included provision for fellowships in clause 2.01(d), as suggested by you, the Government has requested that the training commence only after the conclusion of the field work and that it be spread over two years, 1963 and 1969, so that it will not necessitate the simultaneous absence from Bolivia of a large group of professional staff. The Government intends to make its selection from among the staff working as counterparts to the project. Against this background, we have set out, in Section 2.02, a sequence of operations that refers only to the field work; which is expected to commence in March 1967 and be completed within 15 months thereafter.

In the earlier draft, provision was made, in Section 9.01, for a legal opinion in order to make the Plan of Operation effective. This has now been eliminated and provision made for the Plan to become effective when the Bank dispatches notice to that effect. Finally, a Buiget and Plan of Expenditure for both the Special Fund allocation and the Government's counterpart contribution are included.

You will note that no provision is made for equipment. By agreement with the Government, the funds originally set aside for equipment (835,000) have been used instead to provide additional expert services under the subcontract. Seeded equipment, mostly vehicles, will be provided by the Government or rembed.

We trust that the above additions and modifications, all of which are included in the enclosed drafts, will meet with your approval and that we can schedule signing of the Plan of Operation at an early date. Negotiations on the consultant's contract, I might mote, have been concluded and we expect the parties to sign shortly.

Sincerely yours,

Vincent J. Riley Development Services Department

VJRiley:1ph

cc: Keesrs. Sassoon Reemy Engelmenn Fajans Mr. Luis Peres-Arteta
Resident Representative of the
United Nations Development Programme
in Argentina
Apartado Postal 2257
Buenos Aires, Argentina

Dear Mr. Perez-Arteta:

Thank you for your letter of January 26 in response to mine of January 16 regarding the Integrated Transport Study in Bolivia.

Much to my embarrasement, I now find that there was a typographical error in my earlier letter and that this error was reflected in your letter of January 26 to the Minister of Foreign Affairs, a copy of which you enclosed.

The error to which I refer was the first word of the last sentence of the third paragraph of my letter. I intended to refer to "Contacts with Government officials..." Instead, as you know, my letter referred to "Contracts with Government officials...". This error unfortunately carried over into the sixth and seventh paragraphs of your letter to the Minister.

Since considerable progress has been made in recent weeks toward implementing this project, I believe that a few words about the present status of the Bolivian transport project might also help clarify the type of cooperation that will be sought from Bolivia's neighbors, including Argentina.

The Bolivian transport project, as you will have noted from the Governing Council paper, is to be carried out by sub-contract. The contracting firm will be Daniel, Mann, Johnson, and Mendenhall, in association with Stanford Research Institute and Alan M. Voorhees and Associates, Inc. Representatives of Bolivia and of the consultants have just concluded negotiations on the contract, and we expect it to be signed later this week. This is the only contract involved in this project.

Discussion of a Plan of Operation is also almost complete and we expect it to be signed shortly. Field work is expected to commence about April 1, and last about 15 months. The chief of the consultants' mission will be Mr. Donald Walsh.

In the course of this field work, considerable attention will be given to the means of transport serving Bolivia's exports, and since Bolivia is landlecked this will involve some investigations in the territories of Bolivia's neighbors. In my letter, I had intended to request only that you take any steps necessary to facilitate contacts between the consultants and the appropriate Argentine authorities mentioned. A typographical error distorted my request and I am sure it led to some pusslement on your part. I deeply regret any difficulty this has caused and I hope that it will now be possible to set matters straight with the Argentine authorities without serious difficulty.

The consultants have been given your name and address, and when the need arises to approach Argentine authorities, Mr. Walsh or his associates will be in direct contact with you. Since I expect to attend the forthcoming meeting in Santiago, I will be happy to discuss the subject further with you at that time.

Again, please accept my deepest apologies and my sincere thanks for your efforts on behalf of this project.

Sincerely yours,

Vincent J. Biley Development Services Department

VJRiley: fph

cc: Messrs. Sassoon/Lecuona Engelmann Fajans

UNITED NATIONS DEVELOPMENT PROGRAMME



PROGRAMME DES NATIONS UNIES POUR LE DEVELOPPEMENT

Av. 9 de Julio 1925 - 10°

REF.

