

# Implementation Agenda based on Consensus 2005-2010

Basic and strategic information  
for supporting the process of intensive  
management of the project:

IMPROVEMENTS IN THE  
NIEUW NICKERIE-PARAMARIBO-  
ALBINA STRETCH AND  
INTERNATIONAL BRIDGE  
OVER THE MAROWIJNE RIVER

SURINAME-GUYANA  
GUAIANESE SHIELD HUB



May 2005

# Improvement of the New Nickerie-Paramaribo-Albina Road and Marowijne River International Crossing

## **General Information**

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### **INTEGRATION AND DEVELOPMENT HUB**

Guyana Shield Hub

### **GROUP**

Interconnection Guyana-Suriname-Guayana Francesa- Brazil (Group 4)

### **COUNTRIES**

Surinam and Guyana

### **OBJECTIVE**

- To rehabilitate and reconstruct the existing road in order to improve operational and safety standards in the development and integration coastal-road of the country, in order to facilitate increased traffic to and from neighbouring countries, and local generated traffic.
- To construct a new bridge aimed at eliminating existing bottlenecks at the Marowijne River crossing by creating safe and efficient cross-border traffic in order to stimulate regional integration and social and economical development.

### **PROPOSED SOLUTION<sup>1</sup>**

- Road: rehabilitate the paved segment (140 km) between Paramaribo and Albina and pave the New Nickerie (South Drain) -Paramaribo segment (260 km).
- Bridge: to perform studies and to construct a bridge across the Marowijne river.

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<sup>1</sup> The following complementary projects are required:

1. Link up Suriname-Guyana-Venezuela, through the northern East-West Connection Road (Albina-Paramaribo-Nieuw Nickerie):
  - a. Construction of a bridge over de Corantijn River at Apura, linking up to Orealla (Guyana)

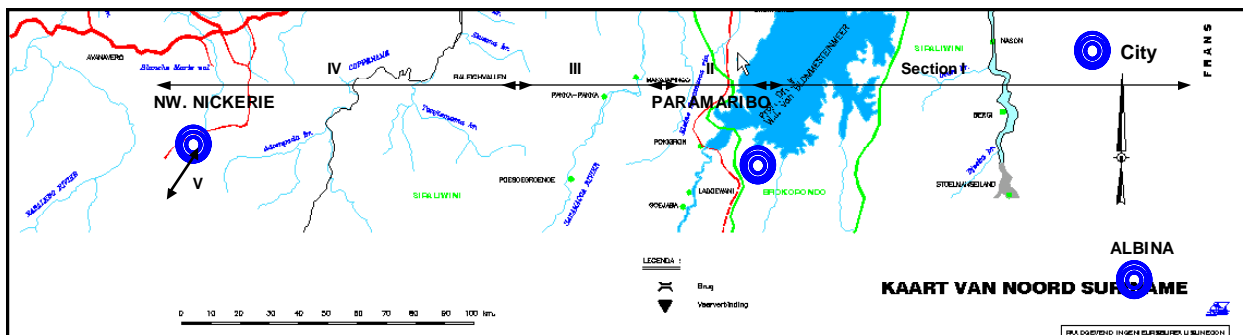
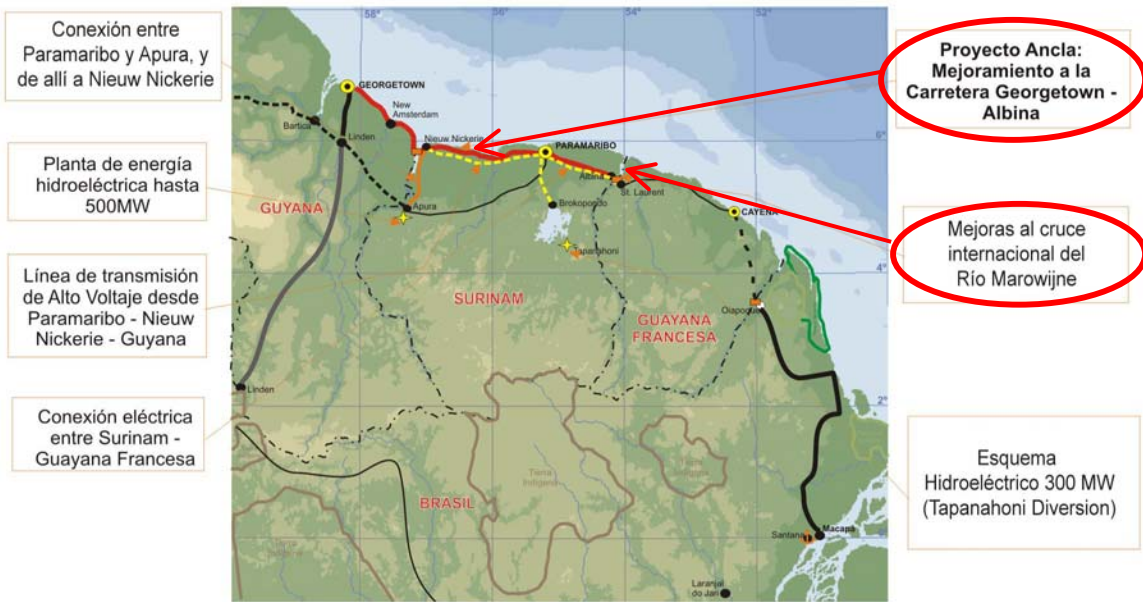
Features

