Bolivia
Security Overview and Travel Assessment

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Executive Summary:

Travel in Bolivia is relatively safe and crime levels are reasonably low. There were no reported kidnappings of Americans in 2013 or 2012 and there is minimal if any threat from terrorism. As a means of comparison, Bolivia has one of the lowest crime rates in South America, and crime in most cities is comparable to cities in the United States. Santa Cruz, which is the most criminally active city in Bolivia, is comparable to large U.S. cities with regard to crime. That stated, crime has been increasing in Bolivia in recent years. While government protests occur, a significant effort is made to keep the airports and tourist economy functioning. Security concerns emanating from Bolivia consist predominantly of public demonstrations, which are known to escalate, and the propensity of lynching as a form of “community justice”.

Travel - Airports:

Travel from the United States is most frequently from Washington, D.C. and Miami International Airports. Most travelers fly into El Alto Airport in the El Alto section of La Paz. Of Bolivia’s internal airlines, Armada was only able to locate a safety rating for Amaszonas Airlines. According to airlineratings.com, Amaszonas Airlines carries a safety rating of 4/7, is FAA endorsed, and has been fatality free for the past 10 years.

Travel - Internal Roads:

The roads in major cities of La Paz, Santa Cruz and Cochabamba are for the most part paved and relatively well maintained. The best maintained roads exist from La Paz to Cochabamba, Cochabamba to Santa Cruz, and La Paz to Oruro. Bus services along these roadways are relatively safe, although accidents with fatalities do occur periodically. The road between La Paz and Cochabamba follows Route 1 and Route 4. These roads are fairly well maintained and have been repaired through international grants. That stated, road maintenance and repairs are not well indicated or managed, which leads to massive traffic problems.

Many of the roads in smaller cities and towns are poorly maintained and frequently unpaved. In rural areas, the roads are either dirt or gravel topped, and are at best poorly maintained and very narrow with few if any guard rails. During the rainy season (December through March) these roads are frequently impassible and hazardous. It is also important to take elevation into account when driving in rural areas. Trips can start in the rain and end in the snow. These less utilized routes are also dangerous due to reckless drivers, poorly maintained vehicles, lack of formal driver training, lack of lights on vehicles at night, drunk and tired
driving, and lack of police patrols. As such, Armada Global strongly advises against overland travel outside of the main highways contained herein.

As some gangs and bandits target international travelers, Armada recommends avoiding the use of public transportation unless provided by a trusted source. Armada research indicates some of the safest bus carriers are Bolivar and Sindicato Trans Copacabana. If traveling by bus, it is recommended that travelers sit in the middle or back on the lower level. Travelers should also be wary of “new friends” when traveling on bus as this is a common tactic used by criminals to target foreigners. Bus stations are also rife with petty crime targeting foreigners.

Taxies in large cities are for the most part safe, but there have been gangs who use false taxies to prey on foreigners. Most taxies are poorly maintained and it is strongly advised that you only take a taxi from a reputable company, preferably called by your hotel. Radio taxis are a must but even they should only be used when recommended by a trusted source. La Paz is one city in particular where false taxis are a concern. These false taxis often target individuals who may be drunk so they can be robbed after pickup.

Although outside the typical travel destinations for Amizade travelers, Armada notes that the following roadways are particularly dangerous and should be avoided:

- The North Yungus road which runs from La Paz northeast toward Coroico and Caranavi, dubbed “The World’s Most Dangerous Road”. Accidents are extremely frequent along this roadway involving multiple fatalities. A better alternative is the “Carretera Cotapata – Santa Barbara” also known as “Carretera nueva a Coroico”

- Numerous roads north of La Paz that pass through Guanay, Mapiri, Consata, Apolo, and Sorata are very dangerous due to landslides and narrow roadways around cliffs. These roads are rarely traversed and stranded motorists will have difficulty obtaining assistance.

- Roads in Beni Province often have fast moving streams and rivers that cross them. The road between La Paz and San Borja is crossed by rivers with no bridges. As such, crossings are conducted by barges with a rope and pulley system.