NACIONES UNIDAS PROGRAMA DE DESARROLLO

BUENOS AIRES - ARGENTINA

Postal: Casilla de Correo 2257 Cables: UNDEVPRO - Buenos Airos Tel. 38 - 6769 38 - 7869

221

January 26th. 1967

Dear Mr. Riley,

I am pleased to acknowledge receipt of your letter dated 16 January 1967, regarding the "Integrated Transport Survey in Bolivia". The contents of your letter have been duly communicated to the Ministry of Foreign Affairs, the Secretariat of State for Transport and the National Development Council, the three Government Agencies directly connected with this matter.

As soon as we receive a reply from either of them we would indeed communicate it to you with whatever comments we might have at that time.

We have noted from your letter that you would communicate to us ahead of time the necessary particulars about the Consultants and the expected timing of their visit, so that this information could also be transmitted to the appropriate Argentine Authority for clearance purposes.

Yours sincerely,

Luis Perez Arteta Resident Representative

Mr. Vincent J. Riley Development Services Department International Bank for Reconstruction and Development 1957 FEU - 1 PN 3:30 1818 H. Street Nashington D.C. - U.S.A. COMMUNICATIONS

cc: Messrs. Fajans Sassoon Engelmann Original to files 2/3/67 File chron.

Com

Prisaro 26 do 1967

Do mi considerualda:

Tongo el agrado de dirigirmo a Ud. a fin de commicarle la alguiente:

En Junio polo. el Censejo de Cobernadores de la UEDP cenvinieren en financiar un estudio nobre la Intermedión del Transporto en Polivia, esignardo Agante Djecutivo el Denco Intermedienal peru la Mesonstrucción y Deservollo. Se adjunta copia del documento del Censejo de Cobernadores.

El Flan de Operaciones para el cetadio ha sido preparado por el Banco, enterizado per la UEDP y analisado conjuntamento con el Gobierno Beliviano. Esperazos que sea aceptado y filmado en Vachington a principios de Pebrero. El centreto firmado entre el Cebierno y la Junta de Ceamiltores, la cual será elegida patalmamente per el Banco, deberá por negociado y firmado al mismo ticapo.

Como ustodos poirán apreciar por el documento adjunto, la principal labor de cota Junta sorá estudiar los medios y el modo de operación de todos los sectores del transporte y formular un program coordinado para los próximos 10 años.

So dará particular importancia a los medios que utilizan los pervicios de exportaciones de eso país tento productos de la agri-cultura, como de minería, petroleo y gas. Dado que este país no tieme calida al mar, la Junta deberá realizar grun parte de cus investigaciones desde los territorios de los países limátrofes.

Será necessio llevar a cobo contratos con entidades del Gobiemo, Administración de formocarriles y Administración de Fuertos, commina de carga y de instalación de gaseductos, saí como tenar acceso a los medios de transporte usados por eco pala para sus expertaciones.

Ministerio de Relaciones Exteriores Organismos Internacionales Consejero P. Meliza Seleo S/D.-

....

Dado que se lleverên a cabo acuerdos preliminares con los Cobiernos respectivos do los países limítrofes, para facilitar a la Junta la terea a realizares desde dichos territorios, mucho agredecería me informaran a la mayor brevedad si a la Junta, cuyos dates personales y fecha aproximada de llogada le serên commicados operturamente, se lo permitirá llevar a cabo sus tereas en territorio Argentino y si a la ves podrán centar con la ya tradicional ecoperación y buena voluntad de las autoridades Argentinas en este respecto.

Con este metivo, hago propicia la opertunidad para calmiar a Ud. may atentamento.

Inio Peres Artita Representante Residente I hope that the preliminary understanding with the Governments of the countries will come through. To facilitate the realization of the task or work at the meeting of the said country I would greatly appreciate if youcould inform promptly as of the property particulars, and the approximate date of arrival will be transmitted in due course, if it will be allowed to bring about the work in Argentina and if we can again at the same time count on the good-will and cooperation of the Argentine authorities in this respect.

