

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK

SURINAME

IMPROVING TRANSPORT LOGISTICS AND COMPETITIVENESS IN SURINAME

(SU-L1057)

PROJECT PROFILE

This document was prepared by the project team consisting of: Amado Crotte (TSP/CME), Project Team Leader; Krista Lucenti (TIN/CTT) Alternate Team Leader; Christopher Persaud (TSP/CBH); Alejandro Taddia, Reinaldo Fioravanti, Daniel Pérez, and Paola Rodríguez (INE/TSP); Karisa Ribeiro (TSP/CBR); Edgar Zamora (TSP/CSU); Elizabeth Graybill and Erik Lindblom (VPS/ESG); Nadischia Semmoh (CCB/CSU); Mónica Centeno (LEG/SGO); Gerardo Reyes-Tagle (IFD/FMM); and Mariska Tjon-A-Loi, Rinia Terborg-Tel, and Vikash Bhagirath (FMP/CSU).

Under the Access to Information Policy, this document is subject to Public Disclosure.

PROJECT PROFILE (PP)

SURINAME

I. BASIC DATA

Project Name:	Improving Transport Logistics and Competitiveness in Suriname		
Project Number:	SU-L1057		
Project Team:	Amado Crotte (TSP/CME), Team Leader; Krista Lucenti (TIN/CTT) Alternate Team Leader; Christopher Persaud (TSP/CBH); Alejandro Taddia, Reinaldo Fioravanti, Daniel Pérez, and Paola Rodríguez (INE/TSP); Karisa Ribeiro (TSP/CBR); Edgar Zamora (TSP/CSU); Elizabeth Graybill and Erik Lindblom (VPS/ESG); Nadischia Semmoh (CCB/CSU); Mónica Centeno (LEG/SGO); Gerardo Reyes-Tagle (IFD/FMM); and Mariska Tjon-A-Loi, Rinia Terborg-Tel, and Vikash Bhagirath (FMP/CSU)		
Borrower:	Republic of Suriname (GOS)		
Executing Agency:	The Ministry of Public Works, Transport and Communications (MPWT&C)		
Financial Plan:	IDB (Ordinary Capital [OC]):	US\$45,000,000	
	Total:	US\$45,000,000	
Safeguards:	Policies triggered:	OP-102; OP-704; OP-761; OP-703 (B.1, B.2, B.3, B.4, B.5, B.6, B.7, B.9, B.10, B.11, y B.17); and OP-710	
	Classification:	B	

II. GENERAL JUSTIFICATION AND OBJECTIVES

- 2.1 **Background.** The Republic of Suriname (GOS) is in the northeastern Atlantic Coast of South America, bordered by French Guiana, Guyana, and Brazil, with a population of 560,000 people, residing within a 30 km wide coastal region. The capital city, Paramaribo, and the suburbs are home to 70% of the population, whilst *Nieuw-Nickerie* is the second city of the country in terms of population and economic activity.¹
- 2.2 **Economic context.** Suriname's economy is highly open and dependent on extractives. In 2017, crude oil and gold accounted for roughly 7% of the Gross Domestic Product (GDP), 88% of merchandise exports and 24% of fiscal revenue. Suriname experienced a period of favorable economic performance with real GDP growth averaging 4.4% for the period 2001-2014. However, a decline in commodity prices and the cessation of alumina production in 2015 pushed the economy into

¹ General Bureau of Statistics, 2018.

a recession, with economic growth averaging -3.9% during the period 2015-2016. The effect of the decline in commodity prices on economic performance revealed longstanding structural challenges and limited diversification, which ultimately affect the country's productivity and competitiveness.

- 2.3 Suriname has an overall score of 3.7 out of 7 in the Global Competitiveness Index, ranking 110 out of 144 countries according to the World Economic Forum ([WEF, 2016](#)). Road and port infrastructure quality are ranked 84th and 54th respectively. The Distance To Frontier (DTF) Indicator, in which Suriname ranks 165 out of 190, highlights the need for improving trading across borders and lowering logistics costs, which are higher (US\$658) than those of other Caribbean economies (e.g. Guyana – US\$265) ([Doing Business, 2018](#)). Therefore, improving the efficiency of infrastructure and logistics services -and thus reducing costs and enhancing cross-border procedures- is a priority to increase economic productivity and ease of trade for different economic activities.²
- 2.4 **Freight transport and the port of Paramaribo.** The Jules Sedney Port of Paramaribo -only port with the capacity to handle containerized cargo- is responsible for clearing over 90% of the nation's seaborne trade.³ It is operated under a public-private partnership with a limited landlord liability company, the Port Authority. Two terminal operators are responsible for the handling of cargo, sharing a 600-meter river-facing berth and handling nearly 100,000 Twenty-Foot Equivalent Units (TEUs) in containerized cargo, 200,000 tons of breakbulk cargo, and 160,000 tons of liquid bulk yearly. The port has significant relevance for agricultural export products since it is the exit point for more than 80% of rice exports and more than 95% of exported bananas, shrimp and fish (Havenbeheer, 2017; Ministry of Agriculture, 2017). Similarly, inputs and machinery for crops arrive in the country at the port of Paramaribo.
- 2.5 **The problem.** Several logistic bottlenecks can be identified in the port operation and adjacent road infrastructure. One of the main bottlenecks is the severe traffic congestion in peak hours along the *Van 't Hogerhuysstraat* road, the only access to the port. Congestion is derived from different factors, including the lack of a scheduling system for cargo to be inspected, and limited space for parking and performing logistic maneuvers or value-added services. In addition, deficiencies in the four-lane *Van 't Hogerhuysstraat* road⁴ contributes to poor service performance. The road carries more than 40,000 vehicles/day and has in general, narrow driving lanes, insufficient traffic management, limited load capacity,⁵ poor junction geometry, inefficient drainage, and low safety standards. The level of service in the intersections of the *Van 't Hogerhuysstraat* ranges between D and E (A – free flow with no delays and F – forced flow, queues fail to clear), the speeds on the road are below 6 km/h at peak times.

² Agriculture, forestry and fisheries are key export sectors, after extractives (the Observatory of Economic Complexity, 2016).

³ Excluding oil and alumina, percentage indicates a share in value.

⁴ Section between *Latourweg* and *Molenpad* is the road access to the port.

⁵ The *Saramacca* Canal bridge along the *Van 't Hogerhuysstraat* has an axle load capacity of five tons, therefore, axle trucks carrying larger tonnage going to the port from the south use alternate routes such as *Slangenhoustraat* or *Hernhutterstraa*, increasing travel time by 30 minutes.

- 2.6 The following operational challenges are identified: (i) lack of an integrated coordination system between customs brokers, transport companies, and the port authority; (ii) inefficient goods clearance and security processes as they rely on manual processing of information and physical documentation; (iii) absence of systems that automate processes, facilitate operational planning and improve documentary compliance; and (iv) weak institutional capacity and outdated processes in Customs and the Port Authority. Due to bottlenecks, average dwell times for trucks can be a total of six hours, representing an additional burden on logistic costs for economic activities,⁶ and affecting the ease of trade.⁷
- 2.7 **Proposed scope of work.** The main objective of the operation is to contribute enhancing Suriname's logistic productivity by improving the performance and reducing logistics costs of the main port facility in Suriname. Specifically, the project will improve the efficiency of the infrastructure and operations of the port of Paramaribo through: (i) the provision of port efficient infrastructure, and the acquisition and implementation of equipment and digital platforms to facilitate trade logistics and goods clearance processes; (ii) improvements in the level of service, capacity, and resilience of adjacent roads and access to the port; and (iii) institutional capacity strengthening to ensure efficient execution, sustainable asset management, and adequate operation.
- 2.8 It is expected that the project will result in lower logistic costs and travel times,⁸ thus improving the ease of trade for economic activities such as agriculture. The operation will also take into consideration the need for improving the resilience of road and port infrastructure.⁹ The beneficiaries are transport and logistics companies, importers and exporters, and the population of Paramaribo that use the *Van 't Hogerhuysstraat* and adjacent roads.
- 2.9 **Component 1. Port interventions (US\$10 million).** Finance the development of: (i) a formal truck waiting area¹⁰ at the port and a new flow configuration to improve capacity; (ii) the development of space for added value processes within the port's current land to account for projected increases in throughput of the port. This includes the construction of a truck center (1.53 hectares), offices, a car park (1.53 hectares) and warehousing facilities (container stuffing and stripping, cross-docking, consolidation, sacking, etc.) (1.52 hectares); and

⁶ Rice is mainly harvested and shipped in the north of the country (*Nickerie* District), trucking companies report that cargo trucks can spend more time on the last mile than the entire route. Trucks can stay more than five and three hours in the port facilities, and security checks/procedures, respectively.

