

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK

**SURINAME**

**STUDIES FOR THE MEERZORG – ALBINA ROAD  
REHABILITATION**

**(SU-T1030)**

**PLAN OF OPERATIONS**

This document was prepared by the project team consisting of: Alejandro Taddia, Project Team Leader (RE3/FI3), José Ramón Gómez, Alejandro Melandri, Carlos Tamayo, (RE3/FI3), Juan Carlos Pérez-Segnini (LEG/OPR), Alonso Chaverri-Suárez (LEG/LIN), William Grisley (COF/CSU), and Isabel Cardona (RE3/FI3) who was in charge of document production.

## CONTENT

I.	EXECUTIVE SUMMARY.....	1
II.	BACKGROUND AND JUSTIFICATION.....	2
III.	PROGRAM DESCRIPTION .....	6
	A. Program goal and purpose .....	6
	B. Activities.....	6
	C. Summary cost table .....	7
	D. Description and composition of financing .....	7
IV.	EXECUTING AGENCY AND MECHANISM.....	7
	A. Executing Agency .....	7
	B. Executing mechanism.....	8
	C. Procurement and program implementation readiness .....	8
	D. Execution period and disbursement schedule.....	8
V.	MONITORING AND EVALUATION.....	8
	A. Monitoring.....	8
	B. Progress and final reports .....	8
VI.	PROGRAM BENEFITS AND RISKS .....	8
	A. Benefits and beneficiaries.....	8
	B. Risks .....	9
VII.	ENVIRONMENTAL AND SOCIAL REVIEW.....	9

## **ANNEXES**

ANNEX I	Logical Framework
ANNEX II	Detailed Budget
ANNEX III	Procurement Plan

## **APPENDICES**

Draft Resolution

## **BASIC SOCIOECONOMIC DATA**

For basic socioeconomic data, including public debt information, please refer to the following address:

<http://www.iadb.org/RES/index.cfm?fuseaction=externallinks.countrydata>

**INFORMATION AVAILABLE IN THE FILES OF RE3/FI3**

**PREPARATION:**

Transport Sector Policy Study. European Commission, 2004.

Transport Sector Study. Inter American Development Bank, 2006.

Multi Annual Development Program. Government of Suriname, 2006.

Feasibility Study for Institutional Strengthening of Suriname Transport. European Commission, 2006.

Policy Implementation Program. Support to the Road Authority-Phase 2. European Commission, 2006.

Prefasibility Study for the Rehabilitation of the Eastern part of the Suriname East-West road Connection: Meerzorg-Albina. European Commission, 2006.

Terms of Reference for Feasibility Study for the Rehabilitation of the Eastern Part of the Suriname East-West Road Connection: Meerzorg-Albina

## ABBREVIATIONS

AFD	French Development Agency
CESI	Committee on Environment and Social Impact
EC	European Commission
ESA	Environmental and Social Assessment
ESMP	Environmental and Social Management Plan
ESIA	Environmental and Social Impact Assessment
FIRII	Fund for the Financing of Technical Cooperation for Initiatives for Regional Infrastructure Integration
GOS	Government of Suriname
IDB	Inter-American Development Bank
IIRSA	Initiative for Regional Infrastructure Integration in South America
MADP	Multi Annual Development Plan
MDG	Millennium Development Goals
MPW	Ministry of Public Works
MOF	Minister of Finance
MTCT	Ministry of Transport, Communication and Tourism
PLOS	Ministry of Planning and Development Cooperation
RA	Road Authority
RE3/EN3	Environment Division of the Regional Department 3
SEA	Strategic Environmental Assessment
TC	Technical Cooperation
TOR	Terms of Reference

## Studies for the Meerzorg - Albina Road Rehabilitation

### PLAN OF OPERATIONS

(SU-T1030)

