

SURINAME
MEERZORG – ALBINA ROAD REHABILITATION
SU-L 1006

PROJECT PROFILE (PP)

I. BASIC DATA

| | | | |
|--------------------------|---|------|-------------|
| Project name: | Meerzorg – Albina Road Rehabilitation | | |
| Project number: | SU-L 1006 | | |
| Project team: | Team Leader: Alejandro Taddia (INE/TSP); other members Miroslava E. de Nevo, Vera Lucía Vicentini (INE/TSP); Christopher Persaud (TSP/CGY); Chantal Elmont (CCB/CSU); Kevin McTigue (LEG/SGO) and Caterina Vecco (INE/TSP). | | |
| Borrower: | Government of Suriname | | |
| Executing agency: | Ministry of Planning and Development cooperation (PLOS) | | |
| Financing plan: | IDB: | US\$ | 37,500,000 |
| | Local: | US\$ | 62,500,000 |
| | French Development Agency | US\$ | 37,500,000 |
| | European Commission | US\$ | 25,000,000 |
| | Total: | US\$ | 100,000,000 |
| Safeguards: | Policies triggered: B.01, B.03 and B.11 Classification: B | | |

II. GENERAL JUSTIFICATION AND OBJECTIVES

A. JUSTIFICATION

- 2.1 **Background:** The road network in Suriname is composed of 4,500 km where 1,200 km are mainly interregional, primary paved roads. The main roads are the east-west corridor between Albina and Nieuw Nickerie and the north-south corridor between Paramaribo and Brokopondo. Suriname's road network connects with Guyana and French Guyana by ferries across the Corantijne River in the west and the Marowijne River in the east. Approximately 40% of all paved roads are in the urban areas of Paramaribo, Albina and New Nickerie, which have had major rehabilitation in recent years. The vehicle fleet, based on 2000 data, was approximately 115,000 vehicles.
- 2.2 **Sector Knowledge.** The Ministry of Transport, Communication and Tourism (MTCT) is responsible for formulating and implementing road transport policy, while the Ministry of Public Works (MPW) is responsible for construction and maintenance of roads and bridges. The condition of the road network is poor due to the lack of maintenance and poor road construction and design. According to a World Bank Report published in 1998, 80% of roads in Suriname were in need of repair or rehabilitation, and road maintenance expenditures were only one tenth of the amount estimated to be necessary for the proper maintenance. The Government of Suriname (GOS) established a Road Authority (RA) as a means to improve road maintenance. The RA was badly underfunded until June 2006, when new legislation to secure proper funding of the Fund was passed.