⁷ Economic literature (e.g., [Ismail & Mahyideen \(2015\)](#); [Clark et al. \(2004\)](#); [Djankov et al. \(2010\)](#)) demonstrates that poor logistics processes and high trade costs reduce competitiveness.

⁸ Microsimulation shows that road improvements will reduce travel times by 44%. Truck drivers could be absent during the inspection process and the exit note procurement, reducing dwell times from six to three hours, and allowing companies to improve their trucks' use, reducing logistics costs.

⁹ Roads experience flooding from high intensity and short duration rainfall, leading to deterioration of infrastructure, disruption of traffic and unsafe conditions. This project will improve drainage by utilizing more resilient construction methods.

¹⁰ Currently trucks waiting to collect/deliver cargo congregate haphazardly in and around the port.

(iii) implementation of a Port Community System (PCS)¹¹ to automate operational processes and improve documentary compliance for imports and exports.

- 2.10 **Component 2. Road interventions (US\$30 million).** Upgrade and improve the resilience and safety standards of the following road sections:¹² (i) *Van 't Hogerhuysstraat* (between *Latourweg* and *Molenpad*), the *Willem-Campagnestraat* (between *Van 't Hogerhuysstraat* and *Hernhutterstraat*); (ii) *Slangenhoutstraat*, *Hernhutterstraat*, and *Molenpad*; (iii) the *Van 't Hogerhuysstraat* bridge, replacement of the 3-lane bridge with a 4-lane bridge; and (iv) supervision activities of the civil works. This component will also implement an Intelligent Transportation System (ITS) for traffic control, planning, and enforcement, while integrating traffic lights and variable message signs for sections adjacent to the port and along the road section.
- 2.11 **Component 3. Institutional strengthening and administration (US\$5 million).** Finance: (i) a Project Execution Unit (PEU); (ii) detailed designs for the civil works; (iii) the development of a Road Asset Management Scheme for the national road network, allowing for planning and execution of maintenance in a systematic manner; and (iv) training directed at officials from the Road Authority related to project management, engineering, monitoring, and evaluation, as well as training for various stakeholders to be able to register in and use the PCS. The component will also finance the execution of a comprehensive gender approach, including training and empowering of women to conduct specialized logistics services and related activities under partnerships with stakeholders and improving productivity environments along the logistics value chain for women.
- 2.12 **Link to the Bank's Country Strategy and Institutional Strategy.** The operation supports the strategic area of Private Sector Development, in keeping with the IDB Group's Country Strategy with the Republic of Suriname 2016-2020 (GN-2873), by tackling logistic bottlenecks and improving road facilities to enhance competitiveness and diversification of export products, particularly agricultural exports.¹³ The proposed intervention is consistent with the IDB's Update to the Institutional Strategy (UIS) 2010-2020 (AB-3008), and is aligned with the challenge of: (i) Productivity and Innovation, as it will improve infrastructure services that will increase the productivity of the agriculture sector and the economy through time savings and enhancement of communication technology services; (ii) Economic Integration, as it will improve the flow of goods at the port, thereby strengthening connectivity to regional and global markets; (iii) Climate Change, as it will focus on delivering resilient logistic infrastructure; and (iv) Gender Equality and Diversity, promoting female labor force in the sector, addressing labor market segregation and strengthening female human capital. This intervention is also aligned with the IDB's Infrastructure Strategy "Sustainable Infrastructure for Competitiveness and Inclusive Growth" (GN-2710-5) and the Transportation Sector Framework

¹¹ PCS is an electronic platform that optimizes, manages, and automates logistics processes through a single submission of data, enabling intelligent and secure exchange of information between public and private stakeholders (www.ipcsa.org).

¹² Sections account for approximately six kilometers of civil works (rehabilitation and expansion of lanes on shoulders in sections around the port's entrance).

¹³ Improvement of logistic procedures will result in reduced times and costs for the agricultural sector. The port would perform the same level of operations with fewer resources or increase the level of operation with the same resources.

Document (GN-2740-7), specifically with the principle of efficiency and competitiveness, as it will tackle logistic bottlenecks through transport infrastructure and services that will promote productivity gains. Lastly, the intervention is aligned with the Integration and Trade Sector Framework Document (GN-2715-6) through its objective of facilitating trade and logistics, and it contributes to the Corporate Result Framework 2016-2019 (GN-2727-6) strengthening technological and managerial tools to improve public service delivery.

III. TECHNICAL ISSUES AND SECTOR KNOWLEDGE

- 3.1 **Loan instrument and execution.** The proposed project is a specific investment loan of US\$45 million financed by Ordinary Capital. The disbursement period will be five years and will be carried out by the Ministry of Public Works, Transport and Communications (MPWT&C) in coordination with the Port Authority through a Memorandum of Understanding, in which road and port interventions are procured by the MPWT&C. PEU staff will be full-time dedicated to the coordination of this intervention. The Road Authority oversees maintaining the road network, therefore the Road Maintenance Scheme included in Component 3 will be managed by the Road Authority.
- 3.2 The Port Authority is a public company with a Supervisory Board with the presence of the MPWT&C. It is funded by public sources.
- 3.3 **Studies available.** The following studies could contribute to this work: The transport sector policy framework for Suriname and the Transport Master Plan (2010), an inventory of road assets and governance developed by the Road Authority (2017), and Port Management and Performance Reports by the Port Management Company and Terminal Operators.
- 3.4 **Studies under this operation.** Loan preparation will include analysis of various scenarios to tackle logistic bottlenecks, and preliminary road engineering designs for the proposed work, which will support environmental and social analyses. A port market study, a port technical and operation evaluation, and the identification of feasible port infrastructure requirements will be included.
- 3.5 **Main risks.** The Bank has identified the following moderate risks: (i) weak local and institutional capacity. To mitigate this risk, the proposed component is aligned with the Ministry's priorities; (ii) environmental and social risks: the impact that civil works may cause during execution of the civil works. To mitigate this, an Environmental and Social Plan will be developed; and (iii) monitoring and accountability risks, that will be mitigated by creating a PEU with personnel from the MPWT&C and the Port Authority.

IV. ENVIRONMENTAL SAFEGUARDS AND FIDUCIARY SCREENING

- 4.1 In accordance with the guidelines of the Environment and Safeguards Compliance Policy (OP-703), the proposed operation is currently classified as Category "B", as it is estimated to generate a majority of temporary, localized, negative and

moderate Environment, Social, and Health and Safety (ESHS) impacts that can be mitigated with good ESHS management. Additionally, medium to long-term impacts due to the increase in competitiveness, indirect and cumulative impacts, may occur in the agriculture, fish farming, and forestry industries.

- 4.2 The proposed Environment and Social Strategy (ESS) in Annex III includes mainly the preparation of the applicable ESHS assessments and management plans that are required under the Bank's Environmental and Social safeguards: Environmental and Social Assessments for the physical interventions and an ESHS evaluation of current port operations to identify critical environmental and social liabilities followed by corrective measures. An assessment of the natural hazards, disasters, and mitigation measures will be performed to ensure resilience; Resettlement Action Plan (RAP) and/or Economic Displacement and Livelihood Restoration Plan (LRP), if applicable.

V. RESOURCES AND TIMETABLE

- 5.1 The date to distribute the Proposal for the Operation Development to Quality and Risk Review is February 22nd, 2019, and the date for approval by the Board of Executive Directors is June 19th, 2019. To support the operation preparation, the Technical Cooperation SU-T1105 (ATN/OC-17124-SU) has been approved and will finance US\$500,000. The Full-Time Equivalent (FTE) is 1.24 and the administrative costs for missions and consultancies will be US\$84,000 (see Annex V).

CONFIDENTIAL

¹ The information contained in this Annex is confidential and will not be disclosed. This is in accordance with the "Deliberative Information" exception referred to in paragraph 4.1 (g) of the Access to Information Policy (GN-1831-28) at the Inter-American Development Bank.



Safeguard Policy Filter Report

Operation Information

Operation		
SU-L1057 Improving Transport Logistics and Competitiveness in Suriname		
Environmental and Social Impact Category	High Risk Rating	
B		
Country	Executing Agency	
SURINAME	SU-MPW - The Ministry of Public Works	
Organizational Unit	IDB Sector/Subsector	
Transport	PORT INFRASTRUCTURE	
Team Leader	ESG Primary Team Member	
AMADO CROTTE ALVARADO	ELIZABETH GRAYBILL DO NASCIMENTO	
Type of Operation	Original IDB Amount	% Disbursed
Loan Operation	\$45,000,000	0.000 %
Assessment Date	Author	
6 Aug 2018	EBRITO ESG Primary Team Member	
Operation Cycle Stage	Completion Date	
ERM (Estimated)	3 Oct 2018	
QRR (Estimated)	7 Dec 2018	
Board Approval (Estimated)		
Safeguard Performance Rating		
Rationale		

Safeguard Policy Items Identified

B.1 Bank Policies (Access to Information Policy– OP-102)

The Bank will make the relevant project documents available to the public.

