

## Technical Cooperation Document (TC)

### I. Basic Information for TC

▪ Country/Region:	SURINAME
▪ TC Name:	Public Transport Improvement Plan for the City of Paramaribo
▪ TC Number:	SU-T1116
▪ Team Leader/Members:	Zamora Murillo, Edgar (INE/TSP) Líder del Equipo; Zambrano-Barragan, Patricio Xavier (CSD/HUD) Jefe Alterno del Equipo de Proyecto; Crotte Alvarado, Amado (INE/TSP); Lanting, Ruth (CSD/HUD); Negret Garrido, Cesar Andres (LEG/SGO); Sarolli, Joao Andre (INE/TSP); Semmoh, Nadischia Deborah (CCB/CSU); Van Doorn, Stephanie (CSD/HUD)
▪ Taxonomy:	Client Support
▪ Operation Supported by the TC:	N/A
▪ Date of TC Abstract authorization:	06 Feb 2019
▪ Beneficiary:	Republic of Suriname
▪ Executing Agency and contact name:	Inter-American Development Bank (IDB)
▪ Donors providing funding:	OC Strategic Development Program for Infrastructure(INF)
▪ IDB Funding Requested:	US\$200,000.00
▪ Local counterpart funding, if any:	N/A
▪ Disbursement period (which includes Execution period):	24 months (24 months execution)
▪ Required start date:	July 2019
▪ Types of consultants:	Firms and individual consultants
▪ Prepared by Unit:	INE/TSP-Transport
▪ Unit of Disbursement Responsibility:	INE-Infrastructure and Energy Sector
▪ TC included in Country Strategy (y/n):	No
▪ TC included in CPD (y/n):	Yes
▪ Alignment to the Update to the Institutional Strategy 2010-2020:	Social inclusion and equality

### II. Objectives and Justification of the TC

- 2.1 The objective of this TC is to contribute to the improvement of the mobility in the city of Paramaribo through a Public Transport Improvement Plan (PTIP), by promoting an efficient, accessible and inclusive public transport system and better institutional capabilities to plan public transport services.
- 2.2 The urban districts of Paramaribo and Wanica accommodate two thirds of the country's population and occupy 0.4% of the country's landmass. Suriname's infrastructure has improved over the years but still faces critical challenges. The high density of population and concentration of administrative and economic activities in the city carry on traffic-heavy congestion, which is aggravated by other factors such as the limited capacity and poor conditions of its road network and the disorderly use of public spaces by buses and other modes of public transport. Poor safety standards in road designs, risk practices such as speeding, and poor capacity for enforcement of law are the key factors that contribute to safety issues and a high fatality rate

(14.5 road traffic fatalities/100,000 inhabitants in 2016), with most of the victims being motorcyclists, pedestrians and car drivers. Suriname does not have a national road safety strategy and lacks a dedicated and budgeted road safety agency, as well as adequate data collection and analysis systems.

- 2.3 The city's major transport hub is in the city center; all 11 bus terminals and the boat taxi terminal are within walking distance of each other in a 1.2 km radius (see Figure 1). These terminals are in poor condition and little to no information is available for public transport users regarding bus routes, timetables, terminals or bus stops. In addition, around 60-80% of the buses are parked or driving around the inner city during off-peak hours. The operation and parking arrangements of these buses are poor and contribute to the congestion in the city center.

