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DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK

SURINAME

PARAMARIBO URBAN REHABILITATION PROGRAM

(SU-L1046)

PROJECT PROFILE

This document was prepared by the project team consisting of: Jesus Navarrete (CSD/HUD) Team Leader; Christopher Persaud (TSP/CSU) Co-Team Leader; Lucas Hoepel (CCB/CSU); Stephanie van Doorn (HUD/CSU); Tjon A Loi, Mariska (FMP/CSU); Terborg-Tel, Rinia (FMP/CSU); Gerard Alleng, and Luis Miguel Aparicio (CSD/CCS); Natasha Ward (VPS/ESG); Escarlata Baza (LEG/SGO); Nicola Karcher (CCB/CSU); José Brakarz, Livia Minoja, David Kostenwein, Luis Schloeter, and Dianela Avila (CSD/HUD).

PROJECT PROFILE

SURINAME

I. BASIC DATA

Project Name:	Paramaribo Urban Rehabilitation Program	
Project Number:	SU-L1046	
Project Team:	Jesus Navarrete (CSD/HUD) Team Leader; Christopher Persaud (TSP/CSU) Co-Team Leader; Lucas Hoepel (CCB/CSU); Stephanie van Doorn (HUD/CSU); Tjon A Loi, Mariska (FMP/CSU); Terborg-Tel, Rinia (FMP/CSU); Gerard Alleng, and Luis Miguel Aparicio (CSD/CCS); Natasha Ward (VPS/ESG); Escarlata Baza (LEG/SGO); Nicola Karcher (CCB/CSU); José Brakarz, Livia Minoja, David Kostenwein, Luis Schloeter, and Dianela Avila (CSD/HUD).	
Borrower:	Republic of Suriname	
Executing Agency:	Ministry of Education, Science and Culture	
Financial Plan:	IDB:	US$20,000,00
	Total:	US$20,000,00
Safeguards:	Policies triggered:	OP-703 B.1, B.2, B.3, B.4, B.5, B.6, B.7, B.9, B.11, B.17; OP-102; OP-704; OP-710; OP-761; OP-765
	Classification:	B

II. GENERAL JUSTIFICATION AND OBJECTIVES

2.1 **Background.** Paramaribo, Suriname's capital is a city of 243,556 inhabitants that houses 45% of the country's population. Its historic center (48 ha and 100 ha of buffer zones[1]) was designated by the United Nations Educational, Scientific and Cultural Organization (UNESCO) as a World Heritage Site in 2002. Developed during the 16th and 17th centuries, the historical center is considered an exceptional example of the fusion of European and indigenous South American culture, architecture and construction techniques. This concentration of historical and cultural heritage buildings, monuments, and urban sites endows the area with the potential to lead the city's sustainable development. However, the area has been undergoing physical, social and economic deterioration, as identified in recent studies,[2] which places high risk on invaluable heritage buildings and on the continuity of the UNESCO heritage site designation.

2.2 **Issues affecting the historic center.** Paramaribo's central area has seen a gradual change in its urban functions, from a vibrant city center to an area with

[1] A buffer zone is defined as, "an area surrounding the nominated property, important views and other areas or attributes that are functionally important as a support to the property and its protection".

[2] Paramaribo World Heritage Site Management Plan 2011 – 2015, May 2011; Report on the International Council on Monuments and Sites (ICOMOS) Advisory Mission to Historic Inner City of Paramaribo, Suriname, from July 28th to August 1st, 2013; State of Conservation of the Historic Inner City of Paramaribo World Heritage Site, Ministry of Education and Community Development, January 2014; and its Updated report, Government of the Republic of Suriname, December 2015.