Drivers from the United States will be taken aback at the conditions of the roads and the general disregard of driving laws in Bolivia. Unless it is essential, it would be unwise for most international travelers to drive in Bolivia, especially outside of major cities.

Security Assessment: Bolivia

The crime rate in Bolivia is relatively low compared to other Latin American countries, but it has been on the rise in recent years. Bolivia’s murder rate is the fourth lowest in Latin America.
- The intentional homicide rate in Bolivia in 2012 was recorded at 12.1 per 100,000. By comparison, Pittsburgh’s murder rate in 2012 was 13.1 per 100,000.

- The assault rate in Bolivia in 2011 was recorded at 54.2 per 100,000. The assault rate recorded for the city of Pittsburgh was 360 per 100,000 in 2012.

- Bolivia’s rape rate was recorded at 26.1 per 100,000 in 2010. The rape rate in Pittsburgh was recorded at 15.1 per 100,000 in 2012.

The reported statistics are for Bolivia as a whole as Armada was unable to locate authoritative crime statistics for Cochabamba. It should also be noted that crime in Bolivia is likely under reported.

Foreigners in Bolivia, and especially in the larger cities, are often targets of petty theft and non-violent crime. These crimes typically consist of pick pocketing, purse snatching, credit card fraud, and occasionally residential burglary. International travelers have also been targeted by international and local gangs in the cities near the airports for more violent crimes.

Bolivia has witnessed several instances of internal strife over the years, and its population is galvanized along ethnic lines. The incumbent president, Evo Morales, is the country’s first president of indigenous descent. Sixty-two percent of the Bolivian population consists of indigenous peoples, and this segment of the population has been repressed by governmental actions in the past. Morales has struggled to maintain a balancing act between the interests of subsistence farmers and the country’s industrial base, but this balance has occasionally been upset.

Bolivia lacks the proper law enforcement and judicial authority to faithfully execute all of the country’s laws, and measures were taken to alleviate the central government’s burden. Only 47 percent of Bolivia is properly patrolled and controlled by legitimate police forces. In 2012, the country had only 7 public defenders per 100,000. Further, 45 percent of Bolivian provinces have no judge.

The Morales government recognized the government’s shortcomings in this regard and pursued a policy that was designed to be as pragmatic as it was politically advantageous. The Bolivian constitution was amended in 2009, which declared Bolivia a pluri-national state and allowed local jurisdictions more discretion in implementing community justice. The notion of community justice has a long history in Bolivia and is intertwined with the nation’s indigenous history. The constitution clearly stipulates that all violent crime (murder, rape, etc.) must be prosecuted by official government authorities, but local jurisdictions are now recognized as the proper authority in prosecuting minor crimes, namely theft and robbery. Community justice in Bolivia is typically understood as a community’s ability to impose manual labor on a suspected thief or, in the worst case, banishment from a given community. However, indigenous and rural communities have abused the legal and philosophical concept of community justice as a defense for carrying out lynchings of suspected criminals. The lynchings were relatively common before
the 2009 constitutional amendments but are believed to have increased substantially since that time. Authorities insist that people engaged in these lynchings are abusing their application of community justice, but this has done little to stem the violence. Indigenous communities argue that they are forced to undertake extreme measures because the police are either lacking or corrupt. Many Bolivians complain that they will transfer custody of a suspected criminal to police only for the police to confiscate any money the suspect has and then release him or her from custody.

From November of 2005 to mid-January of 2008, there were 46 reported cases of lynchings. A compilation of reported lynchings by the press suggests that there were 180 lynchings nationally from 2005 to 2012. In 2013, there were 70 reported lynchings in Bolivia leading to 30 fatalities alone. Concrete figures are difficult to come by, but most analysts that assess the situation in Bolivia believe the total number of lynchings is substantially higher. Guatemala has the most lynchings annually for any Latin American country, and Bolivia is listed as the second highest.