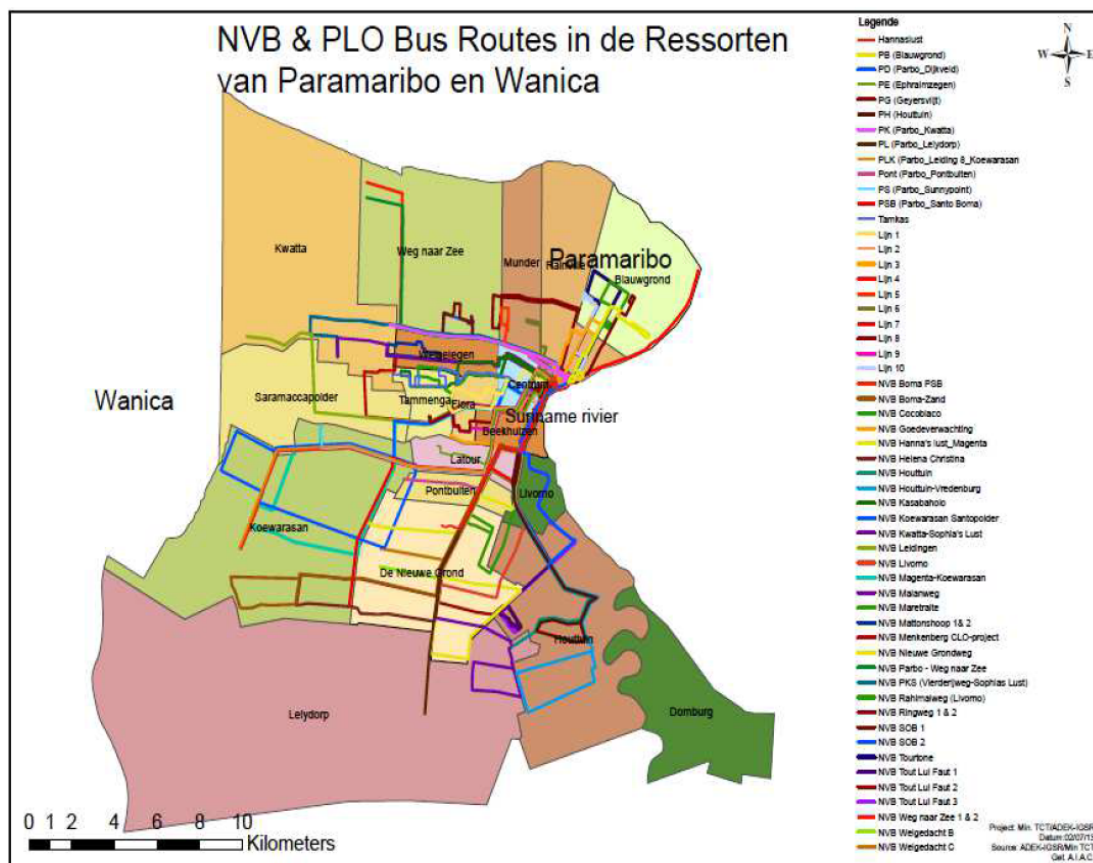
**Figure 1. Existing bus terminals in Paramaribo (2012, ProSur N.V.)**



- 2.4 The city center is not only attractive due to its commercial activities, but it also concentrates governmental offices, banks, educational facilities, tourist attractions and Paramaribo's UNESCO World Heritage Site with heritage buildings, monuments, and urban sites. Despite being the primary economic and cultural centrality, and in addition to its lack of non-motorized mobility infrastructure, this area does not exhibit integrated urban and transport planning with the larger city of Paramaribo, thus preventing active densification and promoting sprawl.
- 2.5 Public transportation is provided via 1,100 medium-sized (30 seats) buses which are owned by both the State and private sector. Monocentric bus routes covering most parts of the sprawled city, lacking interconnectivity and overlapping in the city center

(see Figure 2), absence of exclusive lanes, traffic congestion and consequently slow travel speed have resulted in a significant drop in the demand for urban bus services, with ridership being approximately 250 passengers per bus per day. Analysis shows that 87% of the public transport users' need to transfer buses at the bus terminals located in the city center.

Figure 2. Bus routes in districts Paramaribo and Wanica (2014, IGSR)



- 2.6 Public transport is highly subsidized by the Government of Suriname (GoS) and both private and public transport buses are managed by the Department of Transport, within the Ministry of Public Works, Transport and Communication (MPWTC). The Ministry of Education, Science and Culture is responsible for managing and providing subsidies to school buses in the country. Nonetheless, the Department of Transport has insufficient well-trained personnel to carry out adequate public transport management and perform safety and service quality control of the public transport operators. Moreover, there is no safety protocol and control mechanism in place to make these subsidies and other government expenses for public transport more efficient and effective. All these factors have led to an unreliable, unsafe, inefficient and costly public transport system.
- 2.7 Public transport improvement is a priority to the GoS. Some of these challenges are being addressed by the GoS with the following ongoing efforts: (i) the preparation of a pilot for a central digital payment system to be tested in 84 buses on two trajectories, together with the development of a mobile application to charge and manage the public

transport fees on personal cards accessible to all users and; and (ii) the revision of public and private bus and boat tariffs for public transport users.

- 2.8 **Link to the Bank's Country Strategy and Institutional Strategy.** The proposed activities under this operation are consistent with IDB's updated Institutional Strategy (UIS) 2010-2020 (AB-3008), aligned with the development challenge of social inclusion and equality, by promoting the development of planning capacity of urban mobility, better access to public transport services and a safer and more efficient mobility framework for all residents of Paramaribo. This TC is also aligned with the cross-cutting theme of institutional capacity, by supporting the Department of Transport, with a public transport improvement plan that is politically and financially feasible to implement in the short and medium term and the strengthening of the technical capacities of the MPWTC for better planning the public transport services. In addition, the TC aligns with and contributes to the 2016-2019 Corporate Results Framework (GN-2727-4) (CRF) by promoting the provision of inclusive infrastructure and infrastructure services.
- 2.9 This intervention is also aligned with the IDB's Infrastructure Strategy "Sustainable Infrastructure for Competitiveness and Inclusive Growth" (GN-2710-5) and the Transport Division Sector Framework Document (GN-2740-7), specifically with the strategical principles of providing technical assistance for planning and developing infrastructure that contributes to the economic growth, and providing access to the infrastructure services, as it will tackle bottlenecks for improving the public transport services for all the citizens in Paramaribo. The is also aligned with the objectives and expected results of the Strategic Program for the Development of Infrastructure Financed with Ordinary Capital (INF), such as: (i) promote greater investments in the region's infrastructure sector and enhance the performance, quality and sustainability of infrastructure services and; (ii) improve the design and monitoring of public policies and the transmission of lessons learned in the infrastructure sector. The operation is also aligned with the IDB Group Country Strategy with The Republic of Suriname 2016-2020 (GN-2873), addressing the challenge of providing better access public services through contributing to the increase in the quality of transport infrastructure and transport services.
- 2.10 **Expected results.** As a result of this technical cooperation it is expected to provide the Government of Suriname and the transport sector with a comprehensive Public Transport Improvement Plan (PTIP) to improve public transport services in the city of Paramaribo, with a vision of developing medium- and long-term public policies for the promotion of efficiency, quality and accessibility of services and the reduction of traffic congestion and air pollution. The PTIP will include a set of strategies, tools, and public policies to address the diagnosed problems, pursuing the following core objectives: (i) improve the overall quality of service for all users; (ii) improve levels of connectivity, accessibility and geographical distribution of users to public transport; (iii) improve public transport safety conditions and reduce service-related traffic incidents; (iv) contribute to reducing congestion levels in the urban area of Paramaribo and travel times of bus service users; (iv) improve the infrastructure and urban furniture dedicated to public transport; (v) improve mechanisms for private participation and public-private collaboration in the provision of public transport services; (vi) contribute to the elimination of barriers to the equal participation of women and minority groups (persons with disabilities, ethnic groups, etc.) in the benefits of the public transport system; and (vii) increase the capacities of public sector institutions in charge of planning and managing public transport.

### III. Description of Activities/Components and Budget

- 3.1 The TC will finance the following component.
- 3.2 **Component 1. Development of a Public Transport Improvement Plan (US\$190,000).** This component will finance a Public Transport Improvement Plan (PTIP) for the city of Paramaribo to promote efficient, safe and inclusive urban mobility services. The PTIP will include a set of strategies, tools, and public policies, pursuing the following core objectives: improve the overall quality of service for all users; improve levels of connectivity, accessibility and geographical distribution of users to public transport; improve public transport safety conditions and reduce service-related traffic incidents; contribute to reducing congestion levels in the urban area of Paramaribo and travel times of bus service users; improve the infrastructure and urban furniture dedicated to public transport; improve mechanisms for private participation and public-private collaboration in the provision of public transport services; contribute to the elimination of barriers to the equal participation of women and minority groups (persons with disabilities, ethnic groups, etc.) in the benefits of the public transport system; increase the capacities of public sector institutions in charge of planning and managing public transport. The PTIP will be developed through participatory processes, involving the different actors of civil society, private and public sector, to ensure their appropriation and knowledge exchange.
- 3.3 The total cost for this TC will be US\$200,000, which will be financed by OC Strategic Development for Infrastructure (INF).

