

To: Executive Secretary, The Inspection Panel
1818 H Street, NW, Washington, D.C. 20433, USA
Fax No. 202-522-0916, or local World Bank office

1. We, Architect Hugo Mario Arriola-Klein and Dr. Nancy Beatriz Jullier, are resident of Chateaux Blanc, district of San Agustin, Province of Santa Fe, Republic of Argentina; we represent third parties who live, work, are users or owners of shops and dwellings in the location known as Chateaux Blanc. Our addresses are set out below.
Architect Hugo Mario Arriola-Klein
Business address: Rosalía de Castro 1955, PB, Santa Fe (3000), Argentina
Dr. Nancy Beatriz Jullier
Business address: Belgrano 2187, Franck (3009), Argentina
2. It is probable that we will suffer damages as a consequence of the deficiencies or omissions of the World Bank in the Project of Transformation of Road No. 19 into a Highway connecting the city of Santa Fe (Province of Santa Fe) with the city of San Francisco (Province of Cordoba) in the Republic of Argentina.
3. The damages and prejudices we shall suffer are: a) Loss of jobs; b) Closing of sources of employment; c) Excessive expropriations of agricultural fields; d) Low productivity of the same; e) Traffic hazards; f) Lack of police protection; g) Visual pollution; h) Noise pollution; i) Impact on the landscape; j) Lack of communications; k) Inconveniences for special heavy transport; l) Increased accident-related mortality.
4. The World Bank's operational policies that in our view have not been complied with are: a) Imposing a Project without accepting changes; b) Lack of consultation with the direct protagonists; c) Despoiling of lands by the Provincial Government; d) Loss of value of lands caused by the Provincial Government; f) Loss of productivity of the expropriated lands; g) Pollution (visual and noise-related); h) Unemployment.
5. We have raised our concerns with the World Bank staff as follows: a) letter sent on 07/07/06 to the office located in Bouchard 547, 28th floor, Buenos Aires (1106); b) fax on 08/15/06 to 5411 43131233 belonging to your offices; c) e-mail on 08/16/06 to Ms Mara Laudonia (Press) and María José Ravalli (Information and Publications) who are part of the World Bank's staff; d) e-mail on 08/18/06 to Ms Myrna Alexander, World Bank Director for Argentina. We have received no answer.
6. We request that the Inspection Panel recommend to the Board of Executive Directors of the World Bank that an investigation be conducted on these matters.

Signatures: //illegible// Date 08/20/06
Signatures: //illegible// Date 08/20/06

Contact: Business addresses: Tel. 0342 4930154, Cellular 0342 154 305361 Fax 0342 4539259; e-mail expocon2006@yahoo.com.ar
Attachments:

Personal letter from Architect Hugo Mario Arriola-Klein sent to the World Bank.
Collective notes sent by the Presidents of the Communes of the localities of San Agustín and Franck.
Receipt acknowledgement via e-mail.
Photocopy of reception of faxes sent

Chateaux Blanc, August 2006

Mr. Francisco Godano
President of the Commune of San Agustín
Province of Santa Fe

The undersigned, in our capacity as owners, residents and workers of the locality called Chateaux Blanc hereby request that you exert your good offices before the provincial authorities and/or work managers responsible for the project of the Santa Fe-San Francisco Highway to propose a change in the design addressing its current failures. The current design contemplates an overpass consisting of an elevated bridge and its corresponding bankings in road No. 6 at its intersection with the Highway, we propose its replacement with a level roundabout for the following reasons:

1) Economy

The construction costs of an elevated bridge (taking into account that it is a highway and not a motorway) added to the soil movements that are necessary for the slopes are incalculable as compared to a level roundabout.

2) Expropriations

Oversizing this roundabout it is not necessary to expropriate a larger area from the adjacent private lands.

3) Shops and Services

By conserving the current shops and services established in the locality (filling station, truck wash, oil change, tire repair, snack bar, dinner) their owners will not be damaged and future claims for loss of profits will be avoided.

4) Jobs

The current jobs would be preserved; they currently employ 40 people dependent on these establishments, some of whom are not young.

5) Road safety

There is a history of frequent accidents involving trucks and loads that overturn at the sloped loops located in the entries and exits of the Santa Fe-Rosario Highway. The proposed change in the project is intended to slow traffic down in its perimeter, and provides an interior residual space free of obstacles that generates greater visibility between different vehicles and between vehicles and pedestrians.

6) Rural security

A recently inaugurated rural police post that is strategically important for the control of the region would be rendered useless due to the lack of visibility that would result from the large sloped embankments, with the situation being compounded by the number of exits that would make the police work meaningless.

7) Safety of Pedestrians

By decreasing the speed of vehicles, both light and heavy, with the aid of signal posting, traffic lights at intervals and police control, the residents of Franck and its surroundings will be able to cross the paved road without danger, to wait for the

interurban transportation lines of their choice, at sites selected to this end (parking and pedestrian shelter) and in a protected manner.

8) Effects on the Landscape

The impact caused by these crossings is important, beginning with the maintenance costs of the periodical mowing of the grass on a slope, which is significantly higher than on horizontal planes. The tunnel that would be formed by the bridge will require [the construction] of the concrete buttresses that end up being covered with advertisements, political slogans or graffiti.

9) Visual, Noise and Communication

No account has been taken of the fact that there are houses (four already constructed and two projected) on Road No. 6 that would remain behind the slope required to cross the elevated bridge, causing future disturbances to their owners with the noise coming from the traffic of light and heavy vehicles, besides affecting their views and cutting off the communication roads to enter and exit from the same.

10) Heavy Traffic

Road No. 6 is used every now and again by over-sized vehicles that transport specific equipment (boilers) from the city of Esperanza; should the current design be maintained, they would be prevented from passing due to the turn radiuses and the perimeter guard-rails.

Conclusion

With the completion of the current works in Road No. 70 (widening of bridges) and complemented with the North Ring of the city of Santa Fe to ease the flow of most of the heavy and light traffic that comes from the province's northwest region, the choice of the drivers will become evident once they are able to avoid the locality of Franck and the poor condition of the pavement in road No. 6 in the segment Franck-Chateaux Blanc. When the current average of 2000 vehicles per day becomes sharply reduced, the futility of building the bridge over Road No. 6 will become apparent.

With the expectation that you will act in this regard, we send you our warm greetings.

First Name Surname Identity Card Number Signature

[There follows a list of 31 handwritten names, ID numbers and signatures]

[There is a seal reading: "Commune of San Agustin, Dept. Las Colonias, Maricel G. Bertone, Administrative employee"]

San Agustín, August 2006

World Bank Gentlemen, Demand a Decent Project for the People of Santa Fe

Ref: Santa Fe – San Francisco (Córdoba) Highway

Once again Argentina is recovering from the economic and social crisis largely thanks to the resources of the land and its workers. Disregarding the past, some [government] officials who raise political flags in complicity with cabinet technocrats, impose pseudo projects that end by squandering public resources. A work of the importance of the Santa Fe – San Francisco Highway has always been and continue to be supported by the majority of the population of Santa Fe. The doubts become manifest in those individuals from whom a tangible and immediate sacrifice is required, namely the expropriation of assets such as fields, houses, crops, etc...especially taking into account that the state's machinery always becomes autistic in order to undervalue real estate. With the layout having been a dilemma for years, it now seems to be taking a definite shape, but it still lacks human, professional, rational and consultative criteria. This very particular project begins by putting the landowners in an unequal position, in view of to the expropriations to be carried out on one of the sides. It is thus that the owners on the north side are insecure, dispossessed and unhappy, while those on the south side remain secure, with a greater quality of life and above all happy to see the value of their land increase its prices. What we propose is that the 20 meter- expropriation announced for many years takes place immediately, while [the expropriation of] the 70 meters that are needed now, be carried out when the highway is built, but taking 35 meters on each side, to the north and the south of the wire fencing. The reasons are simple: 1) In the end, it makes no difference to any owner to have 35 meters more expropriated. 2) The farmers will be able to farm the land until the time when the highway is built. 3) The current pavement in a west-east direction is merely 10 meters away from the south wire fencing.