    - Existing facility: no facility at present
    - Length: approx. 2km
    - Required primary action: new construction
    - Estimated budget: USD\$ 15 million
  - b. Construction of the road stretch Apura – Southdrain  
Features
    - Existing facility: small clay embankment (dam constructed from excavated material of the MCP-cannel
    - Length: approx. 50km
    - Required primary action: Construction of new paved road
    - Estimated budget: USD\$ 20 million
2. Complementary project required to link up Suriname-Guyana-Venezuela, through the southern East-West Connection Road (Apura-Paramaribo).
3. In a later stage (> 2010) the upgrading of the Southern East-West Connection road (Apura – Paramaribo) is foreseen.

Features

  - Existing facility: unpaved (laterite) road
  - Length: approx. 360 km
  - Required primary action: upgrading to paved road
  - Estimated budget: USD\$ 80 million





**TOTAL INVESTMENT**

US\$ 105 million (Public/Private)<sup>2</sup>

**FINANCING SOURCE**

IDB & private financing

**EXECUTING ENTITY**

Ministry of Public Works in close cooperation with the Office of the President

<sup>2</sup>

Project phase Project estimates In US\$	Formulation & Preparation		Implementation	
	Feasibility	Design	Works	Supervision
SU01 (road)	500.000,-	2.000.000,-	50.000.000,-	1.500.000,-
Total budgeted			<b>54.000.000,-</b>	
SU02 (bridge)	1000.000,-	2.500.000,-	45.000.000,-	2.500.000,-
Total budgeted			<b>51.000.000,-</b>	

## **Phases and Deadlines<sup>34</sup>**

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### **PREFEASIBILITY**

#### SU01 (roads)

- 0101 Rehabilitation Paramaribo – Albina (140km): Oct.'05 (P)
- 0102 Rehabilitation Saramacca bridge – Boskamp (50km): Nov. '05 (S)
- 0103 Repaving Paramaribo – Saramacca bridge (30km): Jan.'06 (S)
- 0104 Repaving Boskamp (Jenny) – Nickerie (150km): April '06 (S)

#### SU02 (bridge)

- Construction international crossing Marowijne river: July. '06 (S)

