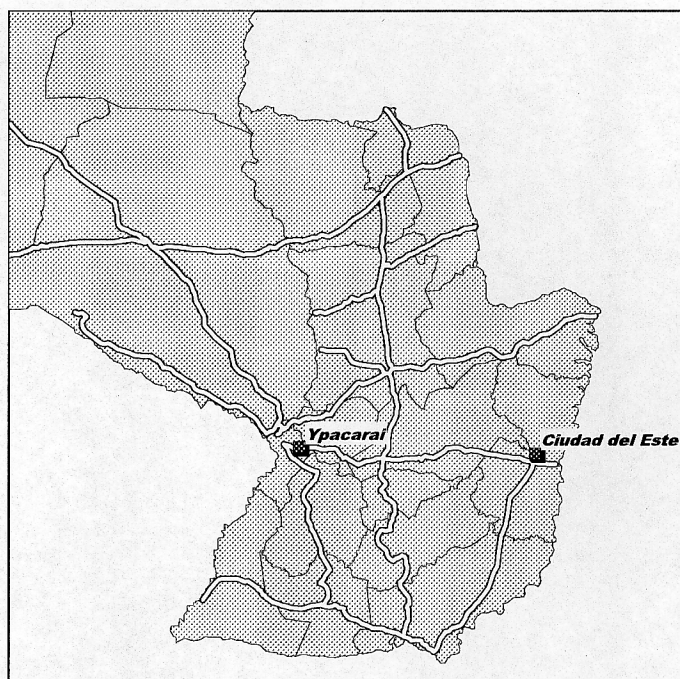


Figure 63 Sites Proposed for Truck Terminals



It will also be necessary to improve rural (farm-to-market) roads connecting the producing centers with the main roads, in order to support physical distribution. According to data from MOPC, there are about 46,000 km of roads functioning as farm road, but almost all are unpaved. Our proposal is to double local road extent and improve, for the time being, about 5% of them as main farm roads. It is almost impossible from a financial viewpoint to improve and pave all these farm roads in a short period. It will be necessary to establish organizations with the objective of preparing systems to obtain labor or provide some percentage of the shipped value for the improvement of farm roads, based on the principle that the beneficiaries should pay for the project.

(2) Cost estimation

1) Roads

Regarding projects of MOPC scheduled to start through 2003, their estimated costs were used. Regarding other projects, the following unit costs were established from the estimation of MOPC.

Table 54 Unit Estimation Costs for Road Improvement

Details of improvement	Unit cost (US\$/km)	Remarks
National road (international trunk road)	700,000	To meet the MERCOSUR requirement
National road (domestic trunk main road)	500,000	
National road (domestic trunk road)	300,000	
Departmental road	120,000	
Local (farm) road improvement	30,000	