- 2.3 Between 2004 and 2007 several studies of the transport sector were undertaken with funding from the European Commission (EC), the French Development Agency (FDA) and the Bank. During 2006, the GOS prepared the Multi Annual Development Program (MADP) 2006-2011.
- 2.4 **The Problem.** Currently, the two lanes Meerzorg - Albina road (140 km) is paved and considered to be in regular to poor conditions. As a result of the evaluations of the road conditions, it is estimated that the scope of works includes pavement and bridges rehabilitation. Average daily traffic varies between 1,300 vehicles along the eastern section of the road to 7,400 vehicles in the vicinity of Meerzorg. The economy of Moengo, the only consolidated urban area along the corridor, depends entirely on the bauxite mines surrounding the town. The other communities along the road corridor are located in semi-urban and rural areas and have a subsistence economy, including agricultural practices, and limited commercial activities, informal trade, tourism, logging, wild life exploitation, handcrafts and services.
- 2.5 **The Country's Strategy.** In August 2006 the Council of Ministers approved the MADP, a five-year development plan for the period 2006 to 2011. The plan proposes four development pillars: i) good governance; ii) economic development; iii) social and human development; and iv) equal opportunities for all. The MADP estimates the cost of these investments at US\$760 million, and assumes that the private sector will finance 34%, and the public sector will finance 66% to be implemented via the annual budget prepared by the Ministry of Finance. Within the infrastructure sector, the MADP recognizes the importance of physical infrastructure as a means to provide development and facilitate production in the long term, unlock remote areas, and facilitate transport and logistics. As part of the activities within the sector, the MADP includes, as a first priority, the rehabilitation of the east-west corridor. Moreover, the GOS has included this project as one of the two anchor projects of Suriname in the "Agenda by Consensus 2005 – 2010" as part of the Initiative for Regional Infrastructure Integration in South America (IIRSA). The GOS has prioritized this project within its road improvement program. Preliminary discussions indicate strong interest in Bank participation, along with the EC and the FDA, on financing the rehabilitation of this project. This road has the potential to reactivate agricultural production and trade between Suriname and French Guyana.
- 2.6 **The Bank's Strategies.** The Bank's strategy in Suriname, seeks to support the country's efforts to modernize and transform the economy. In accordance with the objective, the Bank will support the country's efforts by means of three strategic complementary pillars designed to modernize the public and private sectors, and to promote the integration of the Interior. Bank's programming prioritizes new operations by the extent to which they: i) expand competitive private sector activities, and promote diversification and creation of high value added activities; ii) promote the use of primary sector endowments for export oriented activities; or iii) support IIRSA initiatives and integration of the Interior. The transport sector strategy is focused on four main areas: a) develop a balanced transport system; b) develop criteria to prioritize projects rationally within a general strategy; c) provide for the improvement and the regulation of the public transport system; and d) improve the performance of the main logistic chains which sustain the economic growth of the country. The principles of this strategy are: 1) prioritize the solution of the principal problems of the existing system with an efficient use of the economic resources; 2) relate the size of the projects with the size of the economy of the country and the

capacity of the executing agencies; 3) consider accessibility and integration aspects; and 4) take advantage of integration possibilities with the rest of South America.

- 2.7 **Solution.** The proposed Project will finance reconstruction and rehabilitation works on the Meerzorg – Albina Road. This project has a strong commitment from the GOS as a priority item in the regional agenda. The improvement of this road will contribute to regional integration of the country, improve population's access to social services such as medical and educational facilities, improve operational and safety standards, and a more attractive environment for private sector investments as a means to support economic and social development. In the long term, the improvement of this transportation link is envisioned to enhance infrastructure integration between the countries of the Guyanese Shield Hub¹. In 2006, the EC funded the prefeasibility study for the rehabilitation of this road, which analyzed the rehabilitation project, and possible options for prioritization, reduction or phasing in time the scope of the project. The economic analysis of the road, performed using the HDM4 model, estimated a net present value, discounted at 12%, of US\$60.4 million, and an expected internal rate of return of 25.6%.
- 2.8 The expected components of Project are: **Component 1: Rehabilitation of the Meerzorg – Albina Road (US\$95,4 million).** Under this component the civil works will be executed, including reconstruction and rehabilitation of the road, bridges and culverts, construction of shoulders in the interurban segments and sidewalks and other safety related works in the urban areas. **Component 2: Implementation Support (US\$4,4 million)** This is directly related to the implementation of the civil works and covers consulting services for supervision of the civil works in Component 1 as well as for the conduct of required technical, environmental and safety audits. **Component 3: Institutional Strengthening (US\$0.2 million).** Provide support to PLOS in the public investment planning and monitoring function. This component will be implemented in tandem with the institutional strengthening of the MPW to be funded by the EC.
- 2.9 **Coordination with other MDB's.** The Bank has recently started working in the transport sector in Suriname; in the past, the sector was supported with grant funding from the EU. However, in August 2006, GOS informed the Bank that, due to the scope and size of the project to rehabilitate the Meerzorg – Albina road, a multidonor financing scheme might be developed, including the EC, AFD, and the Bank. The Bank has approved a technical cooperation (SU-T 1030) to finance the feasibility studies and the preparation of final designs for the rehabilitation of the Meerzorg - Albina road. As part of the coordination activities among donors, terms of reference (TOR) for the EC funded prefeasibility study were prepared and distributed by the EC for comments from AFD and the Bank. The prefeasibility study developed TORs for the technical studies, financed by the Bank, including economic feasibility, environmental and socio-cultural studies and final designs, all of which have been reviewed and agreed by the three donors.

¹ The Shield Hub refers to the Eastern Region of Venezuela, the northern arch of Brazil and the whole of the territory of Guyana and Suriname.

III. TECHNICAL ISSUES

- 3.1 **Institutional Framework and Maintenance.** The MPW is responsible for the provision and maintenance of the primary infrastructure in the country and the entire infrastructure in the City of Paramaribo. Between 2000 and 2006, MPW has been implementing an investment program that totals US\$225 million. In addition, MPW is responsible for maintenance works on the national road network. In an attempt to break out of the road failure cycle, GOS, supported by technical assistances from the EC, decided to set up an autonomous RA, funded by a fuel levy. The RA was given responsibility for periodic and routine maintenance of the main road system, while the MPW remains responsible for construction of new roads and rehabilitation of the existing network. The RA contracts out the maintenance works and supervision. The RA is run by a Board, appointed by, and responsible to, the MPW, and consists of representatives of both government and transport sector stakeholders. Its annual work program is agreed between the Board and the Minister, and the Board reports annually to MPW on its activities.
- 3.2 **Studies:** Other studies to be conducted during project preparation include the preparation of detailed technical designs and the bidding documents needed for tendering the works. Terms of reference have been prepared and agreed between GOS and all involved donors. These studies will be financed by the Technical Cooperation SU-T 1030, in execution.
- 3.3 **Monitoring and Evaluation:** A comprehensive monitoring and evaluation system will be designed into the program to continuously assess and refine the program's impact. The expected outcomes of the project would be: i) reduction in vehicle travel times on the road, ii) reduction in the number of accidents along the road corridor, and iii) more efficient and effective planning and programming of transport projects by PLOS. The key outputs of the project would include: a) kilometers of road reconstructed and rehabilitated, b) number of structures improved, and c) the conduct of specific capacity building activities in PLOS.

III. SAFEGUARDS AND FIDUCIARY SCREENING

- 4.1 **Auditors:** The Executing Agency will be required to establish and maintain adequate accounting controls and records and they must submit to the Bank a consolidated financial report of the Program at the end of each fiscal year. This information will serve as the basis for the annual audit of the use of the Bank's funds. Given the importance of this task, the Executing Agency must ensure that staff with accounting and/or audit experience is retained.
- 4.2 **Environment.** The Project will have net positive environmental impacts and social effects for residents and businesses in the project area and the country as a whole. The main potential negative environmental impacts are those related to the rehabilitation works, which will be temporary and localized to those portions of the roadway under rehabilitation at a particular time. The proposed works are small to medium in magnitude, will take place within the existing right-of-way (ROW) corridor (30m width, including traveled ways, shoulders, side drains, sidewalks and space for the utilities) across consolidated rural, and urban areas and are not anticipated to generate permanent, widespread or irreversible significant negative environmental impacts. No environmental protected or vulnerable areas exist or are planned along the project road. In general, the anticipated environmental negative impacts of the rehabilitation works implementation

and road operation can be characterized as easily identifiable; minor to moderate in magnitude; temporary in duration; spatially restricted; easily preventable or controllable with widely available, technically simple and cost-effective mitigation techniques; and reversible in the sense that an affected area can return to its preexisting condition after an impact occurs.

- 4.3 At the urban areas the ROW is currently partially occupied by fences, few business activities, a school and petty traders. The final engineering designs will include the reduction of the width of the ROW and road safety measures in these urban areas to minimize the affectations of these permanent structures. If the resettlement of some of them is unavoidable, the Project will include resources to finance adequate compensation measures, according to Bank Policy OP-710, including the compensation for the loss of assets, the alternative of relocating the structures to the available yards at the back of the properties and the resettlement of these few business to a place close to the road and with appropriate space for car parking. Furthermore, the Bank is implementing a non reimbursable technical cooperation (ATN/KP -10720 – SU) that will support the poor petty traders to strengthen their commercial and community development activities by enhancing their community organizations, management of public and private areas, micro entrepreneurship, identification of financing mechanisms, capacity building, and improvement of current development and operational conditions.
- 4.4 The project team proposes a “B” classification for this operation and proposes the following socio-environmental strategy to ensure the sustainability of the Project: a) carry out an environmental and social analysis of the project, in accordance with the guidelines of the National Institute for Environment and Development in Suriname – NIMOS and Bank Policies and including the realization of public consultation meetings; b) development of an environmental and social management plan (ESMP) including preventive and mitigating measures, monitoring, supervision and contingency programs, as well as General Environmental Specifications; c) if necessary, development of a resettlement plan (RP) of the affected permanent commercial structures at the urban areas, coordinated with the final engineering designs, as a prior condition to the Bank’s no objection to the bidding documents for construction works and engineering supervisory services, as well as of construction and supervisory contracts. The ESMP and the RP and corresponding implementation costs will be part of these bidding documents.

V. OTHER ISSUES

- 5.1 Other issue which may impact on the scope, quality and timing of the preparation of the project relates to the road maintenance activities, including arrangements to contract out and finance these activities. To address this issue, the current operation of the Road Authority will be analyzed.

VI. RESOURCES AND TIMETABLE

- 6.1 The expected date for submission of the operation to the Board is the third quarter of 2008. Annex V details the cost and timeline for preparation and approval of this operation. The required consulting studies include the preparation of final designs and tender documents will be financed through the ATN/OC-10411/SU, with an estimated budget of US\$1,315,000. In addition, administrative funds will be required for the realization of 2 missions (US\$21,500).

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SAFEGUARD POLICY FILTER REPORT

This Report provides guidance for project teams on safeguard policy triggers.

| | | |
|----------------------------|------------------------------|---------------------------------------|
| PROJECT DETAILS | IDB Sector | Transportation and Communication |
| | Type of Operation | Investment Loan |
| | Additional Operation Details | |
| | Country | Suriname |
| | Project Status | New Operation |
| | Investment Checklist | Infrastructure Road and Rail |
| | Team Leader | Alejandro Taddia |
| | Project Title | Meerzorg - Albina Road Rehabilitation |
| | Project Number | SU-L 1006 |
| | Safeguard Specialist(s) | <i>To be completed by assessor</i> |
| | Assessment Date | 2008-05-19 |
| | Assessment Number | 2008-05195055-2 |
| | Additional Comments | |

| | | | |
|--|--|---|------------------------|
| SAFEGUARD POLICY FILTER RESULTS | Type of Operation | Investment Loan | |
| | Safeguard Policy Items Identified (Yes) | Potential to cause disruption of the livelihood of people living in the project's area of influence, included but not limited to involuntary displacement (also see Resettlement Policy). | (B.01) |
| | | The operation includes large infrastructure works (e.g. large number of workers, use of heavy machinery, or physical modification of the landscape). | (B.03) |
| | | Potential to cause air, soil or water contamination (also see B.10). | (B.11) |
| | Potential Safeguard Policy Items (?) | No potential issues identified | |
| | Recommended Action | Operation has triggered 1 or more Policy Directives; please refer to appropriate Directive(s). Complete Project Classification Tool. Submit Safeguard Policy Filter Report, PCD (or equivalent) and Safeguard Screening Form to CESI Secretariat. | |
| | Additional Comments | <i>Policy Directives can be accessed from the Resources tab on the Toolkit home page.</i> | |

| | | |
|-----------------------------|---|------------|
| ASSESSOR DETAILS | Name of person who completed screening: | |
| | Title | |
| | Date | 2008-05-19 |

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SAFEGUARD SCREENING FORM

This Report provides a summary of the project classification process and is consistent with Safeguard Screening Form requirements.

| | | |
|------------------------|------------------------------|---------------------------------------|
| PROJECT DETAILS | IDB Sector | Transportation and Communication |
| | Type of Operation | Investment Loan |
| | Additional Operation Details | |
| | Country | Suriname |
| | Project Status | New Operation |
| | Investment Checklist | Infrastructure Ports and Harbours |
| | Team Leader | Alejandro Taddia |
| | Project Title | Meerzorg - Albina Road Rehabilitation |
| | Project Number | SU-L 1006 |
| | Safeguard Specialist(s) | <i>To be completed by assessor</i> |
| | Assessment Date | 2008-05-19 |
| | Assessment Number | 2008-05195919-2 |
| | Additional Comments | |

| | | | |
|---------------------------------------|----------------------------|---|-------------------------|
| PROJECT CLASSIFICATION SUMMARY | Project Category: B | Override Rating: | Override Justification: |
| | | | Comments: |
| | Conditions/Recommendations | <ul style="list-style-type: none"> Category "B" operations require an environmental analysis (see Environment Policy Guideline: Directive B.5 for Environmental Analysis requirements). The Project Team must send the PCD (or equivalent) containing an Environmental and Social Strategy (ESS -- the requirements for an ESS are described in the Environment Policy Guideline: Directive B.3; paragraph 9) and the SSF to the CESI. <p><i>Policy Directives can be accessed from the Resources tab on the Toolkit home page.</i></p> | |

| | | |
|---|--|--|
| SUMMARY OF IMPACTS/RISKS AND POTENTIAL SOLUTIONS | Identified Impacts/Risks | Potential Solutions |
| | Impacts leading to involuntary resettlement or economic displacement (such as loss of fishing grounds due to increased in turbidity in waters) are <u>minor</u> in nature. | <ul style="list-style-type: none"> Develop Resettlement Action Plan - RAP: The client should be required to develop a RAP that demonstrates adequate consultation, compensation mechanisms, and grievance mechanisms. Covenant RAP, require regular reporting and independent review of implementation. |
| | Generation of untreated solid waste (such as construction waste and sewage) but this is <u>minor</u> in volume and does not contain hazardous materials. | <ul style="list-style-type: none"> Solid Waste Management: The client should monitor and report on waste reduction, management and disposal. |

| | | |
|-------------------------|---|-------|
| ASSESSOR DETAILS | Name of person who completed screening: | Date: |
| | Comments: | |

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Environmental and Social Strategy

The rehabilitation of Meerzorg-Albina road is being carried out in the framework of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA). As a priority, the Government of Suriname pursues the regional integration of Suriname among the Caribbean and South American nations, including the creation of free trade areas. In fact, the rehabilitation of the project road will open great opportunities with neighboring countries in a joint effort to develop transport, trade and tourism. Job creation will benefit marginal areas of Suriname, where the unemployment rate is higher than the national average. The Government agencies in charge of the project implementation and development sectors that will benefit from the project include:

- Ministry of Public Works: it is responsible for building and maintaining transport infrastructure, including roads, bridges, ports and airports. The planning and maintenance of primary road networks is in the process of being handed over to the National Road Authority. One fourth of the primary road network has already been rehabilitated and placed under responsibility of the Authority. The main issue is to ensure financial provision for maintenance. The law to increase the fuel levy for both gasoline and diesel in order to maintain the primary road network was enacted on June 6th 2006 and gazetted on June 19th 2006. The application of the levy started on January 1st, 2008.
- Ministry of Regional Development: it is responsible for maintaining the secondary and tertiary roads in the regions. Funding is allocated by the Ministry of Finance but is insufficient to fully cover the costs. To improve the situation, some initiatives have been introduced under the decentralization programme funded by the Inter-American Development Bank (IDB).
- Ministry of Labour, Technological Development & Environment: is responsible for environmental policy and regulation. The Ministry through NIMOS has developed guidelines to prepare Environmental Impact Assessments.
- Ministry of Transport, Communications & Tourism: it is responsible for the licensing and regulation of transport and tourist services.
- Ministry of Physical Planning, Land & Forest Management: it is in charge of land taking and compensation. In recent years, it was involved in the resettlement process for the construction of the bridge on Suriname River between Paramaribo and the road Meerzorg-Albina, which has improved the accessibility to and from the eastern part of the country.

Description of the Proposed Project

The project will rehabilitate the eastern trunk Meerzorg-Albina of the East-West paved road connection of the country, including the widening of the travelled way of the road from 6 to 7 m. The proposed works are small to medium in magnitude, will take place within the existing right-of-way (ROW) corridor (30m width, including traveled ways, shoulders, side drains, sidewalks and space for the utilities). The total length of the project is 137+800 Km. The road crosses the two districts of Commewijne and Marowijne, between the Suriname River to the west side and Marowijne River to the east side. The latter marks the border with French Guiana. The main urban centers along the road are Meerzorg (km 0 to 16, Resort Meerzorg in Commewijne District), Tamanredjo (km 16 to 21, Resort Tamanredjo in Commewijne District) and Albina at the end of the road (km 137, in Marowijne District). At the distance of about 70 Km, it is found the settlement of Perica which is inhabited by Maroon families. Their main economic activity is agriculture, growing different crops like tomato, eggplants, cassava, pepper, pumpkins and fruit trees. The cropping land is sometimes extended up to few meters from the road edge.

The land use patterns along the road also include:

- Farmlands - both cultivated and abandoned - prevail in the first 50 km of the road. The towns of Meerzorg and Tamanredjo show typical ribbon development, with roadside constructions concentrated in the first three km and from km 16 to 19.
- From km 61 to 92, the road runs through swamps with scattered dwellings and small farm plots along the road. The vegetation is represented by high Seasonal Swamp Forest¹, Freshwater Marsh and Swamp Scrubs, prevailing in the middle segment of this road section.
- Communal forests are situated in the final 54 km (km 83 to 137). They cover communal lands² inhabited by tribal communities that use the forest for food, wood production and timber trade, as prescribed by the General Provisions, of the Forest Management Act.

No protected areas exist along the project road. In the two districts, the existing multiple use management area on the coast and the three nature reserves are situated outside the road influence area and therefore, there will not be risk of impact of the road on flora and fauna living in these habitats.

Potential Environmental and Social Impacts

The main potential negative environmental impacts are those related to the rehabilitation works, which will be temporary and localized to those portions of the roadway under rehabilitation at a particular time. In general, the anticipated environmental negative impacts

¹ High seasonal swamp forests are found on poorly drained soil. During rainy season the soil may be totally flooded and in the dry season the soil never dries-up. However, pegasse is not formed in this area..

² Land on which forest dwelling tribal communities have established villages or land they are entitled to cultivate (Forest Management Act, September 1992)

can be characterized as easily identifiable; minor to moderate in magnitude; temporary in duration; spatially restricted; easily preventable or controllable with widely available, technically simple and cost-effective mitigation techniques; and reversible in the sense that an affected area can return to its preexisting condition after an impact occurs.

At the urban areas the right of way (ROW) is currently partly occupied in Meerzorg and Tamanredjo by fences, few business activities, like restaurants, and petty trader's stands. Along the road was registered the presence of some schools, churches and mosques but all of them located further up the 15 m of ROW of the inter-urban sections.

The restaurants in Tamanredjo (approximately 16) could represent an obstacle for widening the road and constructing sidewalk and utility path. The final engineering designs will include the reduction of the width of the ROW and road safety measures in these urban areas to minimize the affectations of these permanent structures. If the resettlement of some of them is unavoidable, the Project will include resources to finance adequate compensation measures, according to Bank Policy OP-710, including the compensation for the loss of assets, the alternative of relocating the structures to the available yards at the back of the properties and the resettlement of these few business to a place close to the road and with appropriate space for car parking. Furthermore, the Bank is implementing a non reimbursable technical cooperation (ATN/KP -10720 – SU) that will support the poor petty traders to strengthen their commercial and community development activities by enhancing their community organizations, management of public and private areas, micro entrepreneurship, identification of financing mechanisms, capacity building, and improvement of current development and operational conditions.