### **FEASIBILITY**

#### SU01 (roads)

- 0101 Rehabilitation Paramaribo – Albina (140km): Dec.'05 (S)
- 0102 Rehabilitation Saramacca bridge – Boskamp (50km): Feb.'06 (S)
- 0103 Repaving Paramaribo – Saramacca bridge (30km): March. '06 (S)
- 0104 Repaving Boskamp (Jenny) – Nickerie (150km): June '06 (S)

#### SU02 (bridge)

- Construction international crossing Marowijne river: Sept. '06 (S)

### **ENVIRONMENTAL (EIA)**

#### SU01 (roads)

- 0101 Rehabilitation Paramaribo – Albina (140km): Jan.'06 (S)
- 0102 Rehabilitation Saramacca bridge – Boskamp (50km): Apr.'06 (S)
- 0103 Repaving Paramaribo – Saramacca bridge (30km): May '06 (S)
- 0104 Repaving Boskamp (Jenny) – Nickerie (150km): July '06 (S)

#### SU02 (bridge)

- Construction international crossing Marowijne river: Jan. '07 (S)

### **ENGINEERING (DESIGN)**

#### SU01 (roads)

- 0101 Rehabilitation Paramaribo – Albina (140km): March.'06 (S) - July '06 (F)
- 0102 Rehabilitation Saramacca bridge – Boskamp (50km): June.'06 (S) - August '06 (F)
- 0103 Repaving Paramaribo – Saramacca bridge (30km): June '06 (S) - August '06 (F)
- 0104 Repaving Boskamp (Jenny) – Nickerie (150km): Aug. '06 (S) - Oct. '06 (F)

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<sup>3</sup> \* actual dates depending on financing programming

\* technical & financial analysis (being) conducted on the basis of preliminary conceptual designs

\* F: finishing date or concluded; S: expected start of phase; P: in progress

<sup>4</sup> Remarks:

The following remarks can be made regarding the presented dates:

\* The dates are currently set more or less independent from the upcoming financial acquisition. Where required the dates will be altered after the definite information on the financing programming becomes available.

\* With respect to project SU01 it should be noted that due to the fact that all road works will be conducted on existing roadways (which have been in service for several decades) it is anticipated that the environmental analysis can be limited to so-called Rapid EIA's or Quick-scan Impact Analysis.

\* Integrated preliminary actions have already been undertaken for the road stretch Paramaribo – Albina (SU01-01), including financial acquisition. In chapter 3 further elaborations are given on this subject.

\* The feasibility and EIA analyses are expected to follow in sequence after each other.

\* An arbitrary period of four (4) months is taken into consideration for the tender and contract signing of the projects. Depending on the actual financing sources obtained (development agency financing versus private financing) alterations will be made to the timetable.



### SU02 (bridge)

- Construction international crossing Marowijne river: March. '07 (S) - Sept. '07 (F)

## **WORKS AND SUPERVISION**

### SU01 (roads)

- 0101 Rehabilitation Paramaribo – Albina (140km): Dec. '06 (S) - Oct. '09 (F)
- 0102 Rehabilitation Saramacca bridge – Boskamp (50km): Jan. '07 (S) - Nov. '08 (F)
- 0103 Repaving Paramaribo – Saramacca bridge (30km): Jan. '07 (S) - Sept. '07 (F)
- 0104 Repaving Boskamp (Jenny) – Nickerie (150km): March. '07 (S) - August '09 (F)

