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**INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT
INTERNATIONAL DEVELOPMENT ASSOCIATION**

**ECONOMIC GROWTH OF COLOMBIA:
PROBLEMS AND PROSPECTS
(in XII volumes)
VOLUME XII
REGIONAL AND URBAN DEVELOPMENT**

November 1, 1970

CURRENCY EQUIVALENTS

(Certificate Market Selling Rate of Exchange)

End 1968

1 US\$ = 16.91 Pesos

1 Peso = US\$0.05913

End 1969

1 US\$ = 17.90 Pesos

1 Peso = US\$0.05586

End-March 1970

1 US\$ = 18.20 Pesos

1 Peso = US\$0.05494

REGIONAL AND URBAN DEVELOPMENT

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I. INTRODUCTION AND BACKGROUND

1. The regional distribution of economic activity and population within Colombia and the related problems of national, sectoral and urban planning are likely to rank among the crucial issues in Colombia's future development. The 1970 Economic Mission to Colombia was able to assess only a small part of the material made available on these subjects and could not attempt a comprehensive review of all relevant aspects. However, the Mission obtained a general appreciation of the dimensions of Colombia's regional and urban development problems, largely through working in the sectors covered in other volumes of this report, and was able to formulate a basis for the recommended preinvestment studies in urban development.

2. The following sections of this chapter contain a brief summary of general background information on regional and urban development in Colombia. Chapters II, III and IV outline three issues that are considered to be of major importance:

- (a) the need for a national framework for planning at the regional level;
- (b) problems associated with the growth of large urban centers; and
- (c) new approaches to the upgrading and development of low-income communities within urban centers and in rural areas.

Preinvestment studies relating to urban development are discussed in Chapter V.

Cities in Colombia

3. Nearly half of Colombia's present population, estimated at 21-22 million, is now believed to be living in "urban centers" of more than 10,000 inhabitants. In 1964, the last year for which comprehensive census data are available (total population was then 17.5-million), Colombia had ninety-six centers of more than 10,000 inhabitants, which accounted for 7.2-million (41%) of the country's total population.^{1/} Over 6.1-million (87%) of this urban population lived in thirty urban centers that had populations of more than 30,000 (see Table I-1. In 1966, these thirty centers generated 94 percent of the manufacturing "value added" and accounted for 92 percent of industrial employment. The four largest centers (Bogota, Medellin, Cali and Barranquilla) accounted for approximately three-quarters of these amounts.^{2/} Significant demographic data on urban and rural populations in Colombia are given in the volumes of this report on the Health and Education Sector.^{3/}

^{1/} Documento DNP-335-UDRU "Modelo de Regionalizacion II; Equipos Urbanos" (Tables No. 1, 12 & 12A).

^{2/} "Planes y Programas de Desarrollo 1969/72," Departamento Nacional de Planeacion (pg. 11-1).

^{3/} See Volume XI, Chapter II, Part A, for data on population size, migration patterns, household size, family housing, employment, family income and other socio-economic characteristics. See Volume X, for data on education and training.

Table I-1. POPULATION OF THIRTY LARGEST URBAN CENTERS IN COLOMBIA^{a/}

	<u>1951</u>	<u>1964</u>	Average Annual Growth Rates %
Bogota, D.E. (+Soacha) ^{b/}	664,506	1,673,370	7.0
Medellin (+Municipalities of Valle de Aburra) ^{b/}	397,738	948,025	6.7
Cali (+Yumbo) ^{b/}	245,568	633,485	7.2
Barranquilla (+Soledad) ^{b/}	296,357	530,651	4.8
Bucaramanga (+Giron and Floridablanca) ^{b/}	107,517	224,876	5.6
Cartagena	111,291	217,910	5.1
Manizales (+Villamaría) ^{b/}	92,030	195,542	5.6
Pereira (+Santa Rosa) ^{b/}	89,675	179,133	5.2
Armenia (+Calarca) ^{b/}	72,805	155,364	5.7
Cucuta	70,375	147,176	5.6
Ibague	54,347	125,233	5.3
Palmira	54,293	106,502	5.1
Santa Marta	37,005	89,161	6.7
Pasto	48,853	82,546	4.0
Neiva	33,040	75,886	6.3
Monteira	23,682	70,531	6.4
Buenaventura	35,087	70,079	5.2
Giradot	35,665	66,584	4.7
Buga	32,016	65,535	5.4
Barrancabermeja	25,046	59,625	5.6
Popayan	31,866	58,500	4.6
Tulua	28,715	56,539	5.1
Cartago	31,051	55,682	4.4
Cienega	24,358	47,719	5.1
Villavicencio	17,126	45,277	7.3
Sincelejo	21,625	44,001	5.4
Valledupar	9,011	43,553	11.9
Tunja	23,008	40,451	4.3
Sogamoso (+Nobsa) ^{b/}	14,122	34,960	6.9
Duitama	1,723	31,865	-
TOTAL:	<u>2,735,501</u>	<u>6,175,761</u>	

a/ From "Planes y Programas de Desarrollo 1969/72," Departamento Nacional de Planeacion pg. II-15.

b/ Urban centers including more than one municipality

4. An interesting feature of urban development in Colombia is the differential in growth rates for towns of different sizes. Between 1938 and 1964, the country's population doubled, while the urban population trebled and the centers having less than 10,000 inhabitants virtually exchanged positions with those having more than 100,000 inhabitants (in terms of proportionate share of urban population), as indicated in the following:

Size of Communities in Colombia ^{1/}	Percent of Urban Population ^{1/}		
	1938	1951	1964
Less than 10,000 inhabitants	51.8	33.8	21.3
10,000 to 100,000 "	25.6	28.2	27.5
More than 100,000 "	22.6	38.0	51.2
	100.0	100.0	100.0
Total population in the above communities (thousands)	2,744	4,468	9,093
Country's total population (thousands)	8,702	11,548	17,485

5. As indicated in Table I-1, the thirty largest urban centers in Colombia all have had population growth rates which are higher than the national rate (3.2 to 3.4 percent). Bogota, Medellin and Cali each have growth rates which, if continued, would double their populations in the next ten to twelve years. It should be noted, however, that the growth rate of Bogota, Colombia's "primate city," would probably be substantially higher if it were not for Colombia's relative wealth in other urban centers, compared to other Latin American countries: Medellin, Cali and Barranquilla (and, to a lesser extent, the eight other centers which had populations in excess of 100,000 in 1964), act as competing "growth poles" that are potentially attractive as locations for industrial and commercial expansion or new development and probably relieve Bogota of some of the pressures to which it would otherwise be exposed. Nevertheless, population pressures on all major urban centers in Colombia are severe and appear to be increasing. To cope with these problems, the Government is considering new methods of regional development planning in a national framework and changes in the governmental structure of urban areas.

6. The financial resources of individual municipalities in Colombia vary widely, as indicated in Table I-2. Consequently the quality of municipal and other services also varies, which tends to give the larger urban centers an added attractiveness over smaller ones. This typifies but one of the elements which contribute to regional imbalance, discussed in the next paragraphs.

^{1/} Administrative municipal centers ("Cabeceras") only. From "Planes y Programas de Desarrollo 1969-72"; page I-136.