#### I. EXECUTIVE SUMMARY

<b>Beneficiary:</b>	Government of Suriname (GOS)		
<b>Team Leader/Members</b>	Alejandro Taddia, Team Leader (RE3/FI3), José Ramón Gómez, Alejandro Melandri, Carlos Tamayo, (RE3/FI3), Juan Carlos Pérez-Segnini (LEG/OPR), Alonso Chaverri-Suárez (LEG/LIN), William Grisley (COF/CSU), Isabel Cardona (RE3/FI3).		
<b>Executing agency:</b>	Ministry of Planning and Development Cooperation (PLOS)		
<b>Target Beneficiaries:</b>	Ministry of Public Works (MPW) and Ministry of Transport, Communication and Tourism (MTCT)		
<b>Financing:</b>	IDB (FIRII):	US\$	1,500,000
	Local:	US\$	375,000
	Total:	US\$	1,875,000
<b>Objectives:</b>	The TC objective is to contribute to the improvement of the transportation link between Paramaribo and Albina. Such improvement will enhance regional integration and accessibility, improve operational and safety standards, and facilitate trade. The TC will fund the preparation of studies that will identify alternatives to improve the present condition of the road; determine the alternatives' economic viability; prepare an environmental and social analysis of the alternatives; and develop designs and additional documents needed for tendering the works of the selected alternative.		
<b>Execution timetable:</b>	The expected execution of this TC is 12 months and 18 months for disbursement.		
<b>Special contractual conditions:</b>	None		
<b>Exceptions to Bank Policies and Procedures:</b>	None		
<b>Environmental and social review:</b>	The project profile was reviewed by CESI on October 27, 2006, and approved the proposed environmental and social strategy.		
<b>Coordination with Other Donors:</b>	This TC will be developed in coordination with the European Commission and the French Development Agency (¶2.17 and ¶2.18).		

## **II. BACKGROUND AND JUSTIFICATION**

- 2.1 The road network in Suriname is composed of 4,500 km where 1,200 km are mainly interregional, primary paved roads. 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 Ministry of Transport, Communication and Tourism (MTCT) is responsible for formulating and implementing road transport policy, while responsibility for construction and maintenance of roads and bridges rests with the Ministry of Public Works (MPW). The condition of the road network is poor due to the lack of maintenance and poor road construction and design. Donors have been asked for rehabilitation funds, which is often in practice, reconstruction. Nevertheless, the country roads are in good condition for a while, but quickly deteriorates because maintenance is neglected and the cycle begins again.
- 2.2 Failure to maintain roads is often the result of lack of proper funding for maintenance, since road maintenance funds have been only a fraction of the amount required. By the early 1990s, the quality of the road network had seriously deteriorated, and several road rehabilitation projects were undertaken. 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 of roads and bridges.
- 2.3 In 1995, the Government of Suriname (GOS) established a Road Authority (RA) and a Road Fund as part of an infrastructure policy based on the principle of "the user pays" 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.
- 2.4 Currently, the two lane Meerzorg - Albina road (140 km) is paved and considered to be in regular to poor conditions. As a result of a preliminary evaluation of the road conditions, it is estimated that 50% of the road needs reconstruction works, and the other 50% requires an asphalt overlay. Based on previous experiences in the region, the estimated reconstruction cost may vary between US\$ 0.5 and 0.75 million per km. Average daily traffic varies between 800 vehicles along the eastern section of the road to 9,300 vehicles in the vicinity of Meerzorg.
- 2.5 Between 2004 and 2006 several studies of the transport sector were undertaken with funding from the European Commission (EC) and the Bank. The EC funded a Transport Sector Policy Study; the Bank funded a Transport Sector Study in 2005; the EC funded, in 2006, a Feasibility Study for Institutional Strengthening. During 2006, the GoS prepared the Multi Annual Development Program (MADP) 2006-2011.