B.1 Bank Policies (Disaster Risk Management Policy– OP-704)

The operation is in a geographical area exposed to [natural hazards](#) ([Type 1 Disaster Risk Scenario](#)). Climate change may increase the frequency and/or intensity of some hazards.



Safeguard Policy Filter Report

B.1 Bank Policies (Disaster Risk Management Policy– OP-704)

The sector of the operation is vulnerable to natural hazards. Climate change may increase the frequency and/or intensity of some hazards.

B.1 Bank Policies (Disaster Risk Management Policy– OP-704)

The operation includes activities related to climate change adaptation, but these are not the primary objective of the operation.

B.1 Bank Policies (Gender Equality Policy– OP-761)

The operation will offer opportunities to promote [gender equality](#) or [women's empowerment](#).

B.1 Bank Policies (Resettlement Policy– OP-710)

The operation has the potential to cause physical displacement of people living in the project area of influence (see also Resettlement Policy)

B.2 Country Laws and Regulations

The operation is expected to be in compliance with laws and regulations of the country regarding specific women's rights, the environment, gender and indigenous peoples (including national obligations established under ratified multilateral environmental agreements).

B.3 Screening and Classification

The operation (including [associated facilities](#)) is screened and classified according to its potential environmental impacts.

B.4 Other Risk Factors

There are [associated facilities](#) (see policy definition) related to the operation.

B.4 Other Risk Factors

The borrower/executing agency exhibits weak institutional capacity for managing environmental and social issues.

B.5 Environmental Assessment Requirements

An environmental assessment is required.

B.6 Consultations

Consultations with affected parties will be performed equitably and inclusively with the views of all stakeholders taken into account, including in particular: (a) equal participation by women and men, (b) socio-culturally appropriate participation of indigenous peoples and (c) mechanisms for equitable participation by vulnerable groups.

B.7 Supervision and Compliance

The Bank is expected to monitor the executing agency/borrower's compliance with all safeguard requirements stipulated in the loan agreement and project operating or credit regulations.

B.10. Hazardous Materials



Safeguard Policy Filter Report

The operation has the potential to impact the environment and occupational health and safety due to the production, procurement, use, and/or disposal of hazardous material, including organic and inorganic toxic substances, pesticides and persistent organic pollutants (POPs).

[B.11. Pollution Prevention and Abatement](#)

The operation has the potential to pollute the environment (e.g. air, soil, water, greenhouse gases).

[B.17. Procurement](#)

Suitable safeguard provisions for the procurement of goods and services in Bank financed operations may be incorporated into project-specific loan agreements, operating regulations and bidding documents, as appropriate, to ensure environmentally responsible procurement.

Potential Safeguard Policy Items

[B.9 Natural Habitats and Cultural Sites](#)

The operation will result in the degradation or conversion of Natural Habitat or Critical Natural Habitat in the project area of influence.

Recommended Actions

Operation has triggered 1 or more Policy Directives; please refer to appropriate Directive(s). Complete Project Classification Tool. Submit Safeguard Policy Filter Report, PP (or equivalent) and Safeguard Screening Form to ESR.

Additional Comments

[No additional comments]



Safeguard Screening Form

Operation Information

Operation		
SU-L1057 Improving Transport Logistics and Competitiveness in Suriname		
Environmental and Social Impact Category	High Risk Rating	
B		
Country	Executing Agency	
SURINAME	SU-MPW - The Ministry of Public Works	
Organizational Unit	IDB Sector/Subsector	
Transport	PORT INFRASTRUCTURE	
Team Leader	ESG Primary Team Member	
AMADO CROTTE ALVARADO	ELIZABETH GRAYBILL DO NASCIMENTO	
Type of Operation	Original IDB Amount	% Disbursed
Loan Operation	\$45,000,000	0.000 %
Assessment Date	Author	
20 Aug 2018	PAOLAROD Project Assistant	
Operation Cycle Stage	Completion Date	
ERM (Estimated)	24 Aug 2018	
QRR (Estimated)	7 Dec 2018	
Board Approval (Estimated)		
Safeguard Performance Rating		
Rationale		

Operation Classification Summary

Overridden Rating	Overridden Justification
Comments	



Safeguard Screening Form

Conditions / Recommendations

Category "B" operations require an environmental analysis (see Environment Policy Guideline: Directive B.5 for Environmental Analysis requirements)

The Project Team must send to ESR the PP (or equivalent) containing the Environmental and Social Strategy (the requirements for an ESS are described in the Environment Policy Guideline: Directive B.3) as well as the Safeguard Policy Filter and Safeguard Screening Form Reports. These operations will normally require an environmental and/or social impact analysis, according to, and focusing on, the specific issues identified in the screening process, and an environmental and social management plan (ESMP). However, these operations should also establish safeguard, or monitoring requirements to address environmental and other risks (social, disaster, cultural, health and safety etc.) where necessary.

Summary of Impacts / Risks and Potential Solutions

Moderate Greenhouse Gas Emissions are predicted.

Greenhouse Gas (GHG) Assessment: The borrower should promote the reduction of project-related greenhouse gas emissions in a manner appropriate to the nature and scale of project operations and impacts. The borrower should quantify direct emissions from the facilities owned or controlled within the physical project boundary and indirect emissions associated with the off-site production of power used by the project. Quantification and monitoring of GHG emissions should be conducted annually in accordance with internationally recognized methodologies (i.e. IPCC - <http://www.ipcc.ch/>). In addition, the borrower should evaluate technically and financially feasible and cost-effective options for the reduction/offset of emissions that may be achieved during the design and operation of the project. The Sustainable Energy and Climate Change Initiative (SECCI) can help with this task (<http://www.iadb.org/secci/>).

Generation of solid waste is moderate in volume, does not include hazardous materials and follows standards recognized by multilateral development banks.

Solid Waste Management: The borrower should monitor and report on waste reduction, management and disposal and may also need to develop a Waste Management Plan (which could be included in the ESMP). Effort should be placed on reducing and re-cycling solid wastes. Specifically (if applicable) in the case that national legislations have no provisions for the disposal and destruction of hazardous materials, the applicable procedures established within the Rotterdam Convention, the Stockholm Convention, the Basel Convention, the WHO List on Banned Pesticides, and the Pollution Prevention and Abatement Handbook (PPAH), should be taken into consideration.

Likely to have minor to moderate emission or discharges that would negatively affect ambient environmental conditions.



Safeguard Screening Form

Management of Ambient Environmental Conditions: The borrower should be required to prepare an action plan (and include it in the ESMP) that indicates how risks and impacts to ambient environmental conditions can be managed and mitigated consistent with relevant national and/or international standards. The borrower should (a) consider a number of factors, including the finite assimilative capacity of the environment, existing and future land use, existing ambient conditions, the project's proximity to ecologically sensitive or protected areas, and the potential for cumulative impacts with uncertain and irreversible consequences; and (b) promote strategies that avoid or, where avoidance is not feasible, minimize or reduce the release of pollutants, including strategies that contribute to the improvement of ambient conditions when the project has the potential to constitute a significant source of emissions in an already degraded area. The plan should be subject to review by qualified independent experts. Depending on the financial product, this information should be referenced in appropriate legal documentation (covenants, conditions of disbursement, etc.).

Project activities will moderately impact [water quality](#), [water quantity](#) and/or [water availability](#).

Water Resources: A targeted Water Resources Assessment should be undertaken, which in addition to undertaking the relevant analyses, must include justification for assigning a moderate risk classification. Project activities (and any associated facilities) will be required to be constructed and operated so as to avoid impacts to water quality, water quantity and/or water availability. Evidence of appropriate stakeholder consultation should also be provided. Monitoring requirements should be included in relevant legal documentation.

Project construction activities are likely to lead to localized and temporary impacts (such as dust, noise, traffic etc) that will affect local communities and [workers](#) but these are [minor](#) to [moderate](#) in nature.

Construction: The borrower should demonstrate how the construction impacts will be mitigated. Appropriate management plans and procedures should be incorporated into the ESMP. Review of implementation as well as reporting on the plan should be part of the legal documentation (covenants, conditions of disbursement, etc.).

Safety issues associated with structural elements of the project (e.g. dams, public buildings etc), or road transport activities (heavy vehicle movement, transport of [hazardous materials](#), etc.) exist which could result in [moderate](#) health and safety [risks](#) to local communities.

Address Community Health Risks: The borrower should be required to provide a plan for managing risks which could be part of the ESMP; (including details of grievances and any independent audits undertaken during the year). Compliance with the plan should be monitored and reported. Requirements for independent audits should be considered if there are questions over borrower commitment or potential outstanding community concerns.