more specialized urban functions. The central area has become an institutional and commercial hub, losing most of its permanent residents, who have moved to newer and more dynamic urban sub centers farther from the central area. The loss of wealthier residents and the businesses that cater to them has led to the majority of buildings in the central area becoming occupied by governmental offices and less sophisticated retail locations (shops, restaurants and other food handlers). Indeed, 70% of the 495 buildings located in the Historic Core Zone[3] are currently used for government offices and public services, 18% for commercial purposes, and 12% for residential or remain empty. At the same time, the lack of physical improvements and the low quality of public services have contributed to a general state of urban decay in the central area, with repercussions in the deterioration of existing historical buildings. Given this situation, there is an urgent need to tackle the key problems affecting the area, prioritizing the following issues:

a. **Physical deterioration and vulnerability**. The city center's urban infrastructure is dilapidated. The majority of historical buildings, made of wood, are poorly maintained, and many have been lost in fires and demolitions or collapsed due to lack of maintenance.[4] The few public open spaces available are poorly organized, inefficiently connected to the rest of the city and with few amenities, limiting their enjoyment and usefulness of residents.[5] The area also faces traffic congestion, poor road maintenance, inadequate sidewalks and lack of parking spaces.[6] Traffic congestion is aggravated by the concentration of public institutions, the disorderly use of public spaces by buses and other public transports, while alternative modes of mobility, such as bicycle paths are inexistent. Another problem affecting the historical area is its potential vulnerability to flooding, especially during the rainy season. Climate change effects will only aggravate the current situation.

b. **Socio-economic challenges**. The change in the area's traditional uses has led to a reduction in the number of residents. According to the registry office, by November 2010 there were only 417 residents living in the historical center. These few current residents are from a diverse set of income groups including, middle-income property owners and low-income tenants.[7] The limited permanent population has generated a perception of abandonment, particularly at night, when the center is practically deserted. Moreover, the scarce demand for quality goods and services, and night time insecurity, has directly affected the area's business and leisure activities.[8]

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3 A total of 244 buildings are considered of historic value.

4 Between 1998 and 2016, 15 monuments located in the Core Zone area were lost (three due to fire, and 12 due to collapse or demolishment), as well as 21 historic buildings – not registered as monuments – located in the Core Zone (three due to fire and 18 due to collapse or demolishment) and 11 historic buildings located in the Buffer Zones (all due to collapse or demolishment).

5 Characterization and quantification of this issue is being researched part of this operation preparation.

6 In the historic center there are 45 empty lots used for parking. Also, sidewalks are routinely used for parking.

7 A census of residents is being conducted as part of the preparation of the present operation.

8 Data on public safety is currently being collected to provide a more accurate diagnosis of the situation.

c. **Tourism potential**. Despite these problems, the historic center presents an important potential for heritage tourism, which so far has been largely overlooked. In 2012, 240,000 international tourists visited Suriname (a 131% increase over eight years). Visitors stay an average of 12 days but spend most of their time in the interior in eco-tourism activities, without visiting Paramaribo. The lack of appropriate planning and promotion of tourist activities and the limited supply of visitor's accommodations in historic buildings represents an untapped source of economic dynamism for the city center.

d. **Institutional framework.** The current institutional setting does not favor a reversal in the city center deterioration. This is due to the lack of coordination among the entities involved in different aspects of its management and the lack of a clear urban development policy. Although, cultural heritage preservation is formally a responsibility of the Ministry of Education, Science and Culture,[9] this responsibility is shared, *de facto*, with other government entities that have key roles in providing services in the area.[10] This situation, plus the absence of an updated management plan for the preservation of the area, hinders the agreement on a common vision for the historic center, affects the quality of public services and implies conflicting operational goals for these agencies, resulting in the inadequate use and maintenance of buildings and public spaces.

e. **Maintaining UNESCO world heritage status.** Given the above conditions, the historic center status as a World Heritage Site is in danger. It is currently under review by the International Council on Monuments and Sites (ICOMOS). This review was triggered in 2012, when the country launched a process to rehabilitate the area's riverfront without following UNESCO guidelines. In June 2014, the World Heritage Committee requested that Suriname takes a series of actions to preserve the city's historical site status.[11] The present operation supports the implementation of part of these measures.