FORM No. 26 . (6-65)

INTERNATIONAL DEVELO ENT ASSOCIATION

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

TERNATIONAL FINANCE

INCOMING CABLE

DATE AND TIME

OF CABLE:

JANUARY 27, 1967

1919

ROUTING

LOG NO.:

ITT 10/30

TO:

INTBAFRAD

FROM:

SANTIAGO

ACTION COPY:

MR. RILEY

INFORMATION

COPY:

DECODED BY:

TEXT:

RILEY

YOURLET 12 JANUARY GOVERNMENT CHILE IN AGREEMENT FACILITATE

TASK EXPERTS INTEGRATED TRANSPORT SURVEY BOLIVIA. WILL INFORM

WRITING

RAMIREZ BOETTNER

cc: Messrs Fajans
Engelmann
Sassoon
Original to files 1/30/67
FCA



Mr. Rety REGIST MAH. NUMBER _ 15643

PRESIDENCIA DE LA REPUBLICA

SECRETARIA NACIONAL DE PLANIFICACION Y COORDINACION LA PAZ - BOLIVIA

AV. 20 DE OCTUBRE ESQ, F, GUACHALLA TELEFONOS 29243 - 29244 - 28733

CAJON POSTAL 3116

CABLES (SEDEPLA)

109-67

La Paz, Enero 25, 1967

Bolivia Tsp.

Mr. Joseph Fajans Western Hemisphere Department International Development Association 1818 H Street N.W. WASHINGON D.C. 20433

USA

Estimado Señor:

Acuso recibo de su carta de 10 de enero en la cual me pide autorice a un funcionario del Gobierno, para que represente a Bolivia en las negociaciones que serán iniciadas en la sede del Banco Mundial el día miércoles le de febrero, con motivo de la firma del contrato con los Consultores y la aprobación final del Plan de Operaciones.

Mi Gobierno ha decidido encomendar dicha representación al Señor Lic. Rolando Pereyra Mendez, Subsecretario de Planificación y Coordinación. El señor Pereyra llevará instrucciones para la estipulación de gastos en moneda local y servicios locales a ser consignados en el contrato de acuerdo a los términos generales convenidos con anterioridad.

Estoy de acuerdo en que las negociaciones se efectuen en la fecha indicada por Ud.

Con este motivo, lo saludo muy atentamente,

Dr. Miguel Bonifaz Ponce MINISTRO DE PLANIFICACION Y

COORDINACION

FORM NO. 75 (2-60) INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOF

INTERNATIONAL FINANCE

INTERNATIONAL DEVELOPMENT

	ROUTING SLIP	January 2	25, 1967
	NAME		ROOM NO.
Mr.	Vincent Riley		842
)			
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	To Handle Appropriate Disposition	Note and	
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	Appropriate Disposition	Note and Prepare	Return
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	Appropriate Disposition Approval Comment	Note and Prepare Per Our	Return Reply Conversation

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INCOMING WIRE

JANUARY 25, 1967

1602

Action Copy: Mr. Fajans

RC 36/25

FAJANS INDEVAS

Information Mr. Alter Copy:

LA PAZ

SUBSECRETARIO PLANIFICACION ROLANDO PEREYRA MENDEZ FUE DESIGNADO

DELEGADO NEGOCIACIONES ESTUDIO INTEGRAL TRANSPORTES ARRIBARA WASHINGTON

LUNES 30 ROGAMOS MAXIMA COOPERACION ATENTAMENTE

MIGUEL BONIFAZ PONCE

Mr. Riley

January 16, 1967

Mr. D. Miller, Vice President Daniel, Mann, Johnson & Mendenhall 3325 Wilshire Boulevard Los Angeles, California

Re: BOLIVIA - Transport Survey

Dear Mr. Miller:

This will confirm your telephone conversation of last Friday with Mr. Engelmann of our office inviting your organization to enter into negotiations for the above named study at 2:30 p.m. on January 30, 1967.