The negative impacts from production, procurement and disposal of [hazardous materials](#) (excluding POPs unacceptable under the Stockholm Convention or toxic pesticides) are [minor](#) and will comply with relevant national legislation, [IDB requirements on hazardous material](#) and all applicable International Standards.

Monitor hazardous materials use: The borrower should document risks relating to use of hazardous materials and prepare a hazardous material management plan that indicates how hazardous materials will be managed (and community risks mitigated). This plan could be part of the ESMP.



Safeguard Screening Form

The project is located in an area prone to [coastal flooding](#) from [storm surge](#), high wave activity, or erosion and the likely severity of the impacts to the project is [moderate](#).

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP), may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should propose measures to manage or mitigate these risks to an acceptable level. The measures should include risk reduction (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as financial protection (risk transfer, retention) for the project. They should also take into account the country's disaster alert and prevention system, general design standards, coastal retreat and other land use regulations and civil defense recommendations in coastal areas.

The project is located in an area prone to [hurricanes](#) or other [tropical storms](#) and the likely severity of the impacts to the project is [moderate](#).

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP), may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should propose measures to manage or mitigate these risks to an acceptable level. The measures should consider both the risks to the project, and the potential for the project itself to exacerbate risks to people and the environment during construction and operation. The measures should include risk reduction (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as financial protection (risk transfer, retention) for the project. They should also take into account the country's disaster alert and prevention system, general design standards and other related regulations.

The project is located in an area prone to [sea level rise](#) and the likely severity of the impacts to the project is [moderate](#).

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP), may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should propose measures to manage or mitigate these risks to an acceptable level. The measures should consider both the risks to the project, and the potential for the project itself to exacerbate risks to people and the environment during construction and operation. The measures should include risk reduction (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as financial protection (risk transfer, retention) for the project. They should also take into account the country's disaster alert and prevention system, general design standards and other related regulations.

The project will or may require [involuntary resettlement](#) and/or economic displacement of a [minor](#) to [moderate](#) nature (i.e. it is a [direct](#) impact of the project) and does not affect [indigenous peoples](#) or other vulnerable land based groups.



Safeguard Screening Form

Develop Resettlement Plan (RP): The borrower should be required to develop a simple RP that could be part of the ESMP and demonstrates the following attributes: (a) successful engagement with affected parties via a process of Community Participation; (b) mechanisms for delivery of compensation in a timely and efficient fashion; (c) budgeting and internal capacity (within borrower's organization) to monitor and manage resettlement activities as necessary over the course of the project; and (d) if needed, a grievance mechanism for resettled people. Depending on the financial product, the RP should be referenced in legal documentation (covenants, conditions of disbursement, project completion tests etc.), require regular (bi-annual or annual) reporting and independent review of implementation.

Disaster Risk Summary

Disaster Risk Level

B

Disaster / Recommendations

Disaster Summary

Details

Actions

Operation has triggered 1 or more Policy Directives; please refer to appropriate Directive(s). Complete Project Classification Tool. Submit Safeguard Policy Filter Report, PP (or equivalent) and Safeguard Screening Form to ESR.

Environmental and Social Strategy (ESS)	
Operation Name	Improving Transport Logistics and Competitiveness in Suriname
Operation Number	SU-L1057
Prepared by	Elizabeth Brito – VPS/ESG
Operation Details	
IDB Sector	INE/TSP
Type of Operation	Investment Loan
Environmental and Social Classification	Category B
Disaster Risk Rating	Moderate
Borrower	The Republic of Suriname
Executing Agency	The Ministry of Public Works (MPW)
IDB Loan US\$ (and total project cost)	US\$45 million
Applicable Policies/Directives	OP-102, OP-704, OP-703 (B.1, B.2, B.3, B.4, B.5, B.6, B.7, B.9, B.10, B.11, B.17), OP-761, OP-710
Operation Description	
<p>The main objective of the operation is to increase Suriname's competitiveness and productivity, especially for economic activities such as agriculture, fish farming, and forestry. The operation focuses on improving the logistic performance of the Port of Paramaribo (The Jules Sedney Port of Paramaribo) as well as the main access roads, including replacing the 2-lane bridge with a 4-lane bridge. Component 1 (Port Interventions - US\$10 million) will finance the development of (i) a formal truck terminal at the port and the expansion of the gate to improve capacity; (ii) implementation of a Port Community System (PCS)¹; (iii) acquisition of security scanners for containers; and (iv) development of additional container storage area to account for projected increases in throughput of the port. Component 2 (Road Interventions - US\$30 million) will finance the upgrade and improve climate adaptation and safety of road sections: (i) along the van 't Hogerhuysstraat (between Latourweg and Molenpad), the Willem Campagnestraat (between van 't Hogerhuysstraat and Hernhutterstraat); (ii) Slangenhoutstraat, Hernhutterstraat and Molenpad; and (iii) the Van 't Hogerhuysstraat Bridge (replacement of the 2-lane bridge with a 4-lane bridge). This component will also implement Intelligent Transport Systems for traffic control, planning, and enforcement while connecting traffic lights and variable message signs to a Traffic Control Centre. This is to be done for sections adjacent to the port and along the 4 km road between Latourweg and Molenpad. Component 3 (Institutional Strengthening and Administration - US\$5 million) will finance: (i) a Project Execution Unit; (ii) Detailed Designs for the civil works; (iii) the supervision activities of the civil works and proposed interventions; (iv) the development of a Road Maintenance Management System for the road network which would allow for the planning and execution of maintenance in a systematic manner; and (v) training sessions related to project management, engineering, monitoring, and evaluation.</p>	

¹ The PCS will allow stakeholders to communicate electronically on a common platform along with a training program that will enable stakeholders to utilize the system.

Key Potential ESHS² Risks and Impacts

The main component of this Operation entails large construction works for the replacement of the 2-lane bridge with a 4-lane bridge over the Suriname River in the access to the Port of Paramaribo, as well as less complex construction works to improve internal port access and layout, and roads geometry and safety along some sections of the access roads. Although the potential key negative Environmental, Health, and Safety (EHS) impacts from road improvements will be mainly direct, temporary, localized and moderate, the bridge construction works will entail moderate to significant impacts that will extend to both margins of the Suriname River – both within the urbanized areas of Paramaribo - and could, potentially, reach areas downstream (mainly sedimentation during construction; nevertheless, this impact would probably be only incremental, given high level of sedimentation in the Suriname River and the potential impacts of the periodic dredging of the port access channel). Nevertheless, on a precautionary base, the Operational Directive on Critical Habitats (OP-703/B.9) will be triggered. It is not expected that the proposed improvement and construction works will result in physical involuntary resettlement or economic displacement, given that works will likely be limited to existing right-of-way.

Nevertheless, at this stage, given that the detailed designs of the interventions are not available, it is not appropriately estimated the level of social impacts that the land acquisition will cause. While the road widening will most certainly create economic displacement, it is not possible to rule out physical displacement. A Compensation and Livelihood Restoration Plan will, therefore, be needed to mitigate economic displacement, while a Resettlement Plan (RP) will need to be prepared if during project preparation it is identified that interventions in the road corridor create physical displacement. These plans will be developed and implemented in conformity with the requirements of the Bank's Policy OP-710 and/or OP-703/B.5. Impacts to cultural heritage/archaeological sites are not expected, given that the interventions are within lands already occupied in a highly urbanized area.

In general, the transport sector can have substantial impacts, both direct and indirect. Nevertheless, this project is not a greenfield and there is sufficient knowledge regarding the potential impacts and their mitigation measures. In Suriname, public sector administration and governance, and legal and regulatory framework for environmental and social issues are low, thus limiting performance during project execution, including implementation of the environmental and social safeguards. In the medium to long-term, as a result of the increased competitiveness, indirect and cumulative impacts, both positive and negative, may occur in the agriculture, fish farming, and forestry economic activities. Adequate measures will be identified to maximize the positive impacts and mitigate the negative ones. Therefore, on a precautionary basis, the Operational Directive on Critical Habitats (OP-703/B.9) will be triggered. Approximately 90% of Suriname's land area is covered by (primary and secondary) forests, of which only about 12% is protected. The most fertile areas are found on the coastal plains, particularly in the West. Rice is the dominant crop followed by bananas as well as other perennial and semi-perennial crops (palm oil, sugar, citrus fruits, etc.). In terms of the environment, there is no national legal framework for Environmental and Social Impact Assessment (ESIA), although there is some level of practice in the Country and the National Institute for Environment and Development (NIMUS) has issued guidance on ESIA.