### SU02 (bridge)

- Construction international crossing Marowijne river: Jan. '08 - Dec. 2010

## **FINANCIAL ACQUISITION**

<b>Financing</b>	<b>Status (A, C, R, RP) *</b>	<b>Source</b>
Prefeasibility	<u>SU01 (roads)</u>	
	0101 Rehabilitation Paramaribo – Albina (140km) R	Private/IDB
	0102 Rehabilitation Saramacca bridge – Boskamp (50km) RP <sup>5</sup>	Private/IDB
	0103 Repaving Paramaribo – Saramacca bridge (30km) RP <sup>6</sup>	IDB
	0104 Repaving Boskamp (Jenny) – Nickerie (150km) RP	IDB
<u>SU02 (bridge)</u>	Construction international crossing Marowijne river MIX <sup>7</sup>	MIX
Feasibility	<u>SU01 (roads)</u>	
	0101 Rehabilitation Paramaribo – Albina (140km) R <sup>8</sup>	Private/IDB
	0102 Rehabilitation Saramacca bridge – Boskamp (50km) RP	Private/IDB
	0103 Repaving Paramaribo – Saramacca bridge (30km) RP	IDB
	0104 Repaving Boskamp (Jenny) – Nickerie (150km) RP	IDB
<u>SU02 (bridge)</u>	Construction international crossing Marowijne river MIX	MIX
Environmental (EIA)	<u>SU01 (roads)</u>	
	0101 Rehabilitation Paramaribo – Albina (140km) R	Private/IDB
	0102 Rehabilitation Saramacca bridge – Boskamp (50km) RP	Private/IDB
	0103 Repaving Paramaribo – Saramacca bridge (30km)	IDB
	0104 Repaving Boskamp (Jenny) – Nickerie (150km)	IDB
<u>SU02 (bridge)</u>	Construction international crossing Marowijne river MIX	MIX
Engineering Design	<u>SU01 (roads)</u>	
	0101 Rehabilitation Paramaribo – Albina (140km) R	Private/IDB
	0102 Rehabilitation Saramacca bridge – Boskamp (50km) RP	Private/IDB
	0103 Repaving Paramaribo – Saramacca bridge (30km)	IDB
	0104 Repaving Boskamp (Jenny) – Nickerie (150km)	IDB
<u>SU02 (bridge)</u>	Construction international crossing Marowijne river MIX	MIX
Works and supervision	<u>SU01 (roads)</u>	
	0101 Rehabilitation Paramaribo – Albina (140km) R	Private/IDB
	0102 Rehabilitation Saramacca bridge – Boskamp (50km) RP	Private/IDB
	0103 Repaving Paramaribo – Saramacca bridge (30km)	IDB
	0104 Repaving Boskamp (Jenny) – Nickerie (150km)	IDB
<u>SU02 (bridge)</u>	Construction international crossing Marowijne river MIX	MIX

\* A: Approved; C: Contracted; R: Requested; RP: Request under Preparation

<sup>5</sup> Preliminary acquisitions are being conducted for private financing

<sup>6</sup> Preparatory actions are being undertaken for requesting IDB financing

<sup>7</sup> A mixture of private financing and agency financing (IDB) has been preliminary identified as potential most suitable

<sup>8</sup> Regards requested private financing



## ***Current Situation***

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Up to date no alterations have been made to the existing condition of the road. The Government of Surinam shall apply for IDB financing for pre-investment (feasibility, environmental studies, final designs and bidding documents) studies using the new IIRSA Fund facility. For the construction of the anchor projects it is anticipated that the Government will seek IDB financing.

However, it should be noted that the ministry of Public Works has conducted a preliminary exercise on the attraction of private financing for the Paramaribo–Albina road stretch, because of the urgency of the related road stretch. It could be mentioned that an offer was received from a Consortium, based on a Design-Build-Finance project delivery method. Based on the final results thereof the Government will proceed or seek IDB financing.

In reference to the Marowijne River bridge, the Governments of Surinam and France (French Guyana) have already entered into negotiations regarding their integration, of which the construction of the captive bridge is a vital part. The total implementation framework for the project, including financing schemes, will be set up. As a consequence some financing from the European Union is possible.

See Annex A for more detailed information on the projects.

## ***Critical Stage for the Implementation of the Project***

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### ***Critical Stage 1: Seeking of project financing (SU01- Roads)<sup>9</sup>***

#### **SUMMARY DESCRIPTION**

The successful application of IDB financing is crucial to the implementation of the project. Given the critical existing condition of the road and the accelerated deterioration, it is vital to acquire the financing for both the preparation as well as the execution phase as soon as possible to avoid further capital loss.

#### **NECESSARY DECISION**

To start negotiations with IDB regarding the timeframe and the evaluation criteria for the project, taking into account the possibility of low-volume/ low socio-economic activity for some segments of the project.

#### **MAIN ENTITIES**

- National IIRSA Coordinator
- Ministry of Planning and Development Cooperation
- Ministry of Public Works of Suriname
- IDB

#### **INFLUENTIAL ENTITIES**

IIRSA organisation

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<sup>9</sup> Note: The ministry of Public Works has included the roads anchor project (SU01) in its policy programming 2004-2005. However, since the Consensus agenda covers a tentative schedule up to 2010 for realisation, and the anchor projects also include the international river crossing at Marowijne (SU02), it is essential that projects SU01 & SU02 are included in the upcoming 5-year policy programming of the Government of Suriname (2005-2010).



#### **IMPORTANT ACTIONS**

- Instruction from the National IIRSA Coordinator to the Ministry of Planning to proceed with financing application for the pre-investment phase.
- Application for the IDB Integration Fund to finance pre-investment activities and execution of studies.
- Instruction from the National IIRSA Coordinator to the Ministry of Planning to proceed with financing application for construction phase.
- Negotiations with IDB regarding viability/ feasibility indicators to be used for the assessment of the project Application for IDB financing for project execution.

#### **DEADLINE**

Application for IDB Integration Fund: August 2005

### ***Critical Stage 2: Establishment of implementation framework between Suriname and French Guyana (SU02 – Bridge)***

#### **SUMMARY DESCRIPTION**

Although the bridge project over the Marowijne river has already been earmarked as an anchor project, no additional implementation steps were undertaken up to date. Since, the undertaking involves two nations, it is essential that an “operating manual” is drafted on the foreseen implementation framework. Herein the broader implementation features of the project would be incorporated, including a plan of action, the foreseen main features of the facility and a financing scheme.

#### **NECESSARY DECISION**

Formal Governmental instruction to proceed with the negotiations regarding the implementation framework

#### **MAIN ENTITIES**

- Office of the President of Suriname
- Ministry of Foreign Affairs
- France/French Guyana
- French Embassy in Suriname
- Ministry of Planning and Development Cooperation
- Ministry of Public Works
- Ministry of Transport, Communication and Tourism

#### **INFLUENTIAL ENTITIES**

- IIRSA
- European Union

#### **IMPORTANT ACTIONS**

- Establish (further) communications with France/French Guyana on the subject
- Draft a preliminary agenda and framework set-up
- Establish agreement on the agenda and framework set-up
- Start negotiations
- Establish implementation framework after consensus, including financing scheme
- Inform CCT/ IIRSA on the results and the foreseen implementation framework

#### **DEADLINE**

- Start of formal negotiations: November 2005.
- Anticipated completion of negotiations: March 2006.



## **Contacts<sup>10</sup>**

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### **CCT COORDINATORS**

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<sup>10</sup> Note: It is crucial for the implementation of the project that a local project manager is nominated for the Consensus Agenda implementation. Through the course of the IIRSA programming up to date, and related thereto the wide variety of issues encountered, various civil servants have performed project management related tasks. However, with the establishment of the agenda's anchor projects, it is vital for their implementation that a single source exists for data exchange. Before mentioned is also in line with the foreseen "on-line" information set-up of IIRSA/ CCT





## Annex A – Additional project information

### A1 General situation and financial status of project SU01 (roads)

#### Status Quo

The following general situation applies for project SU01 (road improvement Albina-Paramaribo-Nieuw Nickerie):

#### PHYSICAL CONDITION OF THE FACILITY

Table 4 hereafter presents an overview on the physical condition of the captive road stretch, including tentative technical improvement activities to be undertaken, whereas photo 1 gives an impression of the various conditions encountered on the captive road.