Environmental and Social Strategy

The Project triggers the B.01, B.03 and B.11 Safeguards of the Environmental Policy. The project team proposes a "B" classification for this operation and propose the following socio-environmental strategy to ensure the sustainability of the Project: a) carry out an environmental and social analysis of the project, in accordance with the guidelines of the National Institute for Environment and Development in Suriname – NIMOS and Bank Policies and including the realization of public consultation meetings; b) development of an environmental and social management plan (ESMP) including preventive and mitigating measures, monitoring, supervision and contingency programs, as well as General Environmental Specifications; c) if necessary, development of a resettlement plan (RP) of the affected permanent commercial structures at the urban areas, coordinated with the final engineering designs, as a prior condition to the Bank's no objection to the bidding documents for construction works and engineering supervisory services, as well as of construction and supervisory contracts. The ESMP and the RP and corresponding implementation costs will be part of these bidding documents.

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Index for Completed and Proposed Sector Work

| Issues | Description | Expected Dates | References & hyper links to Technical files |
|--|--|-----------------------|--|
| Transport Sector Policy Study | Funded by the European Commission | Completed in 2004 | |
| Feasibility Study for Institutional Strengthening | Funded by the European Commission | Completed in 2006 | |
| Policy Implementation Program to Support the Road Authority-Phase 2 | Funded by the European Commission | Completed in 2006 | |
| Resort Albina economic, social and environmental development Study Project | Funded by the French Development Agency | Completed in 2006 | |
| Transport Sector Study | Funded by IDB | Completed in 2006 | |
| Prefeasibility Study for the Rehabilitation of the Meerzorg-Albina Road | Funded by the European Commission | Completed in 2007 | |
| Institutional Capacity Assessment | Funded by the Bank | Completed in 2008 | |
| Feasibility Study for the Rehabilitation of the Meerzorg-Albina Road | Funded by the Bank and the French Development Agency. (SU-T 1030) Includes traffic surveys, definition of design parameters, pavement and highway design, structures (bridges and culverts) design, environmental analyses, cost estimates, economic evaluation, and preliminary designs. | 30/6/08 | |

| Issues | Description | Expected Dates | References & hyper links to Technical files |
|--|--|----------------|---|
| Technical designs and Bidding documents | <p>Funded by the Bank and the French Development Agency (SU-T 1030)</p> <p>Includes the development of final technical designs, verification of economic feasibility, and preparation of bidding documents.</p> <p>Terms of reference have been prepared and agreed among donors and GSU.</p> | 31/12/08 | |
| Improvement of Socio Economic conditions in the Meerzorg – Albina and Paramaribo – Afobaka Corridors | <p>Funded by the Bank and the French Development Agency (SU-T 1034)</p> <p>Includes the strengthening of commercial and community development activities of poor petty traders by enhancing their community organizations, management of public and private areas, micro entrepreneurship, identification of financing mechanisms, capacity building, and improvement of current development and operational conditions.</p> | 31/10/08 | |

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Critical Path: Schedule of activities

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Critical Path: Resources

| Consultants | Funds (US\$) | Expected date of final report |
|---|---------------------------|--------------------------------------|
| Development of Final Designs and Bidding Documents | SU-T 1030: US\$ 1,315,000 | 12/31/08 |
| Supervision of Development of Final Designs and Bidding Documents | SU-T 1030 US\$ 50,000 | 12/31/08 |

| Missions | Funds (US\$) | Expected date |
|-----------------------|---------------------|----------------------|
| Orientation (2 staff) | ADM | 5/12 to 5/16 2008 |
| Negotiation (3 staff) | ADM | 7/7 to 7/11/2008 |

| Administrative Budget for SU-L1006 | |
|--|---------------|
| Team Project Time (Staff time) | # days |
| Alejandro Taddia, Team Leader (INE/TSP) | 15 |
| Miroslava E. de Nevo, Sectorial Specialist (INE/TSP) | 8 |
| Vera Lucia Vicentini, Sectorial Specialist (INE/TSP) | 8 |
| Christopher Persaud (TSP/CGY) | 8 |
| Chantal Elmont, (CCB/CSU) | 7 |
| Kevin McTigue, Lawyer (LEG/SGO) | 5 |
| Caterina Vecco (INE/TSP) | 7 |
| Subtotal | 58 |