Table I-2. TAX COLLECTION AND OTHER REVENUES OF SELECTED MUNICIPALITIES^{a/}
(1967)

City	Total Municipal Receipts ^{b/}		Municipal Receipts without Telephone & Water Charges	
	Pesos-000	Per Capita	Pesos-000	Per Capita
Medellin	519,360	577	372,360	414
Bogota	523,597	290	330,368	161
Cali	173,689	232	93,071	124
Barranquilla	111,789	207	62,506	116
Cucuta	29,833	157	25,037	132
Bucaramanga	28,449	114	27,569	110
Cartagena	44,337	158	23,180	83
Manizales	27,567	110	14,155	57
Cartago	11,440	163	7,072	101
Buenaventura	5,963	57	5,880	56
Santa Marta	8,333	69	5,216	46

a/ From "Planes y Programas de Desarrollo 1969/72," Departamento Nacional de Planeacion pg. 11-6.

b/ Includes: (a) direct taxation of properties for general services; (b) property assessments for municipal improvements; (c) general taxes on industry, commerce, retail and amusements; (d) revenues from rentals, franchises, fines, interest and dividends; and (e) user charges for telephone service, water supply, market places and other commercial activity.

Regional Imbalance

7. Colombia has a wide variety of climatic conditions and contains three mountain ranges which traverse the country, forming barriers between regions and imposing heavy transport costs. Furthermore, the regions are known for the diversity in their endowment with mineral and agricultural resources. Given these conditions, it is difficult to conceive of a state of regional "balance." But the contrasts existing within Colombia today in economic activity, levels of social services and general living standards, while based initially on differentials in climate, natural resources or communications problems, have been exacerbated further in the process of growth. It is therefore understandable that the Government of Colombia is concerned about regional imbalance and considers measures which would reduce or eliminate these conditions where they impair social and economic development.

8. Typical symptoms of regional imbalance are: (a) variations in wage scales for similar skills (wage scales in clothing manufacture in Medellin are reported to be five times higher than those in the Department of Narino); (b) differences in illiteracy rates (less than 20 percent in the Departments of Antioquia, Valle, Caldas and Cundinamarca; higher than 50 percent in the Departments of Cordoba, Choco and Guajira); and (c) difficulties in access to medical and other social services (72 percent of the physicians in Colombia reside in the four largest cities).

9. These conditions exist in spite of a relatively wide dispersal of industry throughout Colombia. As discussed in more detail in the chapter on the regional structure of industry^{1/} the small size of many industrial installations in Colombia, serving limited regional markets, has contributed to high production costs. From the point of view of industrial efficiency, therefore, greater concentrations of industry in the four existing centers - or perhaps only in two - may be desirable. But the benefits of such industrial concentration could be offset entirely or in part by (1) increased distribution costs, (2) the social costs of greater regional imbalance and (3) aggravation of the problems already existing in large urban centers.

10. The process of industrialization in Colombia is thus closely linked to the country's key issues of regional development at the national scale and at the metropolitan scale. Solutions which may be optimal for Colombia's competitive position in foreign markets or for increasing domestic production could carry price tags outside the industrial sector, due to associated location decisions, which the country could ill afford. The proposed laws discussed in the next two chapters may provide Colombian planning agencies with tools to measure the impact of industrial location decisions on regional development. These should be weighed against the impact on the national economy of proposed changes in industrial location patterns.

11. Germane to the problems of regional imbalance are the typical differences between rural and urban living conditions and the migration caused by rural push and urban pull. Related questions of employment in Colombia, agricultural development, public utilities, transportation, educational facilities and health services are discussed in other volumes of this report.^{2/}

^{1/} See Volume IV of this report, Chapter IV: "Regional Structure of Industry."
^{2/} For a general discussion see "Recent Changes in Urban and Rural Settlement Patterns in Latin America," International Social Development Review - No. 1; United Nations; November 1968 (pages 55-62). And "Latin American Urbanization: Plan or Process?" by Lowdon Wingo; Resources for the Future; January 1969.

II. GOVERNMENT PLANNING FOR REGIONAL DEVELOPMENT

12. The Regional and Urban Development Unit of the Planning Office (Departamento Nacional de Planeacion) is conducting a series of studies which are to provide a basis for national policies with regard to industrial location and regional development. The Unit has already completed an analysis of the present economic regions of Colombia; which included a ranking of major urban centers according to industrial indicators, demographic data and infrastructure criteria. This analysis, together with studies of migration patterns, geographic barriers and locations of natural resources, has resulted in the tentative definition of eight regions for future planning purposes.

13. The boundaries of the proposed planning regions and the ranking of urban centers are indicated on the map following this page. The eight planning regions and data on their current population are given in Table II-1.

Table II-1. FOCUSED PLANNING REGIONS FOR COLOMBIA^{a/}

<u>No.</u>	<u>Region Name</u>	<u>Estimated 1970 Population (Millions)</u>	<u>Annual Rate of Growth (1951-64)</u>	<u>Existing Major Urban Centers Within Region</u>
1	Atlantic Coast ^{b/}	3.8	3.77	Barranquilla
2	Central	5.8	3.17	Bogota
3	South-West	3.4	2.98	Cali
4	North-West	3.3	3.65	Medellin
5	Central-West	1.8	2.20	Manizales/Pereira
6	North-East	1.5	2.13	Bucaramanga
7	Mid-Magdalena	0.7	3.06	
8	South Central	0.7	3.03	
		<u>21.0</u>		

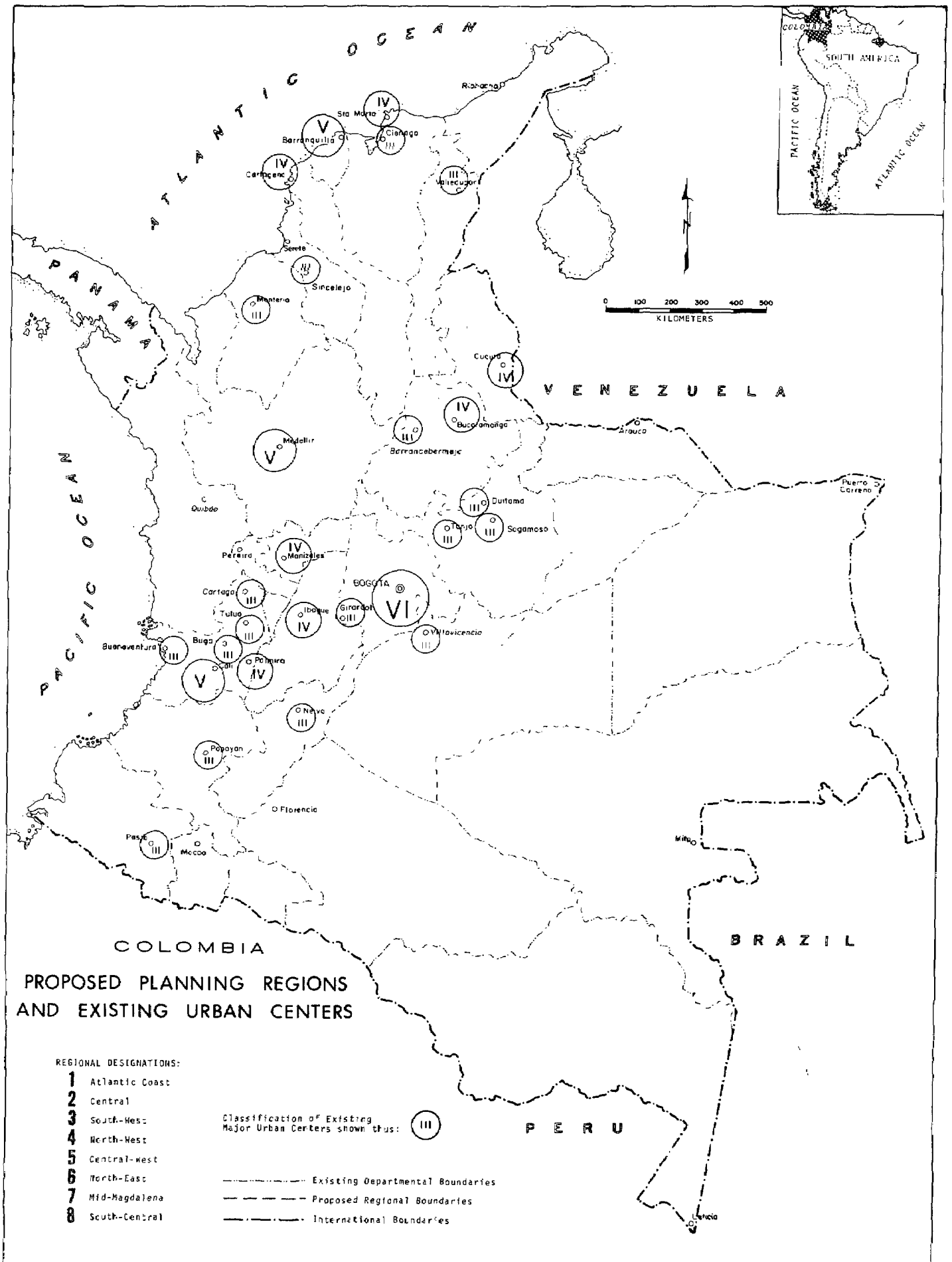
a/ From "Planes y Programas de Desarrollo 1969/72," Departamento Nacional de Planeacion: page II-20 and Map No. 5.

b/ Including Archipellago of San Andres.

14. The proposed regions will be more consistent with the geographic, economic and social interdependencies of rural and urban areas than existing Departmental boundaries, and thus provide a better framework for regional planning. The existing political subdivisions, however, would not be abolished. A law currently under consideration in Colombia^{1/} provides that each region would have a "Regional Development Committee," consisting of the Governors of the existing Departments which comprise the region, representatives of the major municipalities and other local officials. These Committees would be responsible for:

- (a) advising the National Government in matters relating to the preparation, coordination and execution of plans and programs for regional development;
- (b) proposing to the National Government plans, programs and projects of regional interest;

1/ Document DNP-314-UDRU; September 15, 1969.



- (c) coordinating and promoting regional action by National and Departmental bodies; and
- (d) reporting periodically to the Ministry of Economic Development and the National Planning Office on economic and social developments in the region.

15. Colombian Government officials hope that the Regional Development Committees, when established, will enable the National Planning Office, the Ministries, and other agencies of the National Government to engage in constructive and continuous dialogue with local interests. Difficulties in establishing such dialogue in the past are a major reason for support of this law by the Planning Office.

16. The law would also provide that secretariats be established for the administrative support of each Committee. The National Planning Office intends to assign at least one of its own staff to all secretariats, to provide liaison. Eventually, the secretariats are also to contain groups of urban planners and engineers who could assist the smaller municipalities within each region, where municipal planning offices are weak or do not exist; this would be of particular importance to cities of 30,000-200,000 inhabitants, which would not qualify as "metropolitan areas" (see paragraph 29 below), but in which the Government intends to foster development during the 1970's.

17. Significantly, the functions of the proposed Regional Development Committees and their secretariats are intended to supplement but not to replace sectoral planning by the various national agencies. The draft law provides merely that, for planning purposes, each Ministry, the Administrative Departments of the National Government, and national development organizations adopt the territorial boundaries of the regions. The boundaries shown on the map in this chapter are tentative and have been proposed by the Planning Office for discussion purposes only; their final locations are to be formally adopted within one year of the date of effectiveness of the proposed law.

18. In the Mission's view this proposed law, or an equivalent mechanism to coordinate subnational and national planning, would fill an urgent need in Colombia. However, the effectiveness of the proposed Regional Development Committees would obviously depend on the degree of collaboration that can be achieved among the Departments and municipalities within each region and on the quality of support rendered by the Committees' secretariats. Adequate budgetary provisions for the operation of these new agencies would be imperative. Also, a clearer definition would seem to be required of the Committees' role in the allocation of financial resources, both for proposed new investments and for the operation and administration of services and projects within the regions. And finally, the establishment of a new mechanism for development planning at the regional level should be accompanied by substantial strengthening of sectoral development planning at the national level. This point is discussed further in the context of the proposed program of preinvestment studies (see Chapter V).

III. MAJOR URBAN CENTERS IN COLOMBIA

19. The topics discussed in the two sections of this chapter apply primarily to the four largest urban centers in Colombia: Bogota, Medellin, Cali and Barranquilla. Other cities, however, already share some of the features and problems of "metropolitan" areas, even though their present populations are below one-half million; among these, Bucaramanga and Cartagena appear to be natural candidates for inclusion in the category of major centers. Depending on industrial location decisions, Pereira and Manizales could soon reach similar status. And growth in Venezuelan tourism traffic could have an equivalent effect on the Santa Marta area, at least during the annual vacation season.

Common Problems

20. As mentioned earlier, pressures of population growth in the major urban centers of Colombia are severe. Approximately half of the present growth rates of these centers is caused by rural-urban migration. There are indications that such migration is increasingly direct, from agricultural regions to the big cities, by-passing the smaller centers.

21. The most obvious problem in all the large cities - though perhaps not the most critical for their social and economic development - is transportation. Public intra-urban passenger transport in Colombia is almost exclusively by bus and collective taxi (there is a small amount of commuter rail service in Bogota, Cali and Medellin). The private passenger car population of Colombia is still relatively low, which probably accounts for the fact that traffic congestion in such cities as Bogota is not yet catastrophic. This is due largely to import duties and other restrictions which place consumer costs of vehicle ownership in Colombia at about four times the level in the United States. A major change in this situation can be expected when vehicle production of three proposed plants in Colombia reaches full volume. Independent of this change, however, large investments in urban transport facilities will soon be necessary in Bogota, Medellin and Cali.^{1/}

22. Water supply and sewerage in the four largest cities are the responsibility of autonomous public enterprises. However, areas under the jurisdiction of these enterprises for the most part coincide with existing municipal boundaries. Water and sewerage services outside these boundaries, where the bulk of future urban expansion is likely to occur, are the responsibility of other agencies. While the quality of water supply in the core municipalities is improving (except in Barranquilla), outlying areas often have poor water services. Sewerage systems are largely rudimentary (except in Bogota) and none of the large cities has installations for the treatment of sewerage effluent. Therefore, large investments should also be anticipated for water, sewerage and other sanitation facilities in most urban areas.^{2/}

^{1/} For discussion of general transportation problems in Colombia, see Volume VII of this report.

^{2/} For discussion of water supply and related sanitation problems in Colombia, see Volume IX of this report.

23. The massive proportions of these and other needs - in housing,^{1/} health services, education, police protection, telephone systems, and related administrative functions - will make heavy demands on Colombia's financial resources and on the governments of major urban centers. In most of these centers, there is little doubt that urban growth rates will continue to be high and that the physical features of each region (e.g. total land area occupied by buildings, types of urban land uses, infrastructure and environmental conditions) will undergo major changes in the next decade. The quality of this growth and its impact on economic and social development will depend to a large extent on the effectiveness of governmental action in each region.

24. In Bogota, where the municipal government has been concerned with urban planning for many years, the first phase of a regional transport and urban development study^{2/} has just been completed. This phase of the study was designed to assess possible alternative land-use patterns and transport systems for the entire metropolitan area, and to explore development prospects to the year in which the total population of the region will reach 4.5-million (expected to be about 1980). The general outlines of six alternative land-use patterns, most of which will have more than one possible transport system solution, are now being assessed by the Government; later this year, a selection is to be made of one or possibly two of these, which will then be the subject of more detailed definition in the second phase of the study. These investigations also cover questions of government policy with regard to land-use planning, land-use control, public transport, housing and other public services in the metropolitan area of Bogota.

25. In the Mission's view, studies of similar type should be undertaken for all major urban centers of Colombia. Preparations for a regional study of the metropolitan area of Medellin are already underway; the scope of this study generally follows the Bogota pattern. Improvements to this approach should be considered after the results of the Bogota study can be assessed. Future urban studies in the regions of Cali, Barranquilla and Bucaramanga should be designed to meet the specific conditions and needs of each locality.

26. The purpose of these proposed studies would be to assist local governments in the preparation of overall plans for physical development, including (a) broad allocations of land-uses for the entire region and (b) phased programs of public investments in basic infrastructure and urban services. After review and discussion of the results of such studies, a general plan for each region should be formally adopted and periodically updated, in accordance with the region's programs for economic, fiscal and social development.

27. But the purpose of these studies probably would not be achieved unless there are provisions for (1) a political process to evaluate and to accept or reject recommendations, (2) an agency to continue planning for each region after termination of the studies, and (3) machinery to implement adopted plans and programs. These prerequisites are still lacking in all but one of the big cities in Colombia. And this lack is considered to be symptomatic of the most serious problem common to those cities.

^{1/} Data obtained by this Mission on housing will be incorporated in a separate report on urban development in Colombia, by a future Bank mission; for general information on housing, refer to Report of the 1970 ILO Mission to Colombia (Chapter IX and Appendix IX).

^{2/} "Bogota - Transport and Urban Development Study" 1969-70, financed with assistance of the UNDP (COL-41), for which the World Bank is acting as Executing and Participating Agency.

28. Only the government of Bogota now has the regional authority and the supporting agencies which could deal effectively with the issues outlined above; present conditions throughout the metropolitan area of Bogota reflect this. In Cali, Medellin, and other major centers, however, no significant change has occurred as yet in the now obsolete structure of municipal governments. As these cities have grown by the merging of neighboring communities, the boundaries of old administrative entities have become internal barriers of critical importance: they are today the primary cause of wide variations in urban infrastructure characteristics and in the quality and cost of basic municipal services. They thus have a direct impact on the urban economy. Since they affect commercial and industrial location decisions, they also have an indirect impact, by tending to perpetuate inefficient growth patterns. And finally, they result in large numbers of agencies with fragmentary jurisdictions, which constitute powerful deterrents to comprehensive regional planning and to large-scale urban development programs. Government and private interests in Colombia have been aware of the need for structural reform in the governments of major urban centers and therefore have initiated the institutional changes discussed below.

Prospects for Metropolitan Governments

29. A proposed law^{1/} currently under consideration in Colombia would permit the establishment of urban regional governments in areas where core municipalities have populations of 250,000 or more (provided the aggregate population of participating municipalities is in excess of 300,000 and their growth rate, between national censuses, averages at least 4.5 percent per annum). Only Medellin and Cali would qualify under this law at present, but Barranquilla, Cartagena, Manizales and Pereira will probably be included after the 1972 national census. The law would not apply to Bogota, which is already a "Special District" under the National Constitution, its Mayor being appointed by the President.

30. If this law is adopted, new metropolitan governments would achieve status as public "legal entities." They would be entitled to levy an "added-value" tax and would be responsible for:

- (a) preparing and executing plans and programs for the physical, economic and social development of the urban region (including but not limited to public works);
- (b) regulating land-use, building construction and other aspects of urban development; and
- (c) furnishing joint municipal services within the region, and such other services as may be specified in enabling legislation or delegated by the National Government.

31. The mayor of the core community of each metropolitan region would be the "Prefect" of the new regional government and would also serve as chairman of a "Metropolitan Planning Board" on which all participating municipalities would be represented. As technical secretariat to these Boards, "Metropolitan Planning Offices" would be established, which would take over all functions of existing municipal planning offices, including the preparation of capital budgets. These Offices would thus be directly responsible for land-use planning and control and the issuance of permits and licenses for construction of all kinds.

^{1/} Document DNP-375-UDRU; November 5, 1969.

32. After formal adoption of this proposed law by the National Government, application of the law would require further legal measures to establish each metropolitan regional government. This would involve definition of the boundaries of the regions and specific legislation on administrative regulations and the composition of "Metropolitan Planning Boards."

33. The general principles incorporated in the proposed law for metropolitan regional governments in Colombia appear to be sound. In the Mission's view, such legislation is urgently needed. However, the caveat to the law which specifies a minimum growth rate should be reconsidered, as growth rates in the past may not necessarily be relevant to the need for governmental reform in the urban centers.

34. While the Special District of Bogota is not now affected by the administrative problems mentioned above, consideration should be given to the need for adjustments to the area under its jurisdiction. (Specific recommendations on the configuration of the metropolitan region are to be developed in the second phase of the Bogota regional study.) This could be achieved by extending the coverage of the proposed law to Bogota or by separate legislation.

35. It is also recommended that consideration be given to means of ensuring continuity in the organization and staffing of the proposed "Metropolitan Planning Offices." Certain provisions in the present draft law would encourage each new mayor of the regions' core municipalities (the "Prefect") to reorganize and change the entire staff of the planning machinery on which the "Metropolitan Planning Boards" depend for support. To attract and maintain competent staff in the "Metropolitan Planning Offices" - and in all other agencies responsible for construction and operation of urban projects and services - will be of primary importance to the successful implementation of the plans and programs which the proposed law would make possible.

IV. COMMUNITY UPGRADING AND DEVELOPMENT

36. Rural and urban populations in Colombia are equally in need of solutions to the pressing problems of low-income communities. In the past decade, developing countries and various international and bilateral assistance agencies have made major advances toward such solutions, but their efforts have been focused primarily on the construction of new low-cost housing, associated where possible with a minimum of street construction, water supply, sanitation and other public services. Predominantly these solutions involved three steps: (1) planning and construction of infrastructure and housing, usually on vacant or cleared land; (2) population moving into the new neighborhood, after or at a stage of partial completion; and (3) adjustment to the new environment over a period of time, while various social services and community facilities are being started.

37. In Colombia, a number of developments for low-income communities have been initiated recently on the basis of different approaches which appear to be both successful and promising for future application to other low-income areas. The distinctive features of these developments are the attention given by the responsible public agencies, from the outset, to all basic needs of the communities, the extensive involvement of the community's population in the organization and construction of the projects, and (in some cases) the avoidance of major population relocations, through new methods of upgrading existing settlements.

38. The Las Colinas settlement in Bogota is an outstanding example of a comprehensive approach to community upgrading. This settlement was formed in November 1960 by an organized "invasion" of vacant land, not far from the center of Bogota. Its present population of about 7,500 occupies 12 hectares of steeply sloping terrain and has constructed some 940 dwelling units. The initial organization of the "invasion" provided reasonable order in the land subdivision (about 90 square meters for most units), but access to the units on higher ground was difficult and the limited services of water supply and electricity, which eventually emerged, were mostly "contrabando" (illegal). The original construction of dwelling units is typical for this kind of settlement.

39. An elementary school and central police station were built in Las Colinas in the mid-1960's by the municipality. In 1967, the Caja de la Vivienda Popular of Bogota acquired the land on which Las Colinas was built and, in collaboration with various agencies of the Special District of Bogota, the Centro Colombiano de la Construccion, and the community's own citizens' organizations, initiated a re-development scheme which comprises the following:

- (a) Acquisition of land ownership by the settlers, in a "package" which includes (1) construction of a minimum sanitary facility for each plot (water and sewer connection with kitchen and toilet) and (2) financing of this construction and of the land purchase.
- (b) Employment referral services for the population and other family assistance by social service agencies and the municipality.
- (c) Financing of construction materials for house improvements or new construction (after land acquisition mentioned in (a) above).