2.3 **Justification.** Revitalizing Paramaribo's historic center will require a multisector approach, combining urban infrastructure, social and economic interventions. The historic revitalization interventions such as the present one have proven to

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[9] The Suriname Built Heritage Foundation is the management authority for the World Historic Site. Currently, it lacks adequate staffing and budget.

[10] For instance, the Ministry of Public Works is in charge of infrastructure projects, including street paving, sanitation, and drainage, among others. The Ministry of Transport, Communication and Tourism is responsible for the regulation and management of the public transport sector and for the policy development and monitoring of tourism. The Ministry of Spatial Planning, Land and Forest Management is in charge of overall national planning. There are also local stakeholders involved, including the District Commissioners, and a diverse array of Community Based Organizations and Non-Governmental Organizations.

[11] The measures are: (i) strengthen the role of the management authority; (ii) adopt and implement the Paramaribo Historic Inner City management plan; (iii) develop a zoning plan and urban regulations; (iv) review the boundaries of the buffer zones; (v) submit project proposals for the redevelopment of the waterfront as well as rehabilitation interventions within the property or its buffer zone for review prior to their implementation; and (vi) submit to the World Heritage Centre (by February 2016) an updated report on the state of conservation of the property and the implementation of the above recommendations.

generate significant economic benefits[12] which, together with cultural heritage preservation and social benefits for the local population, constitute the key justifications for the present operation.

2.4 **Program strategy.** The program will be designed as a single investment operation. It will be structured to tackle the most urgent problems affecting the area (¶2.2) and to set up the conditions to guarantee an effective and sustainable revitalization process. As such, this program will be geared towards setting up the management structure for the historical center, implementing strategic urban interventions and developing new models for housing production and business development. The continuing dialogue with the Government on the basis of the positive results of this operation could contemplate additional financial support from the Bank in order to consolidate the achievements of the revitalization process. In the light of the current economic situation, the program intends to promote short term construction employment, incentivize private investment (particularly in real estate development) and (in the medium term) increase tourism revenues.

2.5 **Alignment to Country Strategy.** This program will contribute to the public investment management priority area of IDB's Country Strategy for the Republic of Suriname 2011-2015 (GN-2637-3). It will do so by strengthening the institutional framework guiding public investment in Paramaribo, specifically within the historic center. Moreover, the operation is aligned with the Urban Development and Housing Sector Framework Document (GN-2732), and the strategic policy objectives of the IDB´s Institutional Strategy Update 2016-2019 (GN-2788-2), as the program will seek to provide a more inclusive urban setting for the population of Paramaribo (social exclusion and inequality reduction pillar) and to support the efforts of the Surinamese authorities to adapt to the effects of climate change.

2.6 **Program objective**. The program objective is to contribute to the revitalization of Paramaribo historic center, by means of: (i) renewal of urban spaces and restauration of key heritage buildings; (ii) improvement in urban mobility; (iii) promotion of economic and residential activities; and (iv) strengthening the institutional framework for managing the area's sustainable development. The components are:

2.7 **Component 1 - Urban Interventions**. This component will finance the design and implementation of strategic urban interventions intended to revert the physical deterioration of the historic center and trigger a sustainable revitalization

[12] Licciardi, G. and R. Amirtahmasebi (Eds) (2012) The Economics of Uniqueness. World Bank, Washington, D.C.; Listokin, D., and Listokin, B. Lahr, L. (1998). The Contributions of Historic Preservation to Housing and Economic Development. Housing Policy Debate 9(3) 479-485. Mason, R. (2005) Economics and Historic Preservation: A Guide and Review of the Literature. A discussion paper. Brookings Institution Metropolitan Policy Program. New York.

process.[13] It will have three subcomponents: (i) redevelopment of public spaces: will finance the renewal and upgrading of emblematic public spaces in the central area, including the comprehensive street and other public space improvements and provision of recreational and cultural facilities;[14] (ii) restoration of heritage buildings: will finance the rehabilitation and reconstruction of heritage buildings currently in a state of decay and with a high risk of collapse, putting them back into residential and/or commercial use;[15] and (iