



Road to Development · San Francisco - Mocoa Road

This infographic collects the experiences and lessons learned from the the San Francisco - Mocoa road process, as well as the history of the actors involved relationship and their strengthening over time. For reading, the facts presented must be related to the different colors on the timeline and their respective explanatory text.



Creation of the Protective Forest Reserve of the Upper Basin of Mocoa River (34,600 hectares)



Agreement 014 of 1984 from Inderena.

Environmental Diagnosis of alternatives by **INVIAS**: Defines the road layout on the right bank of the Mocoa River.



Avoid or Mitigate? for the development of infrastructure projects it is important to analyze both, technical environmental information, provided by organizations like WWF, and information provided by local communities. In this way, it can be assure that projects are located in areas where minimum negative impacts can be generated. Today, communities along San Francisco-Mocoa Road are still waiting for an option that connects these two sites, while environmental integrity of its natural surroundings is maintained.



Pasto-Mocoa road an opportunity rather than a threat. This approach implied to build capacity and raise awareness among stakeholders involved at different project phases. This facilitates the communication between multiple actors at different levels of intervention.



WWF performs a vulnerability study of the Cordillera Real Oriental and identifies **33** large infrastructure projects with high potential of causing cumulative and synergistic effects; Pasto-Mocoa road was one of these projects.



The loan granted by the **IDB** allocated **6%** for the environmental management program of the project, around double the usual allocation for this type of project.



Complementary environmental studies requested:
1. Regional Environmental Assessment (Evaluación Ambiental Regional -**EAR**) identifies indirect, cumulative and synergistic impacts at regional scale.
2. Environmental and Social Management Plan (Plan Básico de Manejo Ambiental y Social -**PBMAS**) defines conservation actions for the Forest Reserve.



Formulation of the Integrated and Sustainable Environmental and Social Management Plan (**PMASIS**): Consolidates **EIA**, **EAR** and **PBMAS** in one comprehensive Plan for the road.

PMASIS establishes the extension in area of the forest reserve as a compensation measure of the project.



CONPES 3609 establishes Pasto-Mocoa road as a strategic project of national and regional (**IRSA**) importance.



In compliance with articles 3 and 170 of the **Political Constitution of Colombia** and the Law 850 of 2003, the watchdog group of San Francisco and the watchdog group of Mocoa are created.



Community Environmental Monitoring training starts, supported by **CORPOAMAZONIA**, Empresa de Energía de Bogotá and **WWF**.



WWF and **CORPOAMAZONIA** facilitate stakeholders participation and environmental information about the region: **Conservation Plan for the Andean bear**.



INVIAS and **IDB** sign the contract to carry out first phase of the road construction, and allocate **US\$11.6 million** for the implementation of the **PMASIS**.

First time this type of studies are developed for an infrastructure project in Colombia.

1984

Conservation needs communities that are aware of environmental problems, and empowered to participate in the development of their territories. WWF facilitated access to socio-environmental information and supported training sessions for citizens to fully exercise and enjoy their economic, social, cultural and environmental rights. WWF supported and coordinated meetings, trainings and spaces for dialogue, strengthening communities on conservation knowledge and, citizen participation and control processes.



With the support of: **Veeduría Ciudadana Valle de Sibundoy**

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1996

The ministry of environment approves the route layout and request to **INVIAS** an Environmental Impact Assessment.

1999

INVIAS presents the Environmental Impact Assessment (EIA) to the Ministry of Environment

Northern Andes Ecoregional analysis prioritizes strategic sites for conservation in the piedmont.

The Ministry of the Environment requested to **INVIAS** the enlargement of the area of the Environmental Impact Assessment.

WWF - INVIAS establish communications: Technical cooperation for the assessment of project impacts.

WWF engages in the road project.



2001

Development of a common vision for the region with participation of local communities and institutions of the piedmont.

Training School for piedmont community leaders 2007-2009 (approximately 80).

2003

WWF and **TNC** supports the **IDB** in strengthening environmental impact assessment of financed projects through the application of a Decision-making Support Tool perform by these organizations.

2005

2006

San Francisco Mocoa - Road, a threat and an opportunity for the conservation of the Andean-Amazon piedmont: in many cases, infrastructure project developers or financial institutions do not have enough socio-environmental information of the territories to assess negative environmental and social impacts. In this case, **WWF** facilitated environmental information along of the decision-making process of the project, to government, financial and community actors.



2009

Local information is very valuable and should be incorporated at key moments along the decision making process of infrastructure projects The inclusion of local information, at the right scale, within policy formulation facilitates the identification of irremediable cumulative and synergistic effects at early project planning stages. The consultation of civil society in project planning and development is a key element to ensure sustainable and inclusive infrastructure.



2010

2011

2012

Creation of the local **PMASIS** Implementation Unit.

Strengthening of the capacity building program: biodiversity, environmental impacts, climate change, protected areas, communication tools, among others.

WWF and other institutions provide technical inputs on ecological corridors and potential habitats of wild fauna for the redesign of the road.

2014

Citizen action of San Francisco Watchdog group pursues the redesign of the bridge over Putumayo River, due to non-compliance with technical specifications.

2015

The Watchdog Group of Mocoa requests access to information related to the redesign of the road.

The Watchdog Group of Mocoa presents a legal action to access these studies.

The Watchdog Committee of Mocoa was legally recognized to have free access to project information and, as official advisor committee.



The construction of the road is suspended due to lack of financial resources.

1.8 Trillion COP are needed to complete the road construction. To date, there is no allocation of these resources, and the road sections still to construct are located within the Forest Reserve.

Forum in San Francisco for the completion of the road.

Committee for the Completion of the road (civil society and watchdog groups).

Environmental community forum and discussion about the road (Mocoa Watchdog Group).

Citizen Environmental Observatory for the reserve.

The most important premise of this process is to achieve effective citizen participation and involvement during the design and construction of the road. Community capacity building and empowerment was essential for citizen participation, control and monitoring of the **PMASIS**. A clear example of this, are the recommendations on the redesign of the Mocoa River bridge and selection of natives for embankment stabilization, provided by the watchdog groups.



Creating a constructive dialogue with the project's finance institution allowed technical cooperation to enhance environmental and social project criteria. WWF supported the improvement of environmental and social safeguards of IDB by providing technical information and tools to the Environmental Safeguards Unit of the bank.

Capacity building in citizen participation empowers watchdog groups to actively participate instead of being just receptors of a road project. WWF in collaboration with other organizations, supported trainings on citizen participation and control that helped to monitor the implementation of the **PMASIS**.