- (d) Construction of two main streets, which also contain water lines and trunk sewers.
- (e) Construction of secondary passages and other improvements (mostly pedestrian walks, steps and associated retaining walls) by the population through "Accion Communal," with materials provided by the Government.
- (f) Health services, infant day-care, kindergarten, and adult education courses, all to be located in a new community center.

40. The Las Colinas project will be completed over a period of years. At an appropriate time - perhaps in 1972 - it could be beneficial to have an evaluation and report on the experiences gained in this project, and in others serving both rural and urban communities in Colombia, for use in future developments of this type.

V. RECOMMENDED PREINVESTMENT STUDIES

41. Based on the findings discussed in the preceding chapters of this volume, a number of preinvestment studies have been identified for inclusion in the recommended program of studies.^{1/} Data Sheets on these studies are included in Annex 1 to this volume.

42. In reference to planning of regional development in a national framework (see Chapter II), a number of study concepts have been discussed with the Regional and Urban Development Unit of the National Planning Office. It is considered that establishment of the proposed eight planning regions for Colombia can advance satisfactorily on the basis of work currently in progress within the Planning Office. A number of studies are recommended in the context of agricultural development (see Volume V) which should support these efforts, even though the studies cover only parts of the proposed regions; specific recommendations for additional related studies at the regional level can only be made after the Regional Planning Offices have become operational. However, in view of the recognized need for strengthening sectoral planning at the national level, to complement the Government's efforts at the regional level (see paragraph 18 above), a number of specific recommendations have been made in other parts of this report. They include a study of fertilizer production and uses (Agriculture: No. 1-1), a survey of the steel industry in Colombia (Industry: No. 4-1), the Andean Group petrochemical survey (Industry: No. 4-2), and a comprehensive tourism survey (Tourism: No. 9-1).^{2/} Additional studies of this type may be justified in the near future for specific subsectors of the manufacturing industries.

43. In the area of urban development planning, a second phase of the study for the metropolitan region of Bogota is recommended (No. 10-1). Furthermore, a feasibility study of specific transport projects within Bogota should be commenced as soon as the overall analysis of a selected urban transport system for this city has been completed (No. 10-2). Regional development studies similar to the one in Bogota are recommended for Medellin (No. 10-3), Cali (No. 10-4), Barranquilla (No. 10-5) and Bucaramanga (No. 10-6), for the purposes outlined in paragraph 26 above; however, the scope of these studies can only be defined after a more detailed review of each metropolitan area.

44. As mentioned in paragraphs 27 and 28, the effectiveness of regional studies in Medellin, Cali and other major centers (except Bogota) will depend on reforms in the structure of municipal governments. Such reforms will require specific action in each metropolitan area. Study No. 10-7 is recommended to assist such action by advisory services in the establishment of metropolitan regional governments, following adoption of enabling legislation which is now being considered by the Government (see paragraphs 29 through 32 above).

45. Study No. 10-8 is recommended to evaluate Colombian experience in community development for low-income areas (discussed in Chapter IV of this volume) and to enable larger numbers of communities to benefit from this experience.

^{1/} For a description of the approach and methods used in preparation of the Preinvestment Study Program, see Volume III of this report.

^{2/} The Data Sheets for these studies are included in the respective sectoral volumes of this report and in Volume III.

ANNEX 1

STUDY DATA SHEETS

<u>Study Number</u>	<u>Name</u>	<u>Page</u>
10-1	REGION OF BOGOTA - Transport and Urban Development Study - Phase II	1 & 2
10-2	BOGOTA - TRANSPORT PROJECTS FEASIBILITY STUDIES	3
10-3	REGION OF MEDELLIN - Development Study	4
10-4	REGION OF CALI - Development Study	5
10-5	REGION OF BARRANQUILLA - Development Study	6
10-6	REGION OF BUCARAMANGA - Development Study	7
10-7	ACTION PROGRAM FOR ESTABLISHMENT OF METROPOLITAN REGIONAL GOVERNMENTS	8 & 9
10-8	COMPREHENSIVE PLANNING FOR COMMUNITY DEVELOPMENT IN LOW-INCOME AREAS	10 & 11

PREINVESTMENT PROGRAM - STUDY DATA SHEET

No.: 10-1 (1)

Area:	South America	Country:	Colombia	Sector(s):	Urban Development
1. NAME OF PROPOSED STUDY: <u>REGION OF BOGOTA</u> - Transport and Urban Development Study - Phase II					
2. PURPOSE: (a) To prepare, on the basis of results of Phase I, (i) a comprehensive urban development plan and (ii) the public investment programs for the Bogota region; and (b) to identify high priority transport projects on which feasibility studies could be started early in 1972.					
3. SCOPE: (a) Collection of data on present population, employment, family incomes and travel characteristics, by zones within region. Analysis of industrial and commercial development prospects, land and location requirements. (b) Preparation of an urban development plan defining the infrastructure and land uses for a total population in the region of about 4.5 million (expected about 1980). (c) Analysis of alternative transport systems in specific corridors within the region. (d) Preparation of programs for public investments required for transport, utilities and social sector services (a detailed program for the period 1971-75 and less detailed for 1976-80), and assessment of fiscal and other resources. (e) Definition of new government regulations on population densities, land-use control, building rules and taxation, necessary to implement plan and programs.					
4. BACKGROUND: (a) Related Studies (b) Other Available Data (c) Expected Data Problems					
i. Bogota Transport and Urban Development Study, Phase I(1969-70) - Current data on regional distribution of population and employment.					
ii. Alternativas para el Desarrollo Urbano de Bogota, D.E. (1967-69)					
iii. Metropolitan Regional Governments (Study No. 10-7)					
iv. Transport Projects Feasibility Study (10-2)					
5. TIMING: (a) Duration and Phasing of Study (b) Desired Starting Date 1971					
20 months (See Item 3, Study Data Supplement)					
6. COMMENT ON POTENTIAL STUDY SPONSORS: UNDP may finance Phase II, as it did Phase I, with IBRD as the Executing Agency. Other agencies in Colombia (National Planning Organization, Special District of Bogota, and Ministry of Public Works) will participate. Assistance will be sought from local universities.					
7. PROJECT(S) EXPECTED TO RESULT FROM STUDY (if known):					
(a) Description (b) Estimated Investment (US\$ equivalent)					
Mass transit by road or rail; urban highway improvements; major projects in water supply sewerage, health, education and other community services; housing and industrial projects. -					
(c) Financing Need and Potential Source					
-					
8. ORDER OF MAGNITUDE OF STUDY COST (US\$ equivalent):			Sheet Prepared by: J. Elkouby		
about US\$2,000,000			Dept. or Agency: IBRD/SPD		
			Date: May 29, 1970		
9. STAFF'S COMMENT ON PRIORITY RANKING OF STUDY:			Sheet Revised by: P. Engelmann		
The study should be given very high priority because of Bogota's importance to the national economy, its fast growing population, increasing unemployment, & the region's role as the seat of the national government.			Item(s) Revised: 2(b) and 5(b)		
			Dept. or Agency: IBRD/O.D.P.		
			Date: October 14, 1970		

PREINVESTMENT PROGRAM - STUDY DATA SUPPLEMENT
(to be filled in when possible)

No.: 10-1 (2)

1. TENTATIVE STAFFING		Type of Specialist	Number on Team	Total Man-Months
(a) Foreign Professional Staff:				
		Total:	-	-
(b) Local Professional Staff :				
(c) Local Supporting Staff :				

2. TENTATIVE STUDY BUDGET (US\$ equivalent)		Foreign Currency	Local Currency	Total
(a) Professional Staff Costs :				
(b) Equipment :				
(c) Other (Travel, non-prof. staff, etc.):				
(d) Total :		-	-	-

3. OTHER COMMENTS

This study should follow immediately upon selection by the government of a general development pattern for the metropolitan region of Bogota, based on the report on Phase I of the Bogota Transport and Urban Development Study.

If the government decides that more than one of the possible development patterns should be studied in Phase II, provisions should be made for a definitive selection of the desired pattern not more than eight months after commencement of Phase II.

The analysis of alternative transport systems in specific corridors (Item (c) in the Scope of this study) should be completed not more than ten months after the commencement of Phase II, so that feasibility studies for identified high-priority projects can proceed under separate contract (See Study No. 10-2).

Definition of the staffing and organization for this study and preparation of a tentative budget must await review of the report on Phase I and subsequent discussions with the government.

Supplement Prepared by: J. mlkouby	
Dept. or Agency:	IBRD/SPD
Date:	May 29, 1970
Supplement Revised by:	
Item(s) Revised:	
Dept. or Agency:	
Date:	

PREINVESTMENT PROGRAM - STUDY DATA SHEET

No.: 10-2

Area: South America	Country: Colombia	Sector(s): Urban Development
1. NAME OF PROPOSED STUDY: BOGOTA - TRANSPORT PROJECTS FEASIBILITY STUDIES		
2. PURPOSE: To determine the technical and economic feasibility of high-priority transport projects (or systems) in the metropolitan area of Bogota.		
3. SCOPE: The scope of these studies is to be defined in the course of Study 10-1. It is expected that, upon completion of analyses of alternative transport systems for the Bogota region (but prior to completion of Study 10-1), projects in certain transport corridors and/or major elements of a transit system can be identified and that feasibility studies for these projects or system elements can be initiated. These studies are to comprise determination of the best location and design alternatives, preliminary engineering, economic analyses and, in the case of revenue earning projects or systems, financial forecasts and the organizational and operational services needed for implementation of an efficient installation.		
4. BACKGROUND: (a) Related Studies (b) Other Available Data (c) Expected Data Problems		
i. Bogota - Transport and Urban Development Study-Phase I(1969-70)		
ii. Study 10-1-Transport and Urban Development Study-Phase II - -		
iii. Study 10-7-Action Program for Establishment of Metropolitan Regional Governments.		
5. TIMING: (a) Duration and Phasing of Study (b) Desired Starting Date 1972		
To be determined by Study 10-1		
6. COMMENT ON POTENTIAL STUDY SPONSORS:		
-		
7. PROJECT(S) EXPECTED TO RESULT FROM STUDY (if known):		
(a) Description	(b) Estimated Investment (US\$ equivalent)	(c) Financing Need and Potential Source
Mass transit by road or rail; urban highway improvements	-	-
8. ORDER OF MAGNITUDE OF STUDY COST (US\$ equivalent):		Sheet Prepared by: P. Engelmann
To be determined by Study 10-1		Dept. or Agency: IBRD/O.D.P.
		Date: May 29, 1970
9. STAFF'S COMMENT ON PRIORITY RANKING OF STUDY:		Sheet Revised by: P. Engelmann
This study should be initiated as soon as high-priority transport projects (or systems) have been selected in Study 10-1.		Item(s) Revised: 5(b)
		Dept. or Agency: IBRD/O.D.P.
		Date: October 14, 1970

PREINVESTMENT PROGRAM - STUDY DATA SHEET

No.: 10-3

Area: South America	Country: Colombia	Sector(s): Urban Development
1. NAME OF PROPOSED STUDY: <u>REGION OF MEDELLIN - Development Study</u>		
2. PURPOSE: To (a) assist the government in determining the boundaries of the metropolitan region for planning purposes and in defining the most desirable pattern for future development; (b) prepare general plans and programs for urban development; and (c) identify specific high priority projects for feasibility studies.		
3. SCOPE: Definition of the scope of work for this study is currently being discussed by FCNADE and the municipality of Medellin, in the context of negotiations with consultants. The study is to cover physical, economic and social aspects of regional development, with special emphasis on future industrial development, housing, and related land-use; it will include analyses of transport and other basic infrastructure needs. This study should serve as the starting point for continuous planning, to be carried out by a new agency for the entire metropolitan region (see Study No. 10-7).		
4. BACKGROUND: (a) Related Studies	(b) Other Available Data	(c) Expected Data Problems
i. Industry location studies (Nos. 4-1 and 4-2).	Industry responses to questionnaires sent by Planeacion Nacional.	Current data on regional distribution and growth rates of population and employment.
ii. Metropolitan Regional Governments (Study No. 10-7)		
5. TIMING: (a) Duration and Phasing of Study		(b) Desired Starting Date <u>1971</u>
15-18 months		
6. COMMENT ON POTENTIAL STUDY SPONSORS: Financing of this study is reported to be under consideration by the Interamerican Development Bank and IDEA (Institute for Economic Development of Antioquia).		
7. PROJECT(S) EXPECTED TO RESULT FROM STUDY (if known):		
(a) Description	(b) Estimated Investment (US\$ equivalent)	(c) Financing Need and Potential Source
Installation or expansion of urban transport system; major projects in water supply, sewerage, health, education and other community services; housing and industrial projects.	-	-
8. ORDER OF MAGNITUDE OF STUDY COST (US\$ equivalent): To be determined in current negotiations.	Sheet Prepared by: P. Engelmann Dept. or Agency: IBRD/O.D.P. Date: June 11, 1970	
9. STAFF'S COMMENT ON PRIORITY RANKING OF STUDY: In view of the economic importance and present growth rate of the Medellin region, this study should commence in 1970 or early 71.	Sheet Revised by:	P. Engelmann
	Item(s) Revised:	2, 5(a) and (b)
	Dept. or Agency:	IBRD/O.D.P.
	Date:	October 14, 1970