**Cochabamba**

Cochabamba is known as one of the higher crime cities in Bolivia although specifics weren’t available. The bus terminal in the Coronilla Hill area should be avoided as it has become a notorious hangout for drug addicts and alcoholics. It is not safe for foreigners or locals. Even though this area is close to a number of markets, hostels, and restaurants, police have declared it off limits. Foreigners, including U.S. citizens, have been assaulted in Coronilla Hill despite increased police presence. Police have also noted that crime has become increasingly violent as it was typically confined to petty theft, but now includes armed robbery and assault.

Cochabamba has seen a number of public demonstrations that escalated into violence in the past. Three people were killed, and upwards of 100 people were wounded during clashes between demonstrators and police in January of 2007. These protests were the bloodiest since the “water” protests in 2000 when upwards of 175 demonstrators were wounded and one fatality was recorded.

There have been more peaceful demonstrations in Cochabamba, and one of them took place in May of 2012 when supporters of the Morales administration united with transportation workers and converged onto the city. Media reports were unable to provide clear numbers on the size of the demonstration as numbers varied between 3,000 and 25,000. Around this same time frame, students and health workers held a demonstration at two different locations within the city, and the police responded with tear gas and rubber bullets, wounding three. The situation escalated with protestors resisting riot police with stones, fireworks, and Molotov cocktails, wounding three of the officers. It is government policy for authorities to disperse any large
gatherings or blockades beginning at 1:00pm, and it was this specific action that led to a minor escalation between the demonstrators and authorities.

A substantial clash occurred between miners and police in April 2014 following the implementation of reforms crafted by the Morales administration. Morales had previously expressed concerns that foreign mining companies were extracting more from the country than they were investing in the country. Bolivians have been historically wary and oftentimes hostile to foreign corporations managing essential utilities and exploiting the country’s vast mineral and natural resources. The Bolivian government passed a law demanding foreign mining companies provide the government with a financial statement to assess whether their profit margin was too large. Miners for one of the companies operating near Cochabamba had protested the reforms, insisting the law infringed upon their right to contract. Two miners were killed and 50 were wounded in the ensuing clashes with the police. Forty-three police officers were taken hostage during the incident, and reports indicated that several of the miners had threatened armed police with sticks of dynamite. The hostages were released, but it remains unclear who provoked the hostilities. The two miners that were killed appear to have been shot in the head.

Demonstrations in Cochabamba, and Bolivia more broadly, has a tendency to be prolonged campaigns where the police have a history of utilizing violence against protestors. Demonstrations do not necessarily end where they began. Many protests begin as a grassroots movement in a rural community, and demonstrators are known to march to Bolivia’s larger cities, collecting other dissenters along the way. Both law enforcement and demonstrators are known to blockade vital traffic arteries in these types of events. Due to the likelihood that foreigners can be trapped inside a demonstration, it is strongly advised that foreigners avoid anything resembling a protest as it is likely to grow and possibly escalate. The use of dynamite is not a standard method used in the majority of demonstrations, but it has been known to occur. This applies to both Cochabamba and Bolivia as a whole.

Lynchings are on the rise in Bolivia, but the trend is best observed in Cochabamba. From April until August of 2013, media reports indicated that 35 people were killed in lynchings. Fourteen of the deaths occurred in El Alto near La Paz, but 11 of them were in Cochabamba. Cochabamba is also notorious for the barbarity of its lynchings. One instance involved the death of a 17 year old after he had succumbed to burn wounds on his way to the hospital. The boy was accused of stealing a bicycle.

Cochabamba received 13 percent of Bolivia’s legal coca crop in 2012, while the overwhelming majority (38 percent) was shipped to Santa Cruz. Santa Cruz has seen an increase in drug related violence, but there is little evidence to suggest that any connections exist with lynchings in the Cochabamba department and the coca trade. President Evo Morales gained his reputation and his support from the country’s indigenous population through coca farming. The cultivation and harvesting of coca is legal in Bolivia, but the government determines and regulates the number of hectares that can be grown annually.
There are a number of reports that suggest Cochabamba may be an important hub for human trafficking. In August of 2013, police raided a brothel after it had come to their attention that an underage prostitute was working there. The prostitute was arrested for falsifying documents, and the owner of the brothel was arrested as well. In July of the previous year, law enforcement executed a search warrant that applied to several lodgings. Thirty individuals were arrested, and police believed that the shelters were not just used to house travelers, but children as well. Several of the lodgings were classified as clandestine hotels.