- 2.6 In 2006, the EC funded the prefability study for the Rehabilitation of the Meerzorg – Albina road, which analyzed the proposed rehabilitation project, and identified possible options for prioritization, reduction or phasing in time the scope of the project. The economic analysis of the road was performed using the HDM4 model. The estimated net present value, discounted at 12%, is US\$ 60.4 million, and the expected internal rate of return is 25,6%.
- 2.7 A Strategic Environmental Assessment (SEA) for Suriname is being developed by the Environment Division of Region 3 (RE3/EN3) in the Technical Cooperation (TC) “Strategic Environmental Studies for Guyana and Suriname (RS-T1239)”. The execution of this TC will produce, among other results: (i) a strategic environmental impact assessment for the planned infrastructure projects, particularly those associated with the Initiative for Regional Infrastructure Integration in South America (IIRSA); and (ii) a gap analysis for the environmental indicators included in the Millennium Development Goals (MDG). This SEA will identify upfront, at a strategic level, the main environmental and social issues associated with the Meerzorg to Albina road and its associated facilities. The SEA will complement the efforts of this TC, which focuses on the direct and indirect environmental and social impacts of the road project, and will be carried out in coordination with the respective feasibility studies.
- 2.8 Regional Infrastructure. The Initiative for Regional Infrastructure Integration in South America (IIRSA) was created in 2000 during the First Meeting of South American Presidents. The Presidents of the South American countries approved a joint action plan that includes a portfolio of projects categorized into 10 Integration and Development Hubs and for each, an Anchor Project, essential to catalyze the synergies of the projects in the hub. Suriname participates in the Guyanese Shield Hub together with Brazil, Guyana and Venezuela. The “Albina – Paramaribo – Nieuw Nickerie Road Improvement” was defined as one of the two anchor projects for Suriname. In December 2004 the Presidents of the South American countries approved the “Agenda by Consensus 2005 – 2010” whose 29<sup>th</sup> project is the “Improvements in Nieuw Nickerie-Paramaribo-Albina Road and Construction of the International Bridge over the Marowjine River”.
- 2.9 Institutional Framework. This Ministry of Public Works (MPW) is responsible for the provision and maintenance of the primary infrastructure in the Districts and the entire infrastructure in the City of Paramaribo. The responsibility in the interior of the country is shared among many ministries, and local contractors do works. 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 of approximately 2500 kilometers. 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 has no maintenance workforce of its own, but uses contractors to carry out the works



- and consulting engineers to supervise them. The RA is run by a Board, appointed by, and responsible to, the Ministry of Public Works, and which 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. The Ministry of Transport, Communications and Tourism (MTCT) is responsible for regulation, inspection and provision of licenses of all transport modes, including public transportation.
- 2.10 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. These pillars are echoed in the preliminary results from the Executive Opinion Survey of the World Economic Forum. The MADP estimates the cost of these investments at US\$760 million, and assumes that the public sector will finance 66%, and the private sector 34%. The MADP will 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 MPW has prioritized this project within its road improvement program. GOS is working on improving road infrastructure. Preliminary discussions indicate strong interest in Bank participation, along with the EU and the Agence Française de Développement (AFD), on financing the rehabilitation of the road from Meerzorg to Albina. This road has the potential to reactivate agricultural production and trade between Suriname and French Guyana.
- 2.11 The Bank's Country and Sector Strategies: The Bank's strategy in Suriname, seeks to support the country's efforts to modernize and transform the economy from the current dominance of the public sector to a new emphasis on private sector-led growth, public sector efficiency, and social integration. 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.
- 2.12 The transport sector strategy is focused on four main areas: i) develop a balanced transport system; ii) develop criteria to prioritize projects rationally within a general strategy; iii) provide for the improvement and the regulation of the public transport system; and iv) improve the performance of the main logistic chains which sustain the economic growth of the country. The principles of this strategy are: a) prioritize the solution of the principal problems of the existing system (localized congestion, need of maintenance of the road network, road safety, and

urban transport) with an efficient use of the economic resources; b) relate the size of the projects with the size of the economy of the country and the capacity of the executing agencies; c) consider accessibility and integration aspects; and d) take advantage of integration possibilities with the rest of South America.