**Table 1. Indicative Budget in US\$**

Activity/Component	Description	IDB/Fund Funding	Total Funding
Component 1	Development of an urban mobility plan	190,000	190,000
Other expenses	Logisticsa expenses for workshops and consultation/dissemination events	10,000	10,000
<b>Total</b>			<b>200,000</b>

### IV. Executing Agency and Execution Structure

- 4.1 This TC will be executed by the Bank responding to the request from the beneficiary ([Annex I](#)). Considering the level of technical knowledge and coordination required to the execution of this TC, the Bank is seen by the Government of Suriname as a strategic partner for achieving the expected results.
- 4.2 The TC will be executed by the IDB through its Transport Division (INE/TSP). The IDB's execution will support coordination among the various entities among beneficiary institutions and stakeholders, with a close collaboration and interaction with sectorial relevant stakeholders on the technical matters.

- 4.3 This TC is prepared jointly by INE/TSP and Housing and Urban Development (HUD). Besides addressing to improve the technical capabilities in the sector, it aims to complement ongoing initiatives of the Bank in the country, such as the “Emerging and Sustainable Cities Initiative in Paramaribo” (ATN/OC-15158-SU), the “Paramaribo Urban Rehabilitation Program” (ATN/OC-12149-SU)<sup>1</sup> and the operation in preparation stage “Improving Transport Logistics and Competitiveness in Suriname” (ATN/JF-12881-SU)<sup>2</sup>.
- 4.4 Transport Division will be in charge of the preparation and publication of requests for expressions of interest, the preparation of short lists, the preparation and distribution of requests for proposals, the evaluation and selection of consultants according to the criteria established in the applications of proposals, and the negotiation of the respective contracts. Dialogue will be maintained with all key stakeholders for the definition of the Terms of Reference for the contracting of consulting services; monitoring and supervision of the studies.
- 4.5 The activities to be executed under this operation will be included in the Procurement Plan and will be executed in accordance with the Bank's established procurement methods, namely: (i) hiring of individual consultants, as established in AM-650 standards; (ii) contracting of consulting firms for services of an intellectual nature according to GN-2765-1 and its associated operational guides (OP-1155-4); and (iii) contracting of logistics services and non-consulting services according to policy GN-2303-20.
- 4.6 The supervision of the activities of the TC will be led by INE/TSP and its execution will be supervised in field through the Transport Specialist in Suriname in close coordination with the MPWTC. The results will be monitored according to what is proposed in the Results Matrix. The product physical and financial indicators will be monitored every six months and progress reports will be submitted annually. A final report will be prepared at the end of the operation.

## **V. Major Issues**

- 5.1 Even though there is a need to improve mobility and institutional capacities in Suriname, there is a risk of low engagement from public officials and stakeholders. To mitigate this risk, coordination mechanisms will be put in place in close coordination between project team and high-level technical authorities, to make sure the relevant stakeholders get involved in the activities and studies of the TC.

## **VI. Exceptions to Bank policy**

- 6.1 No exceptions to Bank policy have been identified.

## **VII. Environmental and Social Strategy**

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<sup>1</sup> The Paramaribo Urban Rehabilitation Program 3905/OC-SU aims to: (i) attract new residents and commercial activities; (ii) restore to value its cultural heritage; (iii) reduce traffic congestion; and (iv) strengthen the institutional framework for managing its sustainable development.

<sup>2</sup> Through this operation it will be financed interventions to improve capacity of roads in the vicinity of the port, including the implementation of facilities for non-motorized mobility and intelligent traffic management systems.

- 7.1 In accordance with the Environment and Safeguards Compliance Policy (OP-703), considering that this TC will only finance the execution of technical studies, the operation has been classified as Category "C" ([SSF](#) and [SPF](#)).

[Request from the Client - SU-T1116](#)

[Results Matrix - SU-T1116](#)

[Terms of Reference - SU-T1116](#)

[Procurement Plan - SU-T1116](#)

**Required Annexes:**