In terms of natural disasters and climate change, risks are Moderate. The operation is in a geographical area exposed to natural hazards (Type 1 disasters). The operation does not have the potential to exacerbate risk to human life, property, the environment, or to cause economic disruption (Type 2 disasters). The main threats are Sea Level Rise (SLR), given its extensive low-lying coastal zone and the concentration of socioeconomic activities within this area. Hurricanes, anticipated SLR, combined with the greater risk of flooding due to increased tropical storm strength, will put stress and

² Environment, Social, Health and Safety.

risk of loss of lands, infrastructure, and potential population displacement, as well as impact in the agricultural sector. Other expected impacts include loss and damages to forestry and fisheries sectors as a result of increased ambient temperatures³.

Information Gaps and Strategy for Management

The following information relevant to the ESHS Safeguards is still pending: assessment of intervention requirements; proposed roads feasibility designs; and engineering designs for the port, the roads, and the bridge interventions. These studies are necessary to develop the required Environmental and Social Assessments (ESAs) and confirm whether physical involuntary resettlement and/or economic displacement will take place as a result of the implementation of the Project. Given that the port will continue to operate throughout Project implementation, an ESHS review of current operations (including corresponding Corrective Action Plan for any identified non-compliance with IDB E&S Safeguards) is also required and can be performed as soon as the Government of Suriname (GOS) engages with the consultant. In addition, the ESA for the port improvement (together with the access improvements of roads and bridge) will also address the potential indirect and cumulative impacts in the agriculture, fish farming and forestry economic activities. The ESAs will be developed based on the engineering design of the proposed interventions, estimated for the 4th quarter of 2018. An advanced draft version of the ESAs, substantially acceptable to the Bank, must be disclosed⁴ and at least one meaningful consultation with affected people must be carried out prior to or during the Analysis Mission.

An assessment of the natural hazards and potential risks of natural disasters, and its corresponding mitigation measures are not available, but both are being developed as part of the technical studies and will also be included in the ESAs. The results will inform the Environmental and Social Management Plan (ESMP) for the projects (ports and roads).

Based on the engineering design of the interventions, the corresponding Compensation and Livelihood Restoration Plan to mitigate economic displacement and, if confirmed that physical displacement will take place, RP will be developed, disclosed and consulted with the affected people prior to, or during Analysis Mission. In addition, based on the results of the technical designs and through the development of the ESAs, specific mitigation actions will be developed in compliance with OP-703/B.9.

The main elements of the proposed Environment and Social Strategy (ESS) are:

- (i) Confirm the characteristics, location, scale, and proposed engineering designs of the proposed interventions in the Port, the access roads, the bridge and any other associated facility that might be identified as the result of the preliminary studies that are being undertaken.
- (ii) Ensure that the ESMP includes a Compensation and Livelihood Restoration Plan to mitigate economic displacement.
- (iii) Based on the proposed designs for each intervention, confirm the potential for physical displacement, and thus the need to prepare a RP).
- (iv) Based on the proposed designs for each intervention, as well as the results of the ESAs, confirm the potential impacts on natural habitats.
- (v) Review the adequacy of the ESAs to be developed for the port interventions, the roads interventions, and the bridge duplication.

³ Source: IDBG Country Strategy With The Republic Of Suriname 2016–2020.

⁴ As required under OP-703/B.5 for EIA/ESIAs.

- (vi) Based on the results of the technical designs and the ESAs, verify the need to reassess the categorization of the operation.
- (vii) Ensure that the ESA for the port addresses the construction and operation of the port.
- (viii) Ensure that the ESAs of the proposed interventions include the assessment of GHG emissions of various sources within the terminal, truck parking areas and access roads (such as vessels, tugs, cargo handling equipment, on-road heavy-duty vehicles, etc.).
- (ix) Perform an ESHS review of the current operation of the Port of Paramaribo in terms of ESHS management systems and proposed measures to overcome any identified non-compliance, with a particular focus on, but not limited to, IDB OP-703/B.10 (Hazardous Materials), and B.11 (Pollution Prevention and Reduction).
- (x) Review the adequacy of the proposed ESMP for each intervention.
- (xi) Ensure that the ESMPs include adequate Grievance Mechanisms for the construction and the operational phases (after implementation of the proposed interventions) of the port and the roads/bridge.
- (xii) Review the adequacy of the Compensation and Livelihood Restoration Plan and RP, ensure that they are disclosed and consulted with affected people prior to or during Analysis Mission (if confirmed that these plans are required).
- (xiii) If confirmed that there is potential impact to natural habitats, review the adequacy of the impact assessment on natural habitats and the proposed mitigation and compensation measures and that these are included in the ESAs (the ESAs will be disclosed prior to Analysis Mission and consulted with affected people prior to or during Analysis Mission).
- (xiv) Review the adequacy of the assessment of the natural hazards and risks of natural disasters, and that the proposed mitigation measures are included in the ESAs, and ensure that the ESAs are disclosed prior to Analysis Mission; in particular, ensure that the engineering designs take into consideration the key hazards identified (SLR, saltwater intrusion, flooding), and that protection and mitigation measures are included in the ESMP, including Emergency Response Plans for the construction and operational phases.
- (xv) Review the adequacy of the proposed meaningful consultations with affected people.
- (xvi) Ensure that the potential indirect, cumulative and long-term negative EHS impacts in the agriculture, fish farming and forestry activities (including negative impacts on natural habitats and biodiversity) as a result of the Country's increased competitiveness, are adequately identified and assessed, and that appropriate mitigation measures are proposed.
- (xvii) Ensure that an advanced draft version of the ESAs, substantially acceptable to the Bank, are disclosed locally and on the Bank website,⁵ and at least one meaningful consultation with the affected people in each case is carried out, prior to or during the Analysis Mission.
- (xviii) Review the proposed Project Implementation Unit (PIU) and ensure that it includes appropriate and dedicated Environmental and Social Specialists to (i) periodically inspect the works and ensure compliance with the proposed ESMPs during the construction phase of the interventions; (ii) ensure that the port operations comply with the Bank OP-703, in particular, Operational Directives B.10 and B. 11.

⁵ As required under OP-703/B.5 for EIA/ESIAs.

Table 1. ESHS Assessments – Tentative timeline and resources

ESHS Documents	Current stage of development - Gap filling needed	Estimated resources needed to finalize	Estimated timeline to finalize and consult (as applicable)
Environmental and Social Analysis (ESA), and an ESHS Review of the existing port operations (including its corresponding Corrective Action Plan).	The details of the proposed interventions and engineering designs are not yet available. Therefore, the ESAs have not yet been prepared. However, the ESHS Review of current port operations could start whenever the Consultant is engaged by the GOS.	A local Consultant has been identified; TORs for the ESAs must be developed once final studies and designs become available (estimated 4 th Quarter 2018). The ESHS Review of current port operations could start whenever the Consultant is engaged by the GOS.	Execution: 3 – 4 months Intended start: ESA -3rd quarter of 2018. ESHS Review – whenever Consultant is engaged by GOS. Consultation: 3 rd quarter 2018 - Mid 1 st quarter 2019.
Environmental and Social Management Plan (ESMP).	The ESMP will be part of the ESAs. Acceptable Draft ESAs and ESMPs deemed fit for disclosure by ESG must be disclosed and consulted prior to or during Analysis Mission.	Entity in charge: local consultant Source of funding: IDB.	Execution: as part of the ESA. Consultation: Mid 1 st quarter of 2019.
Compensation and Livelihood Restoration Plan (CLRP).	The CLRP will be part of the ESMP and elaborated at the outset to make sure that the executing agency is prepared to mitigate economic displacement.	Entity in Charge: To date, no Social Consultant has been identified. Source of funding: IDB.	Execution: as part of the ESA. Consultation: Mid 1 st quarter of 2019.
Resettlement Plan (RP).	If it is confirmed that there is physical displacement and that the RP is needed it will be developed. Acceptable Drafts deemed fit for disclosure by ESG must be disclosed and consulted prior to or during Analysis Mission.	Entity in Charge: To date, no Social Consultant has been identified. Source of funding: IDB	Execution: as part of the ESA. Consultation: Mid 1 st quarter of 2019.
Consultation Plan for ESAs/ESMPs (including CLRP) and RP.	Meaningful consultation plan must be developed and implemented for the ESAs/ESMPs (including the CLRP) and RP.	Entity in charge: Social Consultant TBD. Source of funding: IDB.	Execution: 1 month Intended start: 3 rd Quarter 2018.
Implementation of Consultations	Meaningful consultations for acceptable Drafts deemed fit for disclosure by ESG, of ESAs/ESMPs (including the CLRP) and RP, DRA and DRMP must take place prior to or during Analysis Mission. The results of the Consultations must be included in the Final versions of the ESAs and other applicable Environmental and Social Plans.	Entity in charge: Social Consultant TBD. Source of funding: IDB.	Consultations: 3 rd quarter of 2018-Mid 1 st quarter 2019.