- 2.13 Lessons Learned. Despite the fact that the Bank has no prior experience in the sector, lessons learned could be derived from other areas. The first lesson learned is the deep institutional analysis, tailored projects, and streamlined execution mechanisms needed due to the persistence of institutional capacity weaknesses and slow project execution. To address this risk, the executing agency of this TC will be the Ministry of Planning and Development Cooperation, which has been involved in similar studies and in the execution of the EC funded prefeasibility study (§2.6) of this road. The second lesson learned is the importance of dialogue with the authorities to ensure uniform and homogeneous information is distributed to all involved actors. The institutional framework of this project involves the participation of four ministries and three donors, conforming a very complex political environment. Since the early stages of this project, communication and participation of all involved actors has been open and very active. The third lesson learned is that the execution of the different stages of project preparation should maximize feedback and conclusions on the preceding steps. Therefore, this project separated the feasibility studies from the preparation of technical designs.
- 2.14 TC Strategy. This project is considered eligible for financing by the FIRII, since the road is included in the infrastructure integration initiatives, in the Guyanese Shield Hub; it will support the development of a Bank investment program in the transport sector in Suriname, recently included in the pipeline (SU-L1006, US\$25 million); it has a strong commitment by the government as a priority item in the regional initiative; and is fully consistent with Suriname and Bank strategies.
- 2.15 This TC will support preparation of feasibility studies (including economic, environmental and social assessments) to determine the possibility and extent of improving critical transport infrastructure in Suriname, as well as completion of technical designs, specifications and documents required to tender the civil works. This approach will be implemented under two components. The improvement of this road will contribute to regional integration of the country, improved population's access to social services such as medical and educational facilities, and a more attractive environment for private sector investments as a means to support economic and social development.
- 2.16 Based on the results of the EC funded prefeasibility study, component 1 will determine the economic viability of alternatives to improve the present condition of the road, by developing the feasibility studies, preparation of the technical analysis, environmental and social impact assessment, and economic feasibility. In addition, a financial analysis of the sector will be carried out. Following completion of the feasibility study, component 2 will finance the preparation of technical designs, development of specifications and tendering documents for the selected alternative. Terms of reference for the first component, have been agreed

upon by EC, AFD, and GOS, and are included as Annex IV.

- 2.17 Coordination with other donors. The Bank has not been involved in the transport sector; 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 road from Paramaribo to Albina, a multidonor financing scheme might be developed, including the EC, AFD, and the Bank.
- 2.18 As part of the coordination activities among donors, draft 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 Bank provided copies of the new Environmental and Safeguard Compliance Policy, Indigenous People Policy and Disclosure of Information Policy, to be considered in the pre-feasibility studies and reports. The prefeasibility study developed draft TORs for the economic feasibility, environmental and socio-cultural studies and preparation of designs, all of which have been reviewed by the three donors during the preparation of this Plan of Operations.

### **III. PROGRAM DESCRIPTION**

#### **A. Program goal and purpose**

- 3.1 The TC objective is to contribute to the improvement of the transportation link between Paramaribo and Albina. Such improvement will enhance regional integration and accessibility, improve operational and safety standards, and facilitate trade. In the long term, the improvement of the transportation link is envisioned to enhance integration between the countries of the Guyanese Shield Hub<sup>1</sup>. This TC will finance the feasibility studies and the preparation of final designs, to be executed sequentially.

#### **B. Activities**

##### **1. Component I: Feasibility studies (\$ 430,000)**

- 3.2 This component will provide preliminary engineering design, traffic forecasting, and economic evaluation data for the improvement of the Meerzorg – Albina road. Activities include the identification of alternatives to improve the present condition of the road, determination of the alternatives' economic viability, and the preparation of the Environmental and Social Impact Assessments (ESIA) and the Environmental and Social Management Plan (ESMP) of the alternatives. The details of the activities to be carried out in these studies are described in the TOR (Annex IV).

##### **2. Component II: Preparation of Technical Designs (\$ 1,345,000)**

- 3.3 Based on the results of component I, this component will finance the preparation

---

<sup>1</sup> 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.

of detailed technical designs and the bidding documents needed for tendering the works of the selected alternative to improvement the Meerzorg – Albina Road. Draft ToRs have been prepared as part of the prefeasibility study, and will be revised considering the results of the feasibility study.

### C. Summary cost table

Component	Financing			
	IDB	AFD <sup>(1)</sup>	GSU	Total
	(US\$)	(US\$)	in Kind	
<b>Component I</b>	<b>226,000</b>	<b>170,000</b>	<b>34,000</b>	<b>430,000</b>
Technical and Economic Feasibility	121,000	90,000	17,000	228,000
Environmental and Social Analyses	105,000	80,000	17,000	202,000
<b>Component II</b>	<b>1,174,000</b>	<b>141,000</b>	<b>13,632</b>	<b>1,328,632</b>
<b>Contingencies</b>	50,000	0	0	50,000
<b>Supervision</b>	50,000	0	0	50,000
<b>COFAB Administrative Fee (5%)</b>	0	16,368	0	16,368
<b>TOTAL</b>	<b>1,500,000</b>	<b>327,368</b>	<b>47,632</b>	<b>1,875,000</b>