El Alto

El Alto is home to La Paz’s international airport and its population consists mostly of indigenous people of Aymara descent. El Alto’s population is growing, and current numbers indicate that the city has roughly one million inhabitants. The city only has 2,550 police officers of which only 1,000 are believed to be working at any one time. The police force has only 40 vehicles on hand, but fuel constraints prohibit authorities from maximizing their presence or responding to incidents. Crime is a significant problem in El Alto, and the city is notorious for its poverty.

A string of crimes that were notably gruesome involved a gang of eight who managed a fleet of minibuses that were made to look like taxis. The minibuses operated from 4:00am to 6:00am, and they serviced residents and foreigners alike. People who used the buses were typically seated so that a gang member would sit behind the new passenger. The gang member would then strangle the passenger from behind and the driver would sometimes assist by punching and kicking the passenger if they resisted too much. The gang is believed to be responsible for 69 murders over a 13-month period, but many of their victims survived as they simply passed out from the strangulation. Approximately 70 people reported being assaulted and strangled by the gang by the time police had the suspects in custody in February 2012. The perpetrators would confiscate any valuables their victims had and throw the bodies into nearby dumpsters. The police seized four 14-seat minibuses, two of them being white, one grey, and one beige. Authorities also believe the gang was involved in the murders of several taxi drivers whose vehicles were stolen.

Crime has become problematic to the extent that some of the city’s local leaders called for rapists to be chemically castrated and thieves to have one hand amputated after a third offense. The proposal was intended to find a respectable substitute for lynching while still delivering harsh punishment to criminals.

Human trafficking is an ongoing concern in the city of El Alto as well. One July 2013 report suggested roughly two or three children are abducted daily in the city. Police reports indicate that 20 percent of the cases remain unsolved. Authorities believe these persons are lost to trafficking.
Lynching is prevalent in the city of El Alto, and one instance in May 2013 involved a case of mistaken identity. An off-duty police officer had spent the night drinking and stumbled upon a schoolhouse on his way home from the bar. A guard at the schoolhouse had mistaken him for a burglar and alerted neighbors. The officer was beaten, tethered to a post, and drenched with water. Due to the city’s high elevation and cold climate, the officer succumbed to hypothermia.

It remains difficult to obtain concrete statistics on the latest lynching numbers, but one sociologist recorded 88 lynchings in El Alto from 2001 to the middle of 2008. Police categorize lynchings as homicides or attempted homicides, but continuous press coverage suggests that between one and four lynchings are attempted in El Alto each month. Residents of El Alto have begun to mimic police officers and go out on patrols. If they identify suspicious vehicles, they will often wave them down and perform inquiries and inspections in which two people will be on either side of the vehicle. Individuals accused of criminal wrongdoing in El Alto consist of retirees, professionals, and university students. Puerto Camacha is one location where many of the lynchings occur in El Alto despite the fact the neighborhood has a working police station in addition to many other social services.

El Alto is especially known for its “death dolls” which typically consist of rags stuffed into pants and shirts that are then hoisted to lampposts or other stationary objects. Many of these “death dolls” are raised at locations where lynchings or attempted lynchings have occurred. One location in El Alto has a burned out vehicle that suspected thieves abandoned when fleeing from a lynch mob. The district of Villa Mercedes is particularly precarious, and the death dolls can be seen at hundreds of locations throughout the city. The dolls are meant to warn criminals that they will be lynched if they are caught, and the dolls typically have messages that state the same.