Opportunities for IDB Additionality on Environment and Social matters (if any)

The Bank will engage with the Borrower to Identify potential opportunities for including elements of green building and energy efficient building in the new construction works, as well as in upgrading current operational procedures of the Port of Paramaribo. In addition, it will also be discussed with the GOS the potential for the creation of new protected areas, should this be identified as a mitigation

measure for potential negative indirect impacts resulting from increased agriculture, fish farming, and forestry activities.

Annex Table: Operation Compliance with IDB Safeguard Policies

See Annex Table on page 7.

Additional Appendices (if any)

Appendix 1: Maps of the preliminary areas of interventions and natural hazards.

Annex
Table 2. Operation Compliance with IDB Safeguard Policies

Policies / Directives	Policy / Directive Applicable?	Rationale for applicability of Policy / Directive	Actions required during Preparation & Analysis
OP-703 Environment and Safeguards Compliance Policy			
B.2 Country Laws and Regulations	Yes	Bank requires that all operations be designed and implemented in compliance with Country environmental legislation, including Multilateral Environmental Agreements (MEAs).	ESHS review of port current operations to check compliance with Bank E&S safeguard policies and Country laws and regulations.
B.3 Screening and Classification	Yes	All operations financed by the Bank must be screened and classified according to their potential environmental and associated social impacts.	The operation was screened and classified as Category “B”, given that the majority of the potential environmental impacts will be moderate, temporary during construction, localized in the direct area of influence, and can be mitigated with standard and readily available good practice management for construction. This classification may be changed, pending details of the project designs and results of the ESAs.
B.4 Other Risk Factors	Yes	The Bank also requires assessment of other risks, such as the Borrower's lack of institutional capacity for environmental and associated social management.	The Project will assist the GOS with a Technical Cooperation (TC) to develop technical studies and socio-environmental assessments. In addition, the Bank will require that key PEU staff will need to be full-time, dedicated towards the coordination of the proposed intervention, especially with regards to civil work activities, including Environmental and Social Specialists. The Borrower's institutional and regulatory capacity for environmental management will be assessed as part of the ESAs.
B.5 Environmental Assessment and Plans Requirements	Yes	The Bank requires compliance with quality standards for ESAs, ESHS Review, and ESMPs.	ESAs and ESMPs for all proposed interventions will be developed. An ESHS Review for the current port operations will be performed.
B.5 Social Assessment and Plans Requirements (including Livelihood Restoration Plan ⁶)	Yes	The ESAs include assessment of potential social impacts associated with the environmental impacts. The ESMP should include a CLRP if the economic displacement is anticipated. Likewise, if there is physical	The details of the proposed interventions and engineering designs are not yet available. Therefore, it is not yet possible to identify all potential social impacts, including the level of economic displacement and the likelihood of physical

⁶ OP-703 applies when livelihood impacts are not significant and don't lead to physical displacement (see Transitional Guidance in instruments for Physical Displacement, Economic Displacement and Economic Losses under OP-710 and OP-703 (TG-005) for more information).

		displacement a RP should be prepared and implemented.	displacement. Once engineering designs are finalized, the ESAs will be prepared.
B.6 Consultation	Yes	The Bank requires that operations classified as Category "A" or "B" consult with affected parties and take their views into consideration. Category "B" operations such as this one, require as a minimum, one consultation with affected parties, preferably during preparation or review of the ESA/ESMP (including the CLRP) and RP, prior or during Analysis Mission.	Meaningful consultations for acceptable Drafts of ESA/ESMP (including CLRP), RP, DRA, and DRMP must take place prior to or during Analysis Mission. The results of the Consultations must be included in the Final versions of the ESAs and other applicable Social Plans.
B.7 Supervision and Compliance	Yes	The Bank will supervise and verify compliance by the Borrower of all the ESHS requirements established in the legal agreements and operational manuals and regulations for the operation.	The Bank will ensure that the PIU has the appropriate financial and human resources to adequately monitor and supervise the implementation of construction works and to ensure that port operations comply with applicable E&S safeguard policies requirements as established in approved ESMPs for construction and operation and maintenance of the port and roads/bridge.
B.8 Transboundary Impacts	No	The majority of the E&S impacts from the Operation are localized. Transboundary impacts are not expected.	N.A.
B.9 Natural Habitats	Yes	The Bank will not finance operations or activities that significantly convert or degrade natural habitats unless appropriate mitigation and compensation measures are developed, financed, implemented and supervised.	The ESA for the port will examine the potential indirect, cumulative and long-term ESHS impacts and will propose appropriate mitigation measures, with corresponding implementation plans.
B.9 Invasive Species	Yes	The Bank will not finance operations that introduce invasive species.	Standard ESMPs developed for Bank operations contain specifications that prohibit the use of invasive species in landscaping activities.
B.9 Cultural Sites	Yes	The Bank will not finance operations that damage critical cultural habitats. The integrity and functions of cultural habitats must be protected.	Activities are developed in areas already intervened and urbanized. Standard ESMPs include a Chance Finds Procedure to be applied during construction works.
B.10 Hazardous Materials	Yes	The operations financed by the Bank are required to avoid negative ESHS impacts from hazardous materials, including pesticides and Persistent Organic Pollutants (POPs).	The ESMPs designed for the interventions will address measures to avoid contamination by hazardous materials during construction, as well as to avoid contamination during operation and maintenance of the port and access roads.
B.11 Pollution Prevention and Abatement	Yes	The operations financed by the Bank are required to implement appropriate measures to prevent, reduce or eliminate contamination. The Bank also promotes reduction and control of Greenhouse Gas (GHG) emissions.	The ESAs will include assessment of GHG emissions from various sources within the terminal, truck parking areas and access roads (such as vessels, tugs, cargo handling equipment, on-road heavy-duty vehicles, etc.). In case of significant emissions, Bank will require annual quantification of GHG.

B.12 Projects Under Construction	No	The project will not start construction until Bank funding is available.	N.A.
B.13 Noninvestment Lending and Flexible Lending Instruments	No	The Operation is an Investment Loan.	N.A.
B.14 Multiple Phase and Repeat Loans	No	The Operation is the first.	N.A.
B.15 Co-financing Operations	No	The Bank and the Borrower are the sole financiers.	N.A.
B.16 In-Country Systems	No	The Borrower has not gone through the equivalence and acceptability analysis of the Country's ESHS legislation and regulations, a required step to be able to apply in-country systems.	N.A.
B.17 Procurement	Yes	The Bank requires that contracts with Borrowers include provisions to ensure an environmentally responsible procurement system.	This provision will be included in the loan agreement.
OP-704 Natural Disaster Risk Management Policy			
A.2 Analysis and management of Type 2 risk scenario	No	The Project does not have the potential to exacerbate hazard risk to human life, property, the environment, or the project itself.	N.A.
A.2 Contingency planning (Emergency response plan, Community health, and safety plan, Occupational health and safety plan)	Yes	The Bank requires that Projects have in place ESHS emergency procedures to respond to natural hazards emergencies.	To address potential hurricanes and flooding, the Bank will require that Contractors develop and implement an Emergency response plan, a Community health and safety plan, and an Occupational health and safety plan during construction. Similar plans will be required for the operational and maintenance phases of the Port, roads, and bridges.
OP-710 Operational Policy on Involuntary Resettlement			
Resettlement Minimization	Yes	The Bank requires that all efforts be made to avoid or reduce to a minimum the need for involuntary resettlement (physical displacement).	Based on Borrower's information, on Google Earth images, and on the Borrower's efforts, it is likely that all interventions will be limited to existing port properties and roads' right-of-way, and that resettlement will not be required, or if required will be minimal. If during preparation, the need for resettlement is identified, a RP will be developed in compliance with OP-710.
Resettlement Plan Consultations	Yes	The Bank requires that consultations be held in a timely and socioculturally appropriate manner with the affected people or a	During preparation, if the need for resettlement and resettlement consultations is identified, the RP will include results of consultation with affected people or a representative group of affected people. Meaningful

		representative group of affected people and the results be incorporated in the RP.	consultations for acceptable Drafts of ESAs/ESPMs (including CLRP) and RP, must take place prior to, or during Analysis Mission. The results of the Consultations will be included in the Final versions of the ESAs and other applicable Social Plans.
Impoverishment Risk Analysis	Yes	If large numbers of affected people belong to the most vulnerable groups, Borrowers must pay special attention to the impoverishment risk as a result of the resettlement.	As mentioned before, it is not likely that there will be resettlement; if it is required and will be minimal; if it involves vulnerable people (e.g., illegal squatters/business along the right-of-way of the roads), an impoverishment risk analysis will be performed.
Resettlement Plan (RP) and/or Resettlement Framework Requirement	Yes	In case resettlement is unavoidable, Borrowers must develop and implement a RP to ensure that affected people will be indemnified and rehabilitated in an adequate and equitable manner, compliant with OP-710.	Based on Borrowers information and Google Earth images it is likely that all interventions will be limited to existing port properties and roads' right-of-way, and that resettlement will not be required. Nevertheless, given that the engineering designs are not yet available, it is not possible to rule it out. If during analysis, when designs are complete, it is confirmed that resettlement is required, the appropriate RP will be developed and implemented, compliant with OP-710.
Livelihood Restoration Program Requirement ⁷	Yes	A Livelihood Restoration Program is required to ensure the restoration of the livelihoods following involuntary resettlement.	If the final design of the interventions confirms the need for resettlement, the RP will include a Livelihood Restoration Program commensurate with the economic impacts on the affected people.
Consent (Indigenous Peoples and other Rural Ethnic Minorities)	TDB	The Project is located in the urban area of Paramaribo and likely will not affect indigenous peoples or rural ethnic minorities, who concentrate in the interior.	Additional screening will be performed during analysis to check if IPs are presented in the affected area.
OP-765 Operational Policy on Indigenous Peoples			
Operational Policy on Indigenous Peoples	TDB	The Project is located in the urban area of Paramaribo and likely will not affect indigenous peoples or rural ethnic minorities, who concentrate in the interior.	Additional screening will be performed during analysis to check if IPs are presented in the affected area.
OP-761 Operational Policy on Gender Equality in Development			
Consultation and effective participation of women and men	Yes	In the consultation processes for projects it finances, the Bank will seek the inclusion of affected women and men in a manner that is considerate to gender issues and socioculturally appropriate.	Meaningful consultations will take place prior to or during Analysis Mission. Consultation plan will include provisions to encourage equal participation of women and men in a safe and respectful environment.

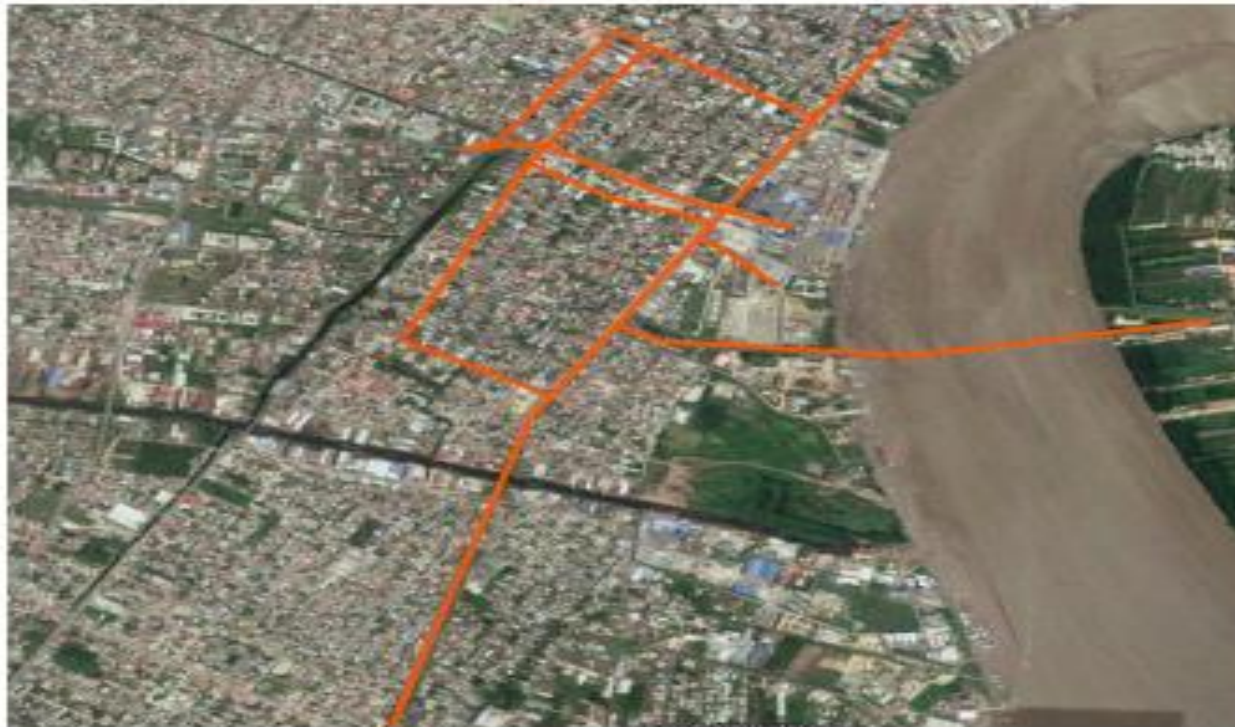
⁷ OP-710 applies when livelihood impacts lead to physical displacement (see Transitional Guidance in instruments for Physical Displacement, Economic Displacement and Economic Losses under OP-710 and OP-703 (TG-005) for more information)

Application of safeguard and risk ⁸ analysis	No	Preliminary information available does not indicate a potential for potential adverse impacts on gender equality. However, ESAs will confirm based on an assessment of potential gender-related impacts.	N.A.
OP-102 Access to Information Policy			
Disclosure of relevant ESAs Prior to Analysis Mission, QRR, OPC and submission of the operation for Board consideration	Yes	An advanced draft deemed fit-for-disclosure by ESG of the ESAs, including the respective Management Plans (i.e. ESMP, DRMP, etc.), the RAPs and the Livelihood Restoration Plans must be disclosed locally and on the IDB website prior to the Analysis Mission. The final ESAs, RAPs, and Livelihood Restoration Plans including the summary of the results of the consultation, approved by ESG, will be disclosed on the IDB website prior to distribution of the POD package to OPC.	The identification and designs of the interventions are still pending and will not be available until the end of 2018. Once available, these designs will enable the development of the ESAs and other environmental and social plans. They will also enable confirmation of the need for a RAP and Livelihood Restoration Plan. An advanced draft of the ESAs, including the ESMP, as well as the RAPs and the Livelihood Restoration Plans (if the need is confirmed), will be disclosed prior to the Analysis Mission. The final ESAs, RAPs, and Livelihood Restoration Plans including the summary of the results of the consultation, approved by ESG, will be disclosed on the IDB website prior to distribution of the POD package to OPC.
Provisions for Disclosure of Environmental and Social Documents during Project Implementation	Yes	The Bank commits to maximum transparency and to disclose all information generated by the Bank or owned by the Bank, with the clear exceptions listed in the OP-102.	The Bank will make available to the public all ESG supervision reports and the Borrower's ESHS Compliance Reports.

⁸ Risks may include: (i) Unequal access to project benefits/ compensation measures, (ii) Men or women disproportionately affected due to gender factors, (iii) Non-compliance with applicable legislation related to equality between men and women, (iv) Increased risk of gender-based violence, including sexual exploitation, human trafficking and sexually transmitted diseases, and (v) Disregard of women's ownership rights.

Appendix 1: Maps

Map 1. Preliminary intervention areas



Map 2. Preliminary intervention areas (Google Earth)

Background

The scope of the project will include the following roads and the Van 't Hogerhuysstraat bridge