PREINVESTMENT PROGRAM - STUDY DATA SHEET

No.: 10-4

Area: South America	Country: Colombia	Sector(s): Urban Development									
1. NAME OF PROPOSED STUDY: <u>REGION OF CALI</u> - Development Study											
2. PURPOSE: To (a) assist the government in determining the boundaries of the metropolitan region for planning purposes and in defining the most desirable pattern for future development; (b) prepare a general plan and program for urban development; and (c) identify specific high priority projects for feasibility studies.											
3. SCOPE: Definition of the scope of work for this study should be the task of a separate mission. The 1970 IBRD Economic Mission identified the need for this study and recommends the general approach outlined below. The study should combine completed municipal plans into a general plan for regional development, with special emphasis on future industrial location, housing, and related land-use; it should include analyses of transport and other basic infrastructure needs and should serve as the starting point for continuous planning, to be carried out by a new agency for the entire metropolitan region (see Study No. 10-7).											
4. BACKGROUND: (a) Related Studies (b) Other Available Data (c) Expected Data Problems											
<table border="0"> <tr> <td>i. Plans for the City of Cali and other municipalities in the metropolitan region.</td> <td>Industry responses to questionnaires sent by Planeacion Nacional.</td> <td>Current data on regional distribution and growth rates of population and employment.</td> </tr> <tr> <td>ii. Industry location studies (Studies No. 4-1 and 4-2).</td> <td></td> <td></td> </tr> <tr> <td>iii. Metropolitan Regional Governments (Study No. 10-7)</td> <td></td> <td></td> </tr> </table>			i. Plans for the City of Cali and other municipalities in the metropolitan region.	Industry responses to questionnaires sent by Planeacion Nacional.	Current data on regional distribution and growth rates of population and employment.	ii. Industry location studies (Studies No. 4-1 and 4-2).			iii. Metropolitan Regional Governments (Study No. 10-7)		
i. Plans for the City of Cali and other municipalities in the metropolitan region.	Industry responses to questionnaires sent by Planeacion Nacional.	Current data on regional distribution and growth rates of population and employment.									
ii. Industry location studies (Studies No. 4-1 and 4-2).											
iii. Metropolitan Regional Governments (Study No. 10-7)											
5. TIMING: (a) Duration and Phasing of Study (b) Desired Starting Date 1971											
12-15 months											
6. COMMENT ON POTENTIAL STUDY SPONSORS: USAID financed planning advisors now working in Cali should be asked to assist in designing this study. Existing planning agencies in the city of Cali should participate and should eventually become part of the organization which will have ultimate responsibility for urban planning in the Cali region.											
7. PROJECT(S) EXPECTED TO RESULT FROM STUDY (if known):											
(a) Description (b) Estimated Investment (US\$ equivalent) (c) Financing Need and Potential Source											
Installation or expansion of urban transport system; major projects in water supply, sewerage, health, education and other community services; housing and industrial projects.											
-											
-											
8. ORDER OF MAGNITUDE OF STUDY COST (US\$ equivalent): To be determined by future mission.	Sheet Prepared by: P. Engelmann Dept. or Agency: IBRD/O.D.P. Date: May 29, 1970										
9. STAFF'S COMMENT ON PRIORITY RANKING OF STUDY: In view of the economic importance and present growth rate of the Cali region, particularly in the industry sector, this study is considered of high priority for commencement early in 1971.	Sheet Revised by:	P. Engelmann									
	Item(s) Revised:	2, 3, 5(a) & (b)									
	Dept. or Agency:	IBRD/O.D.P.									
	Date:	October 14, 1970									

PREINVESTMENT PROGRAM - STUDY DATA SHEET

No.: 10-5

Area:	South America	Country:	Colombia	Sector(s):	Urban Development
1. NAME OF PROPOSED STUDY: <u>REGION OF BARRANQUILLA</u> - Development Study					
2. PURPOSE: To (a) assist the government in determining the boundaries of the metropolitan region for planning purposes and in defining the most desirable pattern for future development; (b) prepare a general plan and program for urban development; and (c) identify specific high priority projects for feasibility studies.					
3. SCOPE: Definition of the scope of work for this study should be the task of a separate mission. The 1970 IBRD Economic Mission identified the need for this study and recommends the general approach outlined below. The study should cover physical, economic and social aspects of regional development, with special emphasis on future industrial location, port activities, and related land-use; it should include analyses of transport and other basic infrastructure needs and should serve as the starting point for continuous planning, to be carried out by a new agency for the entire metropolitan region (see Study No. 10-7).					
4. BACKGROUND: (a) Related Studies (b) Other Available Data (c) Expected Data Problems					
i. Colombia, Comprehensive Tourism Development Survey (No. 9-1).					
ii. North Coast Water & Sanitation Plan (No. 6-5).					
iii. Industry Location Studies by City of Barranquilla.					
iv. Inland water Transport (No. 8-4).					
v. Metrop. Reg. Gov'ts (No. 10-7).					
5. TIMING: (a) Duration and Phasing of Study (b) Desired Starting Date <u>1972</u>					
15-18 months					
6. COMMENT ON POTENTIAL STUDY SPONSORS: Existing planning agencies in the city of Barranquilla should participate and should eventually become part of the organization which will have ultimate responsibility for urban planning in the Barranquilla region.					
7. PROJECT(S) EXPECTED TO RESULT FROM STUDY (if known):					
(a) Description (b) Estimated Investment (US\$ equivalent)					
Urban transport system; major projects in health, education and other community services; housing and industrial projects.					
(c) Financing Need and Potential Source					
-					
-					
8. ORDER OF MAGNITUDE OF STUDY COST (US\$ equivalent):					
To be determined by future mission.					
Sheet Prepared by: P. Engelmann					
Dept. or Agency: IBRD/O.D.P.					
Date: May 29, 1970					
9. STAFF'S COMMENT ON PRIORITY RANKING OF STUDY:					
While Barranquilla's growth rate is less than that of the larger cities, it has great economic importance; therefore this study is recommended for commencement in 1972.					
Sheet Revised by: P. Engelmann					
Item(s) Revised: 2, 3, 5(a) & (b) & 9.					
Dept. or Agency: IBRD/O.D.P.					
Date: October 14, 1970					

PREINVESTMENT PROGRAM - STUDY DATA SHEET

No.: 10-6

Area: South America	Country: Colombia	Sector(s): Urban Development									
1. NAME OF PROPOSED STUDY: <u>REGION OF BUCARAMANGA - Development Study</u>											
2. PURPOSE: To (a) assist the government in determining the boundaries of the metropolitan region for planning purposes and in defining the most desirable pattern for future development; (b) prepare a general plan and program for urban development; and (c) identify specific high priority projects for feasibility studies.											
3. SCOPE: Definition of the scope of work for this study should be the task of a separate mission. The 1970 IBRD Economic Mission identified the need for this study and recommends the general approach outlined below. The study should cover physical, economic and social aspects of regional development, with special emphasis on future industrial location, housing, and related land-use; it should include analyses of transport and other basic infrastructure needs and should serve as the starting point for continuous planning, to be carried out by a new agency for the entire metropolitan region (see Study No. 10-7).											
4. BACKGROUND: (a) Related Studies (b) Other Available Data (c) Expected Data Problems											
<table border="0"> <tr> <td>i. Industry Location Studies</td> <td>Industry responses to questionnaires sent by Planeacion Nacional.</td> <td>Current data on regional distribution and growth rates of population and employment.</td> </tr> <tr> <td>ii. Studies of Drainage and Sewerage projects.</td> <td></td> <td></td> </tr> <tr> <td>iii. Metropolitan Regional Governments (No. 10-7).</td> <td></td> <td></td> </tr> </table>			i. Industry Location Studies	Industry responses to questionnaires sent by Planeacion Nacional.	Current data on regional distribution and growth rates of population and employment.	ii. Studies of Drainage and Sewerage projects.			iii. Metropolitan Regional Governments (No. 10-7).		
i. Industry Location Studies	Industry responses to questionnaires sent by Planeacion Nacional.	Current data on regional distribution and growth rates of population and employment.									
ii. Studies of Drainage and Sewerage projects.											
iii. Metropolitan Regional Governments (No. 10-7).											
5. TIMING: (a) Duration and Phasing of Study (b) Desired Starting Date <u>1971</u>											
15-18 months											
6. COMMENT ON POTENTIAL STUDY SPONSORS: Existing planning agencies in the city of Bucaramanga should participate and should eventually become part of the organization which will have ultimate responsibility for urban planning in the Bucaramanga region.											
7. PROJECT(S) EXPECTED TO RESULT FROM STUDY (if known):											
(a) Description (b) Estimated Investment (US\$ equivalent) (c) Financing Need and Potential Source											
Urban transport system; major projects in health, education and other community services; housing and industrial projects.											
-											
-											
8. ORDER OF MAGNITUDE OF STUDY COST (US\$ equivalent): To be determined by future mission.	Sheet Prepared by: P. Engelmann Dept. or Agency: IBRD/O.D.P. Date: May 29, 1970										
9. STAFF'S COMMENT ON PRIORITY RANKING OF STUDY: Bucaramanga is the largest of the "Class IV" cities in Colombia and the main industrial center in "Region 6." Major expansion within present city limits is impossible; therefore this study is recommended for commencement in 1971.	Sheet Revised by: P. Engelmann										
	Item(s) Revised: 2, 3, 5(a) and (b)										
	Dept. or Agency: IBRD/O.D.P.										
	Date: October 16, 1970										