I do not belong to either sector but am involved as are many other villagers who live close to a circulation node located in the conflict zone that is called Chateaux Blanc. If the elevated crossing of road No. 6 and No. 19 becomes a reality by using a bridge, business premises will be lost (filling station, truck wash, tire repair, dinner, trailer dealership, etc.) and more importantly, over 40 people will lose their jobs. Reconverting their jobs is only feasible for the young among them, while the older workers will remain neglected. The designers and consultants have disregarded such premises as well as the existence of houses on the west side of road No. 6; an earthen bank will be built in order to get on the bridge, this will create problems to their owners, such as 1) communication, 2) visual, 3) noises from above, etc. when there is an easy and simple solution: a roundabout such as those currently being projected for other crossings like San Carlos Centro-Sur-Norte, San Jerónimo Norte and San Agustín. Nobody has taken into account that there are many pedestrians who come from the locality of Franck and cross the pavement to wait for inter-urban bus lines. Who will take responsibility for their lives? The reason claimed by the designers to choose the bridge is the number of vehicles that go by. I refute it with the idea of completing the works to widen the bridges over the Salado river that are part of road No. 70 and connecting it to the North Ring that goes around the city of Santa Fe, to turn it into a road designed to facilitate traffic from the northeast of the country in a south direction. Gentlemen of the World Bank, I request that you replace the project of expropriation and substitute the elevated bridge with a roundabout. This will force vehicles to slow down, with the aid of sign

posting, traffic lights and the existing police control. Give me back the dignity of being heard.

Architect Hugo Mario Arriola-Klein
Cellular 154 305361 (0342)
ID No. 10,065,480
Chateaux Blanc-San Agustín

Yahoo! Mail – expocon2006@yahoo.com.ar
Page 1 of 3
[Only the relevant parts have been translated]

Date: Friday, 18 Aug 2006 02:37:50 + 0000 (GMT)
From: Postmaster@worldbank.org
Subj: DELIVERY FAILURE: User MLalexander (MLalexander@worldbank.org) not listed Directory
To: “Hugo Arriola” expocon2006@yahoo.com.ar

Your message
Subject: Claim
Was not delivered to:
MLalexander@worldbank.org
Because:
User MLalexander (MLalexander@worldbank.org) not listed Directory

Message /delivery-status

Reporting-MTA: dns;WBLN0014.worldbank.org

Final-Recipient: rfc822; MLalexander@worldbank.org
Action: failed
Status: 5.1.1
Diagnostic-Code: X-Notes; User MLalexander (MLalexander@wo.. Not listed in Domino Directory

Message resent
Date: Fri, 18 Aug 2006 02:37:50 +0000 (GMT)
From: “Hugo Arriola” <expocon2006@yahoo.com.ar>
Subject: Claim
To: MLalexander@worldbank.org
Attached HTML
Ms Hyna Alexander
Director for Argentina
World Bank

Please find attached letter reporting irregularities regarding the Project for the Transformation of Highway in the Province of Santa Fe.
Sincerely,

World Bank Gentlemen, Demand a Decent Project for the People of Santa Fe

Ref: Santa Fe – San Francisco (Córdoba) Highway

San Agustín, August 2006

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Page 1 of 3

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Date: Wed, 16 Aug 2006 02:48:49 +0000 (GMT)
From: "Hugo Arriola" expocon2006@yahoo.com.ar
Subj: Letter of Request for Inspection
To: miaudonia@worldbank.org

Hugo Arriola expocon2006@yahoo.com.ar wrote:

Hugo Arriola expocon2006@yahoo.com.ar wrote:

Ms Mara Laudonio

I am sending this request through you for consideration as soon as possible. Sincerely,

San Agustín, August 2006

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Page 1 of 4

[Only the relevant parts have been translated]

Date: Wed, 16 Aug 2006 02:48:49 + 0000 (GMT)

From: Postmaster@worldbank.org

Subj: DELIVERY FAILURE: User (miaudonia@worldbank.org) not l

To: "Hugo Arriola" expocon2006@yahoo.com.ar

Your message

Subject: Letter of Request for Inspection

Was not delivered to:

miaudonia@worldbank.org

Because:

User miaudonia (miaudonia@worldbank.org) not listed Directory

Message /delivery-status

Reporting-MTA: dns;WBLN0024.worldbank.org

Final-Recipient: rfc822; miaudonia@worldbank.org

Action: failed

Status: 5.1.1

Diagnostic-Code: X-Notes; User miaudonia (miaudonia@wo.. Not listed in Domino Directory

Message resent

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