PRELIMINARY

Road interventions



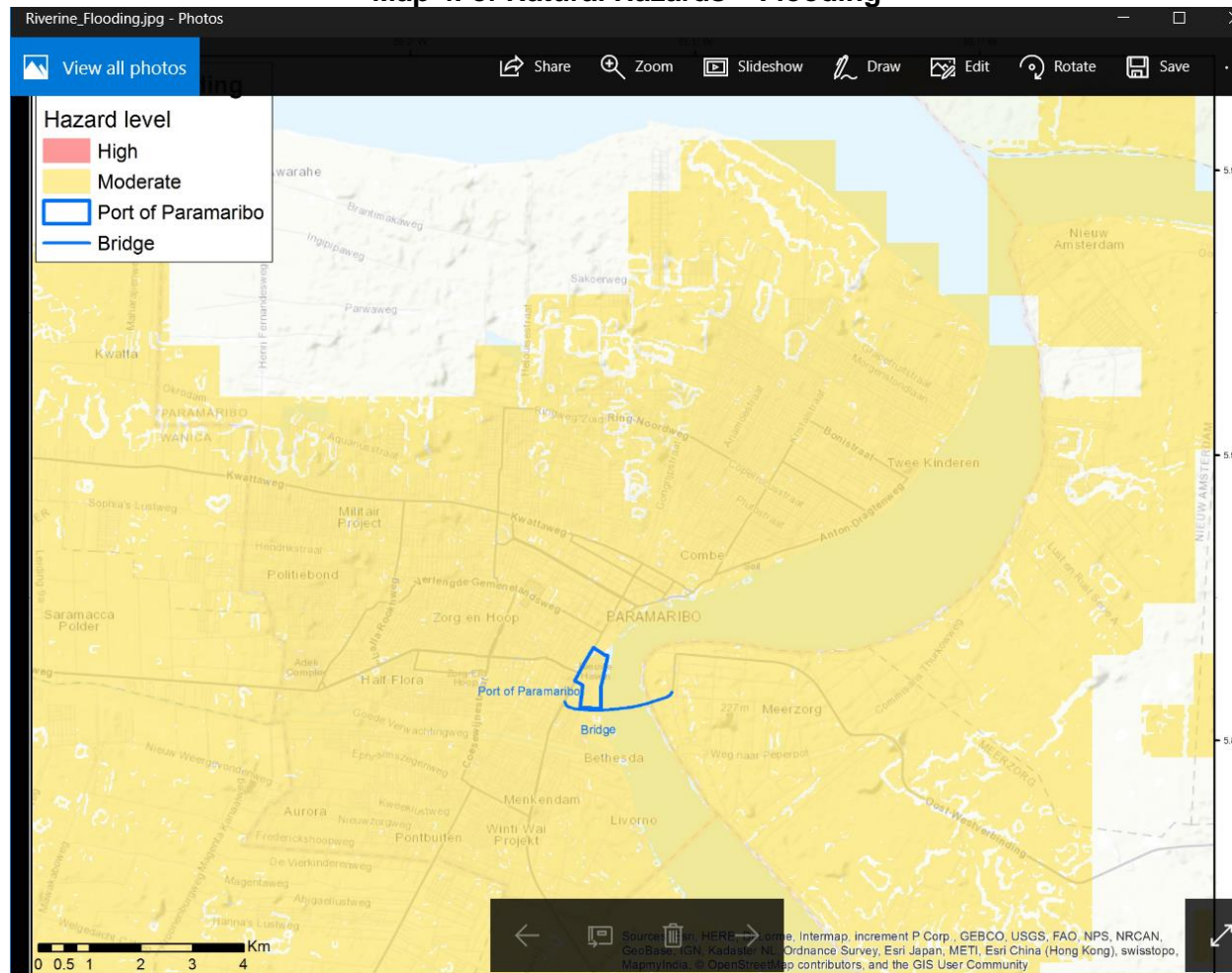
Preliminary roads to be intervened

1. Road section of the Van 't Hogerhuysstraat between Latourweg and Molenpad (~4 km)
2. Willem Campagnestraat between the roundabout Slangenhoutstraat and Hernhutterstraat (~1 km)
3. Slangenhoutstraat and Hernhutterstraat (~2 km)
4. Van 't Hogerhuysstraat Bridge
5. Molenpad Road from the north entrance of the Paramaribo Port till the J.A.Pengelstraat (~1 km)

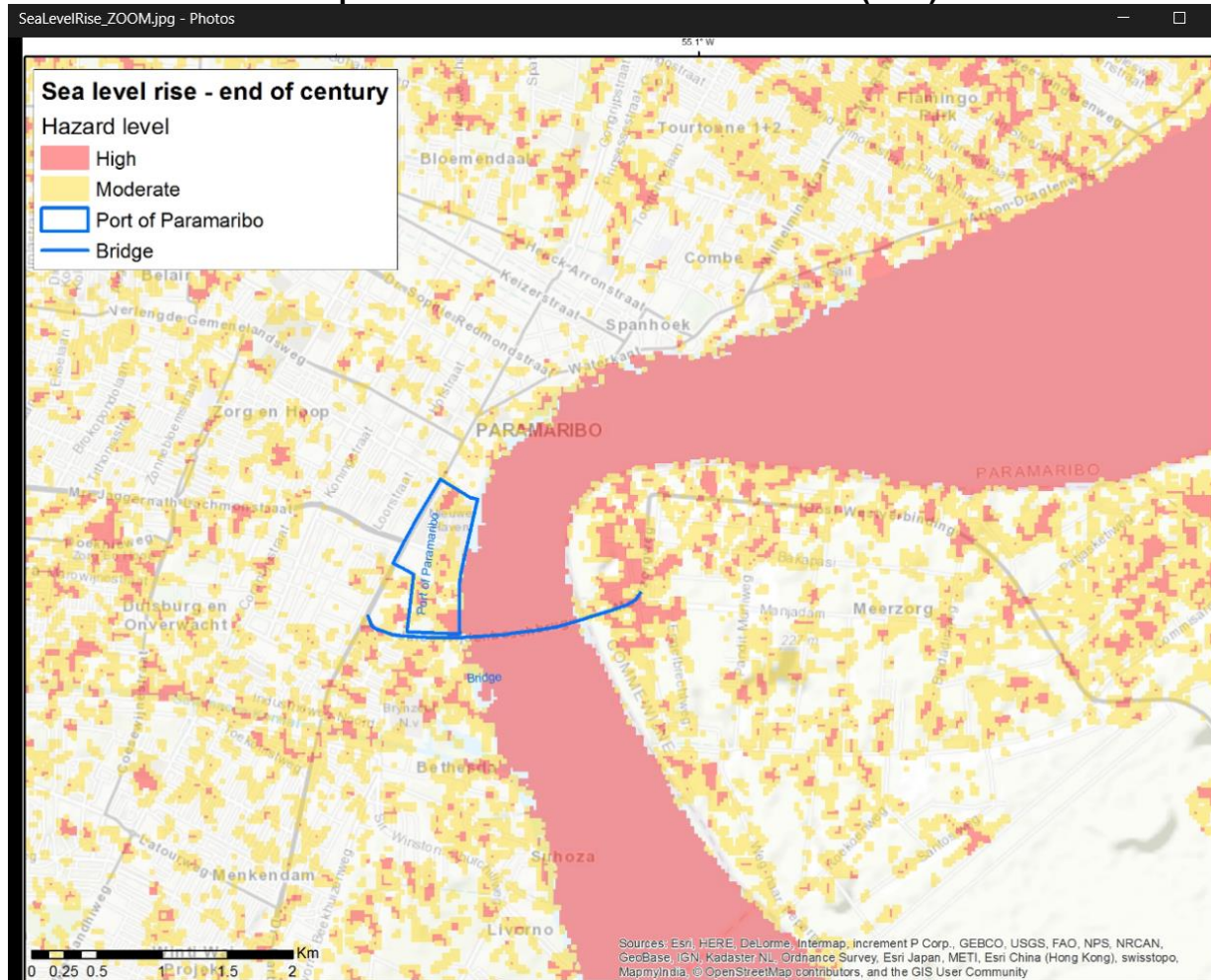
Map 3. Two-lane bridge access to the Port



Map 4. of Natural Hazards – Flooding



Map 5. Natural Hazards – Sea Level Rise (SLR)



ANNEX IV

INDEX OF COMPLETED AND PROPOSED SECTOR WORK & TECHNICAL STUDIES

Topic	Description	Date (completed or expected)	References or links
Sector notes, assessment of logistic bottlenecks, analysis of logistic value chains	<ul style="list-style-type: none"> • Macroeconomic context • Transport sector overview • Interviews with stakeholders • Logistic bottlenecks identification • Strategic alignment with the country's strategy • Transport 	Work completed in 2018 based on 2017 data gathered through a preliminary technical visit	To be included in the POD
Port Handbook 2017 (elaborated by the landlord entity <i>Havenbeheer</i>)	<ul style="list-style-type: none"> • Overview of the port infrastructure • Summary of port performance (TEUs and breakbulk) • Overview of port information systems • Overview of expansion plans 	Completed in 2017	To be included in the POD
Road inventory and reports	<ul style="list-style-type: none"> • Road inventory by responsible institution • Road statistics and asset management plans 	Completed in 2017 by the Road Authority	To be included in the POD
Transport statistics for Suriname	<ul style="list-style-type: none"> • General statistics on: urban, freight, and air transport 	Completed in 2014	All information will be included in the POD as technical annexes
Strategic Port Master Plan	<ul style="list-style-type: none"> • Assessment of transport logistic bottlenecks • Assessment of intervention requirements • List of investment requirements • Signaling and ITS implementation proposal 	Expected in November 2018	To be included in the POD
Road studies for the rehabilitation of the adjacent port Infrastructure	<ul style="list-style-type: none"> • Road feasibility designs 	Expected in December 2018	To be included in the POD

Topic	Description	Date (completed or expected)	References or links
Environmental and social studies	<ul style="list-style-type: none"> Environmental and social impacts and assessment of interventions 	Expected in December 2018	To be included in the POD

CONFIDENTIAL

¹ The information contained in this Annex is confidential and will not be disclosed. This is in accordance with the "Deliberative Information" exception referred to in paragraph 4.1 (g) of the Access to Information Policy (GN-1831-28) at the Inter-American Development Bank.