La Paz

The city of La Paz is known for its political activity, and many of the protests that emerge in the Bolivian countryside often coalesce and converge on the city. One of the city’s more violent events came about from widespread dissatisfaction with the regime of Gonzalo Sanchez de Lozada in 2003. Twenty-one people were killed after clashing with police and military units, protesting the then incumbent president. The situation destabilized to the extent the president had to be evacuated by ambulance from the bullet riddled presidential palace. Widespread looting and arson of La Paz’s business district and government ministries worsened the political crisis.

The city has seen a number of demonstrations and protests that have escalated on occasion. It is important to reiterate that major roadways and traffic arteries in La Paz can and often will be blockaded by both demonstrators and police. The likelihood of violence between authorities and protestors always persists, and foreigners never want to be caught in the middle. This is especially important when factoring the blockades of vital roadways. While there have
been few events in La Paz that were as violent as the demonstrations in 2003, La Paz continues to be a popular destination for people within the city and outside the city to gather and protest.

In February 2012, 50 handicapped individuals traveled to La Paz from different parts of the Bolivian countryside demanding higher subsidies. Police had stopped the demonstrators from entering the city’s square but the protestors, limited by wheelchairs and canes, clashed with police nonetheless.

In May of the same year, La Paz saw a number of more serious demonstrations, which led to one woman being tortured by police. Police often use tear gas, rubber bullets, and water cannons to disperse a crowd. Demonstrators often respond by throwing stones, sticks, fireworks, and sometimes balloons filled with paint at police. The majority of recent protests in La Paz are focused on budget balancing measures that undercut public workers. A 48-hour protest held by nationally employed taxi and bus drivers led to four people being wounded and a number of public facilities being shut down. After a cobblestone was hurled at the Vice Minister of the Interior in a related protest, police apprehended a nurse who was suspected of the assault. An investigation was launched after it was revealed the nurse suffered from severe bruising around her face and abdomen including serious damage to her kidneys.

City police launched their own protest the following month after wage and salary increases were denied to them. Certain parts of a La Paz police station were torched and public property was destroyed as well. The situation escalated when the protesting police officers used their own riot equipment to confront elements of the Bolivian military, but only three people were injured by the time tensions had subsided.

The most recent altercation came in September 2013 when La Paz residents began blockading roadways after the national census concluded the city lost 30,000 residents since the last census was conducted. The city subsequently lost millions in national budget appropriations due to the population change, and riot police had to be mobilized to several of the city’s main highways. It is important to note that the residents of El Alto have access to vital roadways that bring goods and people into and out of the city of La Paz. There has been no major crisis that has triggered the closure of these roadways, but it remains an ongoing concern.

The most substantial protests that materialized since 2003 began in Potosi in 2012. Several Bolivians launched protests against a Canadian mining company in the region, South American Silver (SAS). The demonstrations began in April and did not subside until July. The protests began in the town of Potosi but ended in La Paz. The prolonged event consisted of individuals supporting SAS operations, those opposed to SAS operations, and the police. Several people were wounded during the standoffs, and protestors often threatened the use of dynamite. Four police and SAS employees were taken hostage and one demonstrator was killed.

Two restaurants and one nightclub in La Paz were closed by police in October 2012 after it was revealed that tourists visited these places to acquire marijuana and cocaine. La Paz is not
known for drug trafficking, and the majority of crime related to the drug trade is believed to take place in Santa Cruz. However, this development is concerning and may be the beginning of a broader trend.

Foreigners traveling to La Paz should also be weary of express kidnappings and elaborate scam artists, both of which are prevalent in the city. Express kidnappings involve an individual boarding what they believe is a taxi only to be threatened by another “passenger” while the driver takes the victim to an ATM. The victim is held hostage by the kidnappers until they have visited enough ATMs that the victim’s account is completely empty. Express kidnappings are even more likely in La Paz because many scam artists will dress as either local police or Bolivian military. The State Department has reported that these criminals will invest heavily in proper identification, uniforms, and modifying buildings to look like police headquarters or command posts. The scam artist will typically approach a foreigner and ask that they follow them to a different location. Legitimate police rarely approach foreigners. To minimize the likelihood of becoming a victim, Armada recommends traversing the city in a group.

Persons traveling throughout the La Paz department should be wary of the Bolivian government’s ongoing efforts to curtail coca cultivation. The State Department has reported growing tensions between growers and authorities in the Yungas region, an area northeast of La Paz. Anti-American sentiments are noticeably apparent in this region, and travelers should take note of this.

There is little evidence to suggest that lynching in La Paz is as severe, or more severe, than other parts of the country. However, lynchings do occur in the isolated and more rural parts of the country. In December of last year, a man was dragged out of his home in Sorata, a town in the department of La Paz, after neighbors suspected him of murdering a local shopkeeper. The man was beaten and left unconscious in a ditch until he was poisoned and hanged the next day.

Satellite Locations:

Mallco Rancho

Mallco Rancho is a community approximately 25 kilometers from Cochabamba central. The town can be accessed using one of two roadways that begin in Cochabamba. The Av. Blanco Galindo route is the preferred option of Bolivian natives, but it is known as the “road of death” due to the number of fatalities from traffic accidents. The Av. Capitan Victor Ustariz is an alternate route, and there is little information to suggest it is as dangerous as or less dangerous than the Blanco Galindo route. The same concerns that apply to Cochabamba will apply to Mallco Rancho as well. Considering the location, greater vigilance will be necessary to protect against members of international crime and drug syndicates.
**Oruro**

In July of 2012, Oruro held protests against the Evo Morales administration for approving the construction of a road that would interrupt the historic wetlands of Bolivia’s indigenous inhabitants. The demonstrations held in Oruro were similar to those held in La Paz, but there are no reports that any authorities or demonstrators were wounded.

Oruro has had an ongoing border dispute with Potosi and the main point of contention relates to fields that can be planted. In late August of 2011, the military was deployed to patrol the border and act as a buffer between farmers. The citizens of Oruro pushed back against their local government, threatening strikes if a stronger stand against Potosi’s territorial claims was not pursued. A conference between Oruro, Potosi, and the central government was in the process of being convened.

Oruro’s carnival is widely popular between locals and foreigners alike, but there are safety concerns that need to be weighed. In March of this year, 350,000 people attended the city’s festivities, but 70 people were killed, 15 of whom were involved in acts of violence. The remainder of the fatalities was attributed to the 37 automobile accidents during the event.

There are five bus lines that travel from Cochabamba to Oruro. During the carnival, buses run 24 hours a day, but the regular schedule runs from 6:00am to 10:00pm. Reports indicate that all roads going into Oruro from Cochabamba are paved, and there is no evidence to indicate serious crime takes place along the roadway.

**Inkallaqta**

Inkallaqta is approximately 130 kilometers from Cochabamba. The main traffic arteries are Routes 4 and 7, but then the trip consists of local non-paved roads. There is little published information about the security and safety of Inkallaqta, but it appears to be relatively isolated and safe. Travel into and out of the area can be perilous due to the poor conditions of the roads, especially during the rainy season (December – March).

**Lake Titicaca**

Lake Titicaca is at the border of Peru and Bolivia. It can be reached from Cochabamba by Route 25 to Route 1, also by Route 4 to Route 1. The major roads are relatively safe and passable. As the assent into the Andes Mountains continues, the roads will narrow and become less safe. Extreme caution is advised in using local, unmaintained roads.

The area is fairly safe and there have been no major reported international incidents such as kidnappings or terrorist incidents, in the last year. Considering the nature of drug smuggling and production, especially in Peru, it is best to be cautious with local business ventures and large cash transactions.
**Copacabana**

All travel to Copacabana should be done during daylight hours and never at dark, especially when departing from La Paz. Petty theft and pick-pocketing are the predominant crimes in the town, which remains an internationally popular tourist destination. Violent crime does not appear to be frequent but there have been major security-related incidents that require attention.

