

FRANCK, September 26, 2007

**MR. PETER LALLAS**  
**EXECUTIVE SECRETARY – INSPECTION PANEL**  
**1818 H Street NW**  
**WASHINGTON DC 20433**  
**USA**

**FAX 001 2025220916**

Dear Sir:

Ref: Your fax dated 09/19/2007

Subj: National Road19/ Motorway (*Autovía*)-Clarification

In answer to your request for clarification of the subject of reference, I am attaching the development of the points, which I have identified with the numbering used in my request for an investigation of 09/07/2007. In each point I mention the documents that were sent by post on 09/18/2007 and my works sent previously, where more information may be found on each of the subjects discussed.

Information: in three pages.

Sincerely yours,



Sender: HECTOR E. JULLIER  
Belgrano 2187  
3009 - FRANCK (Sta. Fe) - Argentina  
Te. 54-342 -4930164  
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## INFORMATION CLARIFYING MY REQUEST FOR AN INVESTIGATION OF 09/07/ 2007

## POINT 5 – Involvement of economic and social development.

With reference to the rural activities in the zone of influence of Nat. Road 19/Autovía.

- The disappearance of the dairy farms as an activity of rural families in the last few years has caused the extinction of dynamic activities and the exodus of the population from that zone.
- The subdivision of plots (minifunds), the joint ownership (condominium) and the advanced age of the owners of the land, all promote the development of agriculture through contractors or sharecroppers.
- This makes it impossible to vindicate dynamic activities and undertake new activities (farms, vegetable gardens, fruit orchards, etc.) requiring non-existent economic support.
- The planned work causes the loss of the practical use of a paved road (unique) in a wide area, and the use restriction that will be created by the motorway will contribute to maintaining activities passive, with a productive process that will remain stationary or will involve.

DOCUMENT SENT: Page N9- Chateau Blanc Resolution.

OBSERVATIONS AND COMMENTS ON THE ENVIRONMENTAL ECONOMIC STUDY OF NATIONAL ROAD 19 Date 08/24/2007.

BASIC PROPOSALS FOR A REGIONAL DEVELOPMENT POLE DATED 02/28/2007.

POINT 6 Future Possibility of Pollution and Contamination,

There is lack of definition and planning failures for suburban and rural sites, areas for manufacturing and restrictions to the use of chemical products and polluting applications.

- The creation of empty spaces (60Mts) or their use as a quarry for the soil needed to elevate the new carriageway (+0.80), represents a potential space for waste dumps or undue use for human emergency settlements, or animals, as those existing in the periphery of the cities of Santa Fe and Santo Tomé.

DOCUMENT SENT: Page 10

POINT 7 Incompatibility between the water and the road project.

- The loss of agronomic balance in the soil produces insufficient absorption and retention of rainwater, with extraordinary surpluses and progressive increases.
- For years, the water program has been based on building canals that accelerate the runoff towards depressions which are not natural drainage basins.
- These flows arrive uncontrolled from a wide north-west zone and at several critical points come into contact with NR 19/Autovia.
- The spillways in the road for the passage of water are not adequate, the new elevated carriageway will act as a contention and the culvert (north side) will operate as a collector of the ever increasing flows, which will cause problems of flooding in the neighboring fields and affect the population settlements in the zone, as was the case in December 2006, and in the flood disaster of March 27/28, 2007, as well as increasing the risk of flooding in the city of Santo Tomé.

MORE INFORMATION: "LA TIERRA SE MUERE" ("The land is dying") of 03/03/2007 and ITS ANNEXES CHAPTERS 2 and 3, and PROGRAM FOR THE RECOMPOSITION OF THE AGRONOMICAL MAKE-UP OF THE SOIL, CENTER ZONE OF THE DEPARTMENT LAS COLONIAS.

POINT 8 Expropriations pursuant to the cadastre of another work.

In the 1970s there was a project to build a HIGHWAY adjacent to NR 19. The expropriations for that work had been planned and the cadastre drawings were made. That information was used to determine the area to be used for this Motorway.

- Using those measurements, most of the affected owners will contribute with an area that is larger, by some tenths of one meter in some cases and up to 15 or 20% more in others, than informed in notes 192, 193, 197 and 198 of the Management Unit (U.G.)
- There is inequity in the appraisal of the fields to be expropriated, since there are differences of up to 70% in the values proposed for adjacent fields and with the same production potential.

The amounts, payment terms and timeframes according to the criteria of the Bank's Management expressed in point 36 of the report received from the Inspection Panel are not respected.

EVIDENCE DOCUMENTS SENT.

Pages 1, 3, 4, 5, 6, 7, 8 and 12

September 26, 2007

A handwritten signature in black ink, appearing to read 'Hector E. Jullier', written in a cursive style.

HECTOR E. JULLIER

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