<sup>(1)</sup> Exchange rate: EUR 1 = US\$ 1,35

### D. Description and composition of financing

- 3.4 The cost of the studies is estimated at US\$ 1,875,000. The Fund for the Financing of Technical Cooperation for Initiatives for Regional Infrastructure Integration (FIRII) has approved a maximum financing of \$1,500,000. Local counterpart is estimated at \$375,000 and will be provided both in kind by GoS and in cash by AFD.
- 3.5 The funds from the AFD will come from a loan (€ 139,353), and a grant (€ 103,020) both already signed and currently in execution. An Administrative Agreement, to be signed between AFD, GOS and the Bank, will arrange the administration of AFD's cofinance contribution by the Bank. GOS has authorized AFD to transfer to the Bank the cofinance contribution, upon execution of the Administrative Agreement. The administration by the Bank of this cofinance contribution will be subject to the "Operational Procedures for Grant Cofinancing Contributions Administered by the Bank (COFAB)", regulated by document CC-5732.

## IV. EXECUTING AGENCY AND MECHANISM

### A. Executing Agency

- 4.1 The Ministry of Planning and Development Cooperation (PLOS) was involved in the execution of the EC funded prefeasibility study of this road and the preparation of the draft TORs. The nature of the activities to be financed by this TC is well within the realm of PLOS responsibilities and therefore PLOS will be the executing agency for this TC. Upon the request of the executing agency, PLOS, per communication RR/206/1647/JP, dated December 12, 2006, it was

agreed that the Bank will be in charge of carrying out and managing the procurement processes identified in the operation (see Annex III) ,and the monitoring of the studies.

**B. Executing mechanism**

- 4.2 The Project Team will have the basic and technical responsibility. With the collaboration of the Country Office, and in coordination with the executing agency, EC and AFD, the Project Team will supervise all parts of the TC.
- 4.3 PLOS will be involved in the selection process of the consulting firms, and the continuous monitoring and supervision of all consulting services. In addition, PLOS will be in charge of coordinating logistical support and facilitate access to information. The Ministries of Public Works and Transport, Communication and Tourism, will be beneficiaries of this TC. The three ministries will provide counterpart staff, and will be coordinated by PLOS.

**C. Procurement and program implementation readiness**

- 4.4 The selection and contracting of consulting services will be carried out according to Bank's policies and procedures set forth in document GN-2350-7. The request to submit expression of interests has already been published.

**D. Execution period and disbursement schedule**

- 4.5 The expected execution period is 12 months and 18 months for disbursement.

**V. MONITORING AND EVALUATION**

**A. Monitoring**

- 5.1 These activities include the monitoring and supervision of intermediate and final reports of the feasibility studies as well as the final designs. A consultant will be hired with funds from the TC, to support the review and evaluation of the studies.

**B. Progress and final reports**

- 5.2 Intermediate and final reports of each study will be submitted to the Bank, AFD, EC and PLOS. Comments, including necessary feedback on policy decisions, will be submitted to the consultants within two weeks after receiving the reports. The Bank will be responsible for approval of the final reports.

**VI. PROGRAM BENEFITS AND RISKS**

**A. Benefits and beneficiaries**

- 6.1 The expected benefit of the TC is to help GOS with preparatory work towards the improvement of the Meerzorg – Albina road. The Government of Suriname and its agencies will be the direct beneficiaries of the studies.

## **B. Risks**

- 6.2 One of the challenges is obtaining consultants specializing in the different specific assessments. In addition, receiving adequate feedback from affected persons may be difficult. To address these risks, it is anticipated that the publication of the request for proposals from interested consultants will be of sufficient duration to enable the largest pool of suitable consultants to participate. Furthermore, emphasis will be placed in the terms of reference on consultants demonstrating previous experiences and successes in consultative processes involving the impact of transportation projects. The weak institutional capacity and slow project execution is addressed by the selection of PLOS as the executing agency to implement this TC. Finally, to maximize dialogue and participation of all involved actors, including other donors and government agencies, communication has been open and very active since the commencement of this project.