As Mr. Engelmann explained to you, the decision to select your firm for this assignment was based on the premise that it would be possible in the negotiations to modify the proposal of your firm on two points:

- (1) the number of man-months required to complete the project, which should be reduced so that the work program can be accomplished within the budget allocation of the United Nations Development Programme;
- (2) the personnel assigned to the railroad advisory team, which contains some specialists who have not had suitable experience in developing countries for this assignment, we would hope that replacements for such specialists can be found by your organization.

By the time you will have received this letter, Mr. Regling, the railroad engineer concerned with Bolivia in the Transportation Division of the International Bank for Reconstruction and Development, will have telephoned you to discuss in detail the question of personnel on the railroad advisory team.

We would appreciate having your suggestion on the revised team composition and manpower requirements for our review, a few days prior to the proposed negotiation date. For the negotiations, please be prepared to furnish detailed breakdowns of the man-month rates for each category of staff to be employed on this study in the home office and in Bolivia; the breakdown should show the base salaries and the percentages of social benefits (social security, vacations, etc.), overseas allowance, overhead and fee.

Sincerely yours,

PEngelmann:vbm IBRD

> Warren C. Baum Assistant Director - Projects Department in charge of Transportation

cc: Mr. Fajans, Mr. Riley, Mr. Sassoon, Gen. Vogel,

Mr. Regling.

Jamuary 11, 1967 Doniel, Mann, Johnson, and Mandenhall. 325 Wilships Myd. Los Amgeles, California 90005 Des Telleta Transport Sursey Gentlement Thank you for your letter of January h, 1967 transmitting six copies of the joint proposel of Deniel, Menn, Johnson, and Mendauhall, Stanford Research Institute and Alan H. Voorhees and Associates, Inc. for the above nesed survey. Our evaluation of proposals is now in progress and we shall be in touch with you if any further information is required. Simporely yours, Marron C. Dam Assistant Mrector - Projects Department in charge of Transportation out Deniel, Menn, Johnson, and Mandonhell. 1725 Sye Street, M. W. bookington, D. C. cleared with and not Mr. Engelment out the Checkmet Gent. Vegel Mr. Favilla ir. Perthasarethi. The W. NNer!

pe H. Horsen

1/6/67 Mr. Morth Dr. Recling Mr. Riley v Mr. Sassoon Bliencontra

Wilbur Smith and Associates 495 Orange Street New Haven, Connecticut 0650h

Re: Bolivia Transport Survey

Gentlemen:

Thank you for your letter of January b, 1967 transmitting six copies of the joint proposal of Wilbur Smith and Associates and Intertransports for the above named survey.

Our evaluation of proposals is now in progress and we shall be in touch with you if any further information is required.

Sincerely yours,

Assistant Director - Projects Department in charge of Transportation

co: Mr. D. C. Lefebvre Suite 1112 13h6 Connecticut Avenue, N. W. Washington, D. G. 20036

cleared with and co: Mr. Engelmann

cos Mr. Chadenet

Mr. Favilla Gen. Vogel

Mr. Parthagarathi

Mr. Morth

Mr. Regling

Mr. Sassoon

Hispagarra

Dautsche Projekt Unden Gebil. Hobaco 11 acestrosse 10 Bonn, dermany

Bas Bolivia Transport Survey

Jantleman:

Thank you for your letter of December 30, 1966 transmitting six copies of the joint proposal of Deutsche Projekt Union Gobi. and Toutsche Missabahn Consulting Osbii. for the above mamed survey.

Our avaluation of proposals is now in progress and we shall be in touch with you if any further information is required.

Sincerely yours,

Verren C. Bous Assistant Director - Projects Department in obarge of Transportation

cleared with and ces Mr. Engelmenn

cor Mr. Chadenet

Gen. Vogel

Fr. Favilla

Mr. Parthagarathi

Mr. Morth

Mr. Rogling Mr. Miley V

Mr. Sammoon

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HESESO LS Javestreet The Hague The Notherlands

Ras Solivia Transport Survey

Thank you for the six copies of your proposal for the above named survey which was received from Mr. Prijlink.