In July of last year, authorities seized 104 kilograms of cocaine and detained three individuals. Two of the suspects were Bolivian, and the third was from Peru. The police believed that the cocaine was being prepared for shipment to the Brazilian border. Copacabana has been the focal point of ongoing tensions between Peru and Bolivia. In May of 2011, the State Department urged all U.S. nationals in Bolivia to avoid Copacabana and other major towns along or near the Peruvian-Bolivian border. Border violence on the Peruvian side caused destabilization in Bolivia, and Bolivians had threatened to set up blockades on cross-border routes. Sporadic violence continues to occur along the border, and persons suspected of traveling from Bolivia into Peru are targeted. This is especially true in Copacabana.

**Paloma**

Paloma is the area surrounding the Santa Cruz airport. The same security conditions apply to Paloma as to El Alto. Travel from Paloma to Cochabamba is along Route 4.

**Security Information:**

The Bolivian Police (BP) has limited resources outside of major cities, and response from the police can be quite slow. The emergency phone number for the police is 110. If an Amizade traveler is arrested by the police, personnel should cooperate but also request that the U.S. Embassy be notified. If you suspect that you are the target of police harassment or corruption, contact the American Citizens Services at the U.S. Embassy (reach out to a consular agent if this should occur in Cochabamba). Personnel at either the Embassy or a Consular location maintain databases and contact information for attorneys who can assist.

In the event of a deteriorating security situation, Armada recommends Amizade personnel seek assistance from the local police station while informing the U.S. Embassy of the concern. If personnel need to shelter in place in a relatively safe location, Armada recommends utilizing a western hotel chain due to the likelihood of increased security measures.
Armada advises all travelers to practice the following security awareness techniques:

- Be cognizant of your surroundings
- Avoid predictable patterns and change your travel routes
- Do not dress extravagantly or wear expensive jewelry
- Travel in groups
- Use only trusted transportation nodes (arranged by western hotel, for example)
- Do not hail street cabs
- Prior to your trip, register with the U.S. Department of State’s Smart Traveler Enrollment Program - https://step.state.gov/step/
- Ensure you have proper vaccinations and have registered for travel insurance and medical evacuation coverage

Medical facilities in the major population centers of Bolivia can administer several types of aid; however, the quality of aid varies by location. Serious medical conditions, specifically cardiac complications, cannot be adequately treated in most facilities in La Paz. The State Department provides contact information for recommended hospitals and clinics in Bolivia and provides information in the “Medical Information for Americans Traveling Abroad” section of the travel brochure, which can be retrieved at www.travel.state.gov. Below are two locations that pertain directly to Amizade:

**LA PAZ**
Clinica del Sur
3539 Avenida Hernando Siles, Obrajes
Telephone: (591) (2) 278-4001, 278-4002, 278-4003.

Arco Iris German Hospital
Av. 15 Abril, Barrio Grafico, Villa Fatima
Telephone: (591) (2) 221-6021

**COCHABAMBA**
Centro Medico Belga
Calle Antezana 0455 (between Calles Venezuela and Paccieri)
Telephone: (591) (4) 422-9407, 423-1403, 425-0928


Contact information for the U.S. Embassy in La Paz and the U.S. Consulate in Cochabamba:

**U.S. Embassy-La Paz:**
2780 Avenida Arce, La Paz
Embassy/Consulate Contact Numbers:
(591) (2) 216-8000; After Hours: (591) (2) 216-8500
Regional Security Office: (591) (2) 216-8300  
E-mail: LAPAZRSO@state.gov

**U.S. Consulate-Cochabamba:**
Edificio "SAAL", Avenida Pando No. 1122, Piso 1, Suites B and C  
Telephone: (591) (4) 411-6313  
Email: consularcochabamba@state.gov  
Hours: Monday, Tuesday, Thursday, and Friday: 08:30 to 12:30; Wednesday: 13:30 to 17:30

Embassy website: http://bolivia.usembassy.gov/

Consular Affairs office email: consularlapaz@state.gov