## **VII. ENVIRONMENTAL AND SOCIAL REVIEW**

- 7.1 This TC will not have a direct environmental and social impact. The emphasis of this TC will be on supporting the GOS on developing technical and economic feasibility studies, which incorporate an Environmental and Social Analysis (ESA) and the technical designs for the rehabilitation of the Meerzorg - Albina road. The ESA will include an analysis of the direct, indirect and cumulative environmental and social impacts. The report will address the following: an analysis of the applicable country laws, regulations and Bank policies<sup>2</sup>, an institutional environmental management capacity assessment, including recommendations for action, of the rehabilitation project executing agency<sup>3</sup>, a consultation process according to Bank policies, an identification of critical environmental liabilities in the road corridor, a review of the ecological and socio-cultural areas of relevance and an Environmental and Social Management Plan (ESMP). The details of the activities to be carried out in the ESMP are described in the TOR (Annex IV).
- 7.2 Based on the Bank Environmental and Safeguard Compliance Policy (OP-703), and taking into account the objectives, impacts and risks of this TC, the team considers this operation to be a Category “C”.
- 7.3 The project profile was reviewed by CESI on October 27, 2006, and approved the proposed environmental and social strategy.

---

<sup>2</sup> Bank policies that might apply will be the Bank Environmental and Safeguard Policy (OP-703), Natural Disasters Policy (OP-704), Disclosure of Information (OP-102), and Indigenous People Policy (OP-765).

<sup>3</sup> Specific recommendations for environmental and social issues management will be developed from this study.

**STUDIES FOR THE MEERZORG - ALBINA ROAD REHABILITATION  
(SU-T1030)**

**LOGICAL FRAMEWORK**

	OBJECTIVES	INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS
<b>GOAL</b>	<ul style="list-style-type: none"> <li>Contribute to the improvement of the transportation link between Meerzorg and Albina.</li> </ul>	<ul style="list-style-type: none"> <li>Improvement works between Meerzorg and Albina start during 2009.</li> </ul>	<ul style="list-style-type: none"> <li>Results of the feasibility studies and designs approved by the E.A.</li> </ul>	
<b>PURPOSE</b>	<ul style="list-style-type: none"> <li>Technical and economically viable alternative for the Meerzorg - Albina road rehabilitation selected.</li> </ul>	<ul style="list-style-type: none"> <li>Alternative selected has an IRR of at least 12%.</li> </ul>	<ul style="list-style-type: none"> <li>Submission of Studies.</li> </ul>	<ul style="list-style-type: none"> <li>Open and active communication between all involved actors.</li> </ul>
<b>OUTPUTS</b>	<ul style="list-style-type: none"> <li>Component I: Feasibility studies prepared.</li> <li>Component II: Technical designs prepared.</li> </ul>	<ul style="list-style-type: none"> <li>Technical Analysis, Environmental/social impact assessment, and Economic feasibility completed by third quarter of 2007.</li> <li>Detailed technical designs, specifications, bidding and contract documents completed by the end of the TC.</li> </ul>	<ul style="list-style-type: none"> <li>Bank supervision</li> <li>PLOS, MPW and MTCT requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Comments are provided in a timely manner by all involved actors.</li> </ul>
<b>ACTIVITIES</b>	Component I <ul style="list-style-type: none"> <li>Traffic analyses</li> <li>Conceptual engineering and road safety issues</li> <li>Social, environmental,</li> </ul>	<ul style="list-style-type: none"> <li>See budget table and Terms of Reference.</li> </ul>	<ul style="list-style-type: none"> <li>Bank supervision</li> <li>Signed contract with Consultants</li> <li>Financial, Technical, environmental and</li> </ul>	<ul style="list-style-type: none"> <li>Competitive bidding attracts qualified and sufficient consulting firms.</li> </ul>