Our avaluation of proposals is now in progress and we shall be in touch with you if any further information is required.

Sincerely yours,

Marren C. Roum Assistant Director - Projects Department in charge of Transportation

cleared with and set Mr. Engelmann

car Mr. Chadenet

Gen. Vogel

Mr. Pavilla

Mr. Parthagarathi

Ph. North

Mr. Regling

Dr. Riley

Mr. Sassoon

Missonara

Intertransports 39 res de la Bienfeisance Paris 8 France

Re: Bolivia Transport Survey

Centlement

Thank you for your letter of January 4, 1967 transmitting six copies of the joint proposal of Intertransports and Wilbur Smith and Associates for the above named survey.

Our evaluation of proposals is now in progress and we shall be in touch with you if any further information is required.

Sincerely yours,

Narren C. Baum Assistant Director - Projects Department in charge of Transportation

cc: Mr. B. C. Lefebvre
Suite 1112
1316 Connectiout Avenue, N. W.
Washington, B. C. 20036

cleared with and co: Mr. Engelmann

ees Mr. Chademet

Gen. Vogel Mr. Favilla

Mr. Parthagarathd

Mr. Morth

Mr. Regling

Mr. Rilay

Hr. Sassoon

Hill manustress

Mr. Luis Perez-Arteta
Resident Representative of the
United Nations Development Programme
in Argentina
Apartado Postal 2257
Buenos Aires, Argentina

Dear Mr. Perez-Arteta:

Last June the UNDP Governing Council agreed to finance an Integrated Transport Survey in Bolivia, designating the International Bank for Reconstruction and Development as the Executing Agency. A copy of the Governing Council document is attached.

A Plan of Operation for the survey has been drawn up by the Bank, cleared by the UNDP and reviewed with the Bolivian Government. We expect it to be agreed to and signed in Washington at the beginning of February. The contract between the Government and the Consultants, shortly to be selected by the Bank, should be negotiated and signed at the same time.

As you will see from the attached document, the main tasks of the consultants will be to study the facilities and operations of all the transport sectors and to formulate a coordinated transport program for the next ten years. Particular importance will attach to the means of transport serving the exports of Bolivian agricultural products, minerals, and oil and gas. As the country is land-locked, the Consultants will have to conduct part of their investigations in the territories of its neighbors. Contracts with government officials, railway and port management, trucking firms and pipeline operators, and access to transport facilities through which Bolivian exports are shipped, will be necessary.

We believe that preliminary arrangements with the governments of the neighboring countries to facilitate the work of the Consultants in their territories may best be made by the UNDP Resident Representatives in these countries. I would therefore appreciate it greatly, if you could inform the Argentinian Ministries of Foreign Affairs and Transport at your earliest convenience of the proposed UNDP survey in order to ensure that the consultants who will have to rely on the goodwill and co-operation of the Argentinian authorities, will be able to carry out their

tasks as effectively as possible. At a later date, we shall communicate to you the necessary particulars about the Consultants and the expected timing of their visit. Meanwhile, I would be grateful to hear from you about the Government's preliminary reaction to your intervention.

9 With many thanks for your help in launching the survey and with kindest regards,

Yours sincerely,

Vincent J. Riley
Development Services Department

The same letter was sent to:

Mr. Francis Silvart, Paraquay and to each of the Resident Representatives in Brazil, Paraquay, Chile and Peru

VJRiley:fph

cc: Messrs Engelmann

Fajans Sassoon Reitter Wiese Masoni Reamy Dear Mr. Silvart:

Last June the UNDP Governing Council agreed to finance an Integrated Transport Survey in Bolivia, designating the International Bank for Reconstruction and Development as the Executing Agency. A copy of the Governing Council document is attached.

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With many thanks for your help in launching the survey and with kindest regards.

Yours sincerely,

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Vincent J. Riley Development Services Department

Mr. Francis Silvart
The Resident Representative of the United Nations
Development Program in Paraguay

Caballero

Mr. Riley

Casilla de Correo 1107 Ascumción, Paraguay.