Physical condition of road stretch Albina – Paramaribo – Nieuw Nickerie				
Road stretch		Details		
From	To	Length [km]	Condition	General required technical improvement
<b>SU01 Albina</b>	Moengo	45	Moderate to poor	Removal of existing pavement Reconstruction works ca. 15km Overlay ca. 30 km Spot reconstructions & pothole patching
Moengo	Stolkersijver	50	Moderate to poor	Removal of existing pavement Reconstruction works ca. 25km Overlay ca. 25 km Spot reconstructions & pothole patching
Stolkersijver	Meerzorg <b>(Paramaribo)</b>	45	Moderate to poor	Removal of existing pavement Reconstruction works ca. 30km Overlay ca. 15 km Spot reconstructions & pothole patching
<b>Paramaribo</b>	Saramacca bridge	30	Moderate	Overlay ca. 30 km Spot reconstructions & pothole patching
Saramacca bridge	Boskamp	30	Poor	Removal of existing pavement Reconstruction works ca. 30km
		20	Moderate to poor	Overlay ca. 20 km Spot reconstructions & pothole patching
Boskamp (Jenny)	<b>Nieuw Nickerie</b>	150	Moderate	Overlay ca. 150 km Spot reconstructions & pothole patching
<b>Totals</b>		<b>370</b>		<b>Reconstruction 100 km Overlay 270 km</b>

Table 4: overview on current physical condition of project SU01 (roads)





Photo 1: impression on the various conditions along the route Albina-Paramaribo-Nieuw Nickerie

#### POLICY PROGRAMMING

In extension of the consensus agenda, the ministry of Public Works has earmarked project SU01 as a priority projects within its road improvement policy programming (2004-2005). Moreover, within the route Albina-Paramaribo-Nieuw Nickerie, the following stretches have been identified as **high priority** stretches, eligible for immediate action (see also table 4):

- Albina - Paramaribo (140km)
- Saramacca river crossing - Boskamp (50km)

#### FINANCIAL SITUATION AND OTHER RELEVANT POINTS

- **Private financing:** In extension of the information of table 4 (and photo 1) it should be noted that the current condition on especially the road stretches between Albina and Meerzorg (Paramaribo), and between Saramacca bridge and Boskamp, are believed to be closely within their terminal serviceability. Before mentioned requires strengthening and conservation works to be executed as soon as possible, in order to mitigate further capital loss. Failure to comply with this would mean that in the very near future more finances would be required for the reconstruction of these stretches, which now only require overlaying and pothole patching. Therefore the ministry of Public Works sought/ is seeking private financing for the above mentioned road stretches, since, it is believed that such infrastructure financing may speed up the process of project procurement and execution, and thus minimise the road expenditure.
- **Design-Build-Finance bid:** As mentioned earlier (table 3) the preliminary (financial) acquisition by the ministry resulted in the submission of a Design-Build-Finance offer by a Consortium. The further evaluation and processing of this (financial) offer is due after empowerment of the new Government of Suriname (after May 25<sup>th</sup> 2005 elections), noted that the offer itself has taken into account a quick scan pre-feasibility (financial) analysis. If the bid has been found feasible by the Government, it is expected that the offer will be transferred into various contracts including financing, design and construction agreements.

- **Agency financing (IDB):** Subsequently, if the offer has not been found feasible, the search for other private financing may prevail, but moreover also agency financing will be sought, amongst possible others, also with the IDB.
- **(Preliminary) Conceptual designs:** Finally, it should be noted that on the basis of the conducted preliminary financial acquisition and the submitted bid, preliminary conceptual designs have become available for the captive road stretch. Figure 2 hereafter presents a schematic overview of the foreseen cross-sections with layer built-up for the case of road reconstruction and for the case of overlay design. The cross-section design is based on the existing geometric features, noted that alterations are possible in the future based on possible standards inflicted by IIRSA.