**STUDIES FOR THE MEERZORG - ALBINA ROAD REHABILITATION  
(SU-T1030)**

**LOGICAL FRAMEWORK**

	OBJECTIVES	INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS
	<p>maintenance and institutional aspects of the rehabilitation of the road.</p> <ul style="list-style-type: none"> <li>• Preparation of an Environmental and Social Analysis (ESA), including a full analysis of the selected improvements.</li> </ul> <p>Component II</p> <ul style="list-style-type: none"> <li>• Field surveys, investigations and tests.</li> <li>• Preparation of detailed technical design and specifications.</li> <li>• Development of quantity and cost estimates.</li> <li>• Draft Bidding and Contract Documents.</li> </ul>		<p>social viability.</p>	<ul style="list-style-type: none"> <li>• Procurement is completed in a timely manner.</li> </ul>



**SURINAME**  
**STUDIES FOR THE MEERZORG - ALBINA ROAD REHABILITATION**  
**(SU-T1030)**

**Detailed Budget**

Component	Financing			Total Funding
	IDB	AFD (1)	GSU	
	(US\$)		in Kind	
<b>Component I</b>	<b>226,000</b>	<b>170,000</b>	<b>34,000</b>	<b>430,000</b>
<b>Technical and Economic Feasibility</b>				
Direct Cost	45,000	45,000	0	90,000
Cost of travel -8 trips	16,000	0	0	16,000
Cost of per diem - 80 days	15,000	0	0	15,000
Sub-total Trips & travel	31,000	0	0	31,000
Indirect Costs	45,000	45,000	0	90,000
<i>Sub-total</i>	<i>121,000</i>	<i>90,000</i>	<i>17,000</i>	<i>228,000</i>
<b>Environmental and Social Analyses</b>				
Direct Cost	40,000	40,000	0	80,000
Cost of travel - 7 trips	14,000	0	0	14,000
Cost of per diem - 58 days	11,000	0	0	11,000
Sub-total Trips & travel	25,000	0	0	25,000
Indirect Costs	40,000	40,000	0	80,000
<i>Sub-total</i>	<i>105,000</i>	<i>80,000</i>	<i>17,000</i>	<i>202,000</i>
<b>Component II</b>	<b>1,174,000</b>	<b>141,000</b>	<b>13,632</b>	<b>1,328,632</b>
Direct Cost	519,500	70,500	0	590,000
Cost of travel - 30 trips	60,000	0	0	60,000
Cost of per diem - 400 days	75,000	0	0	75,000
Sub-total Trips & travel	135,000	0	0	135,000
Indirect Costs	519,500	70,500	0	590,000
<b>Contingencies</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>
<b>Supervision</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>
<b>COFAB Administrative Fee (5%)</b>	<b>0</b>	<b>16,368</b>	<b>0</b>	<b>16,368</b>
<b>TOTAL</b>	<b>1,500,000</b>	<b>327,368</b>	<b>47,632</b>	<b>1,875,000</b>
	80%	17%	3%	100%

(1) Exchange rate: EUR 1 = US\$ 1.35

## **SURINAME**

### **STUDIES FOR THE MEERZORG - ALBINA ROAD REHABILITATION**

**(SU-T1030)**

#### **Project Procurement Plan**

##### **General information**

**Country:** Suriname

**Borrower:** Government of Suriname

**Executing agency:** Ministry of Planning and Development Cooperation (PLOS)

**Project name:** Studies for the Meerzorg - Albina Road Rehabilitation

**Project and loan contract numbers:** (SU-T1030)

**Brief description of the project's objectives and components:**

The TC objective is to contribute to the improvement of the transportation link between Paramaribo and Albina. Such improvement will enhance regional integration and accessibility, improve operational and safety standards, and facilitate trade. In the long term, the improvement of the transportation link is envisioned to enhance integration between the countries of the Guyanese Shield Hub<sup>1</sup>. The TC will fund the preparation of Technical and Economic Feasibility studies, Environmental and Social studies, and the preparation of technical designs for the rehabilitation of the Meerzorg - Albina road. The studies will: i) identify alternatives to improve the present condition of the road, ii) determine the alternatives' economic viability; iii) prepare an environmental and social analysis of the alternatives; and iv) develop designs and additional documents needed for tendering the works of the selected alternative.

**Estimated date of project approval by the Board of Executive Directors:** May 23, 2007.

**Estimated date of signature of the loan contract:** June 2007.

**Estimated date of the final disbursement:** October 2008.

#### **A. Introduction**

Procurements for the proposed project will be carried out in accordance with the *Policies for the Selection and Contracting of Consultants Financed by the Inter-American Development Bank* (GN-2350-7), of August 2006, and with the provisions established in the contract and this procurement plan.