PREINVESTMENT PROGRAM - STUDY DATA SHEET

No.: 10-7 (1)

Area: South America	Country: Colombia	Sector(s): Urban Development
1. NAME OF PROPOSED STUDY: ACTION PROGRAM FOR ESTABLISHMENT OF METROPOLITAN REGIONAL GOVERNMENTS		
2. PURPOSE: To assist Colombian authorities in implementing the proposed law for the establishment of metropolitan regional governments in the larger urban areas, by providing an action program for each of the six largest cities in the country.		
3. SCOPE: For planning purposes after 1971, the metropolitan areas of Bogota, Cali, Medellin, Barranquilla, Bucaramanga and Cartagena will each require the establishment of a regional government which has authority over an area exceeding the present limits of the central city. This study is to define the administrative structure, functions, staffing and financing of new governmental entities that are suited for this purpose in each of the metropolitan regions, in accordance with the proposed law on "GENERAL PROVISIONS FOR THE ORGANIZATION AND OPERATION OF METROPOLITAN AREAS" (Doc. DNP-375-UDRU, November 1969). Recommendations on areas of jurisdiction for the new entities will be made in the course of other studies (see Item 4 below). This study will result in detailed programs for the phased implementation of the new law.		
4. BACKGROUND: (a) Related Studies (b) Other Available Data (c) Expected Data Problems		
i. Bogota (Study No. 10-1) ii. Medellin (Study No. 10-3) iii. Cali (Study No. 10-4) iv. Barranquilla (Study No. 10-5) v. Bucaramanga (Study No. 10-6) vi. Cartagena (Study No. 10-1)		
5. TIMING: (a) Duration and Phasing of Study (b) Desired Starting Date <u>1972</u>		
Six months.		
6. COMMENT ON POTENTIAL STUDY SPONSORS:		
-		
7. PROJECT(S) EXPECTED TO RESULT FROM STUDY (if known):		
(a) Description (b) Estimated Investment (US\$ equivalent)		
- -		
(c) Financing Need and Potential Source		
-		
8. ORDER OF MAGNITUDE OF STUDY COST (US\$ equivalent): 180,000	Sheet Prepared by: L. Dorich Dept. or Agency: WHO-PAHO/Cons. to IBRD Date: May 29, 1970	
9. STAFF'S COMMENT ON PRIORITY RANKING OF STUDY: To ensure the implementation of plans to be prepared by the studies listed in Item 4 above, this study is to be given high priority in 1972, subject to approval of authorizing legislation.	Sheet Revised by:	P. Engelmann
	Item(s) Revised:	8
	Dept. or Agency:	IBRD/O.D.P.
	Date:	October 14, 1970

PREINVESTMENT PROGRAM - STUDY DATA SUPPLEMENT
(to be filled in when possible)

No.: 10-7 (2)

1. TENTATIVE STAFFING		Type of Specialist	Number on Team	Total Man-Months
(a)	Professional Staff:	Project Manager	1	6
		Lawyers	2	12
		Public Admin. Specialists	2	12
		Urban Physical Planners	2	12
		Sanitary Engineer	1	6
		Urban Transport Expert	1	6
		Economist	1	6
		Total:		10
(b)	Local Supporting Staff : Clerical and Statistical Aids		3	18
2. TENTATIVE STUDY BUDGET (US\$ equivalent)		Foreign Currency	Local Currency	Total
(a)	Professional Staff Costs :			150,000
(b)	Equipment :			-
(c)	Other (Travel, non-prof. staff, etc.):			30,000
(d)	Total :			180,000

3. OTHER COMMENTS

Supplement Prepared by: L. Dorich	
Dept. or Agency:	WHO-PAHO/Cons. to IBRD
Date:	May 29, 1970
Supplement Revised by:	P. Engelmann
Item(s) Revised:	2
Dept. or Agency:	IBRD/O.D.F.
Date:	October 14, 1970

PREINVESTMENT PROGRAM - STUDY DATA SHEET

No.: 10-8 (1)

Area: South America	Country: Colombia	Sector(s): Urban and Rural Development
1. NAME OF PROPOSED STUDY: COMPREHENSIVE PLANNING FOR COMMUNITY DEVELOPMENT IN LOW INCOME AREAS		
2. PURPOSE: To build on Colombian experience in the planning of urban and rural low-income communities, by (a) analyzing the results of pilot developments started in the 1960's and (b) preparing guidelines for the future application of lessons that have been learned in these developments.		
3. SCOPE: This study is to review experiences gained in several Colombian pilot projects which used a comprehensive approach to provide or improve housing, streets, water supply, sanitation, power, health and medical care, education, family assistance, recreation and other community services. Analysis of these projects should cover: (a) socio-economic aspects of the community which are critical for the success of projects; (b) methods of planning, construction, financing and of community and cooperative organizations; (c) costs and benefits of achieved improvements in health and living standards and in environmental quality; (d) durability of the improvements; and (e) prospects of further improvements. Based on this analysis, general guidelines for use by other communities shall be prepared in this study.		
4. BACKGROUND: (a) Related Studies (b) Other Available Data (c) Expected Data Problems		
i. Las Colinas Caja de la Vivienda Popular (Bogota)		
ii. Los Laches (Bogota)		
iii. Las Lomas (Bogota)		
iv. Silce (Cali)		
5. TIMING: (a) Duration and Phasing of Study (b) Desired Starting Date <u>1972</u>		
Four months		
6. COMMENT ON POTENTIAL STUDY SPONSORS:		
7. PROJECT(S) EXPECTED TO RESULT FROM STUDY (if known):		
(a) Description Comprehensive community development projects in urban and rural areas.		(b) Estimated Investment (US\$ equivalent) -
		(c) Financing Need and Potential Source -
8. ORDER OF MAGNITUDE OF STUDY COST (US\$ equivalent): 150,000	Sheet Prepared by: L. Dorich Dept. or Agency: WHO-PAHO/Cons. to IBRD Date: May 29, 1970	
9. STAFF'S COMMENT ON PRIORITY RANKING OF STUDY: This study should commence after sufficient experience has been gained in pilot projects which were started in the 1960's; 1972 is considered the earliest for this purpose.	Sheet Revised by:	P. Engelmann
	Item(s) Revised:	3 & 6
	Dept. or Agency:	IBRD/O.D.P.
	Date:	October 14, 1970

PREINVESTMENT PROGRAM - STUDY DATA SUPPLEMENT
(to be filled in when possible)

No.: 10-8 (2)

1. TENTATIVE STAFFING		Type of Specialist	Number on Team	Total Man-Months
(a) Professional Staff:		Project Manager	1	4
		Public Admin. & Fin. Spec.	1	4
		Physical Planner	1	4
		Civil & Sanitary Engineer	1	4
		Education Specialist	1	4
		Social Worker	1	4
		Economist	1	4
		Public Health Specialist	1	4
		Total:	8	32
(b) Local Supporting Staff	: Clerical and Statistical aids		3	12
2. TENTATIVE STUDY BUDGET (US\$ equivalent)		Foreign Currency	Local Currency	Total
(a) Professional Staff Costs	:			120,000
(b) Equipment	:			
(c) Other (Travel, non-prof. staff, etc.):				30,000
(d) Total	:			150,000
3. OTHER COMMENTS				
Supplement Prepared by: L. Dorich Dept. or Agency: WHO-PAHO/Cons.to IBRD Date: May 29, 1970				
Supplement Revised by:				
Item(s) Revised:				
Dept. or Agency:				
Date:				