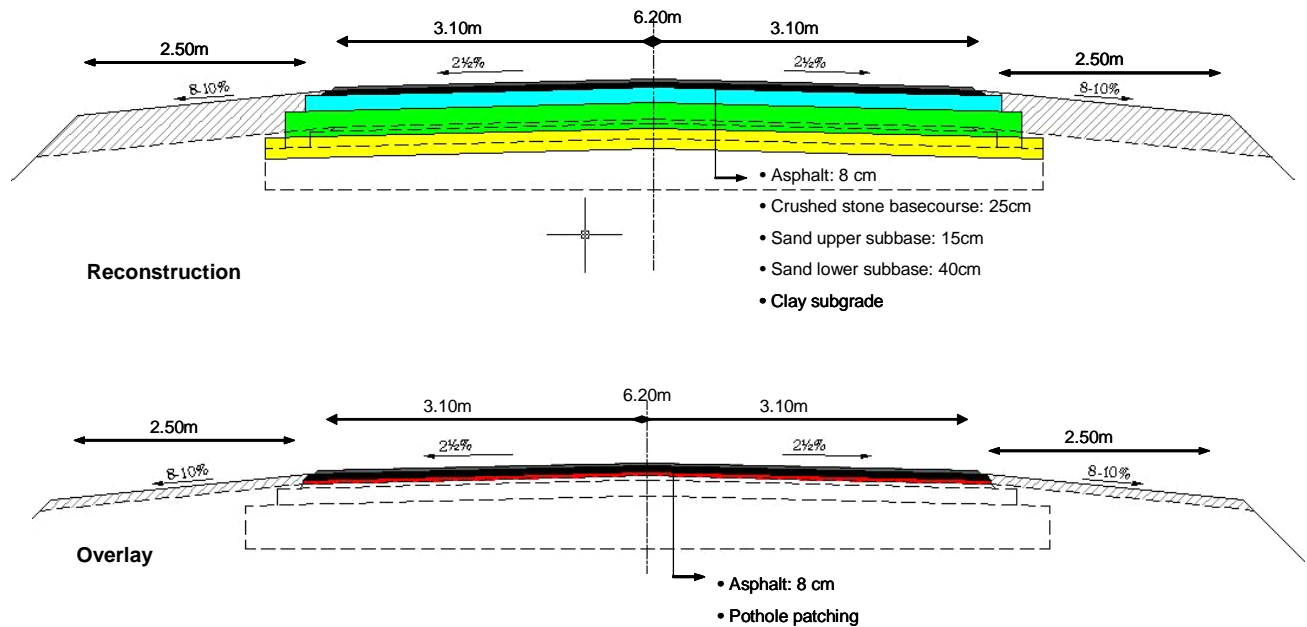


Figure 2: preliminary conceptual designs for the road Albina-Paramaribo-Nieuw Nickerie

## A2 General situation and financial status of project SU02 (bridge)

### Status quo

Up to date no formal activities have been undertaken regarding the further implementation of project SU02. However, it should be noted that some preliminary actions were undertaken by the ministry of Public Works regarding the attraction of potential private investors. The acquisition is currently still active, and at the earliest signs of interest by private bodies, the IIRSA organisation will be informed on the potential of these financial sources. At the same time, given the magnitude of the required financing, and moreover the fact that this project governs two nations, some policy issues with respect to the project's financing and execution still need to be addressed with French Guyana (see also chapter 4).

### PHYSICAL CONDITION OF THE FACILITY

Not relevant

### POLICY PROGRAMMING

In extension of the consensus agenda, the ministry of Public Works has earmarked project SU02 as highly relevant. The feasibility analysis of this project has been incorporated in the ministry's policy programming.

### FINANCIAL SITUATION AND OTHER RELEVANT POINTS

**Project formulation:** No formal steps have been undertaken till date with respect to the financial acquisition of the project. Moreover, the project formulation still needs to be addressed prior to any acquisition, and as such it is believed that this subject will be part of the anticipated negotiations between Suriname and French Guyana.