VJR:dm

Same letter sent to: Brazil, Paraguay, Belivia Chile, Peru. FORM No. 57

INTERNATIONAL DEVEL ASSOCIATION

ENT | INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT

INTERNATIONAL FINANCE CORPORATION

DATE: Jamary 12, 196

OFFICE MEMORANDUM

TO:

Mr. A. Favilla

FROM:

Daniel C. Lecuona

SUBJECT:

BOLIVIA - UNDP. Draft Plan of

Operation for Integrated Transport Study

I have read the Spanish version of the above draft Flan of Operation, which I return attached heresith, together with the latest version of Section h.O. thereof.

Upon such reading, which does not purport to be a revision, I have no comments to make.

Attachment

CC: Messre. J. Pajans

J. Reamy

V. Riley

P. Engelmon

D. Sassoon/Legal Files

Dr. Miguel Bonifas Ponce Minister of Planning and Coordination National Secretariat of Planning and Coordination P.O. Box 3116 La Paz, Bolivia

Dear Mr. Minister:

Reference: Integrated Transport Survey

We have begun to evaluate the proposals received from the consulting firms interested in carrying out the survey. We expect to complete the evaluation in about two weeks and we shall then invite to Washington the representatives of the firm judged to have submitted the best proposal. By the end of January, we should be ready for the negotiation of the contract between your Government and the Consultants. At the same time, we would wish to finalize the Flan of Operation for the survey.

The purpose of this letter is to request you to authorize an official of your Government, or a member of your Embassy in Washington, to represent Bolivia in these negotiations, which we would propose to open at the Bank in the morning of Wednesday, Rebruary 1. As the drafts of the Plan of Operation and the Terms of Reference for the survey have been reviewed and found acceptable by your Government, we would hope to conclude the discussions in a few days. One important matter, however, on which formal agreement would have to be reached with your representative, would be the provision in the contract with the Consultents for local currency expenditures and local services. This would then be reflected in the plan of expenditure of your Government's counterpart contribution to be incorporated in the Schedule to the Plan of Operation (page 19 of the draft dated November 2, 1966).

I would be grateful, Mr. Minister, to receive at your earliest convenience the name of the person designated to represent your Government and a confirmation that the date of February 1 is agreeable to you.

With kind regards.

Sincerely yours,

Joseph Fajans Western Hemisphere Department

co. Ambassador Sanjines Coytia-

cc. While - New York (Mr. Nyor Cohen); Mr. Quijano Caballero - UNDP - La Paz Cleared with and cc. Messrs. Riley, Engelmann, Sassoon, Favilla - cc. Messrs. Reamy, Wyss JFajans: mdk

file

Ref: DF/SF 310 BOL 15

January 4, 1967

Kr. Myer Cohen Assistant Administrator and Director Bureau of Operations and Programming United Nations Development Programme United Nations, New York

Dear Mr. Cohen:

This is in reply to your letter of December 13, 1966, regarding the Bolivian Government's request for legal assistance on international transport agreements in connection with the forthcoming Integrated Transport Survey.

We share your desire that the survey recommendations be implemented, however, we believe that this assistance can best be provided outside the Integrated Transport Study. We believe further that this assistance should be started only after completion of the Integrated Transport Study, although arrangements could be initiated scener. With this in mind, we have already brought the subject to the attention of Mr. William Leonard of ETAC and Mr. Santiago Quijano-Caballero, the Resident Representative in La Pas.

The type of assistance here required would clearly lie outside of the services to be provided by the transport consulting firm under the proposed terms of reference. The Bank itself is not in a position to provide this assistance and, accordingly, we proposed that it be obtained from the UM. We would appreciate your keeping us informed of further developments in this matter.

Sincerely yours,

Vincent J. Riley Development Sorvicee Department

VJRiley:fph

ec: Mr. S. Quijano-Caballero
Resident Representative of the
United Nations Development Programme
ir Bolivia
Casilla 686
La Pas, Bolivia

Cleared with and cc: Mesers. Engelmann, Sassoon, Favilla/Fajans