#### **B. Procurement plan**

---

<sup>1</sup> The Shield Hub refers to the Eastern Region of Venezuela (the States of Sucre, Anzoátegui, Monagas, Delta Amacuro and Bolívar), the northern arch of Brazil (the States of Amapá and Roraima) and the whole of the territory of Guyana and Suriname.

The procurement plan for the Studies for the Meerzorg – Albina Road Rehabilitation covering 11 months of project execution has been agreed between the Bank and *Government of Suriname*. The plan, which is summarized in Appendix 1, indicates the procedure to be used for the procurement of services, and the method of selecting consultants, for each contract or group of contracts. It also indicates the estimated cost of each contract or group of contracts; and estimated dates for the publication of specific procurement notices and completion of the contracts included in this project. The procurement plan will be updated annually or whenever necessary or as required by the Bank.

The procurement plan is available on the Bank's website: [Information on project procurements](#)

### **C. Project procurement**

The procurements to be made for the proposed project are described in general below.

**Works procurement:** There are no works included in the procurement plan.

**Goods procurement:** There are no goods included in the procurement plan.

**Procurement of consulting services:** Consulting services for the project include: research, analysis and reporting of results.

The consulting firms to be hired for the project will be selected using the standard request for proposals (RFP) issued by the Bank, or an RFP satisfactory to the Bank in cases where the standard RFP is not applicable. Individual consultants will be selected bearing in mind the provisions established in chapter V of the policy in document GN-2350-7.

Short lists of consultants for consulting services estimated to cost less than US\$ 100,000 equivalent per contract, may consist entirely of national firms.

**Operating expenses:** There are no foreseeable operating expenses to be financed by the Bank.

## Appendix 1

### Procurement plan<sup>2</sup>

**Country:** Suriname

**Executing agency:** Ministry of Planning and Development Cooperation (PLOS)

**Project:** Studies for the Meerzorg - Albina Road Rehabilitation

**Project and loan contract numbers:** (SU-T1030)

**Brief description of the project's objectives and components:** The TC objective is to contribute to the improvement of the transportation link between Paramaribo and Albina. Such improvement will enhance regional integration and accessibility, improve operational and safety standards, and facilitate trade. In the long term, the improvement of the transportation link is envisioned to enhance integration between the countries of the Guyanese Shield Hub<sup>3</sup>. The TC will fund the preparation of Technical and Economic Feasibility studies, Environmental and Social studies, and the preparation of technical designs for the rehabilitation of the Meerzorg - Albina road. The studies will: i) identify alternatives to improve the present condition of the road, ii) determine the alternatives' economic viability; iii) prepare an environmental and social analysis of the alternatives; and iv) develop designs and additional documents needed for tendering the works of the selected alternative.

**Estimated date of project approval by the Board of Executive Directors:** <sup>4</sup> May 23, 2007.

**Estimated date of signature of the loan contract:** June 2007.

**Estimated date of the final disbursement:** October 2008.

Contract Description	Estimated Cost (US\$)	Selection Method	Source of Financing and percentage	Prequalification	Publication of Procurement Notices
Feasibility Studies.	430,000	QCBS	IDB=80% GOG=20%	No	December 2006
Preparation of Technical Designs	1,345,000	QCBS	IDB=80% GOG=20%	No	December 2006
Supervision	50,000	IC	IDB=100%	No	-

QCBS=Quality and Cost Based Selection, IC=Individual Consultant

<sup>2</sup> All project contracts should be included, even if not financed by the Bank, indicating the source of funding in each case.

<sup>3</sup> The Shield Hub refers to the Eastern Region of Venezuela (the States of Sucre, Anzoátegui, Monagas, Delta Amacuro and Bolívar), the northern arch of Brazil (the States of Amapá and Roraima) and the whole of the territory of Guyana and Suriname.

<sup>4</sup> As this document has to be prepared during the project analysis, the initial dates for approval of the operation, contract signing, and final disbursement are estimates, which should be updated when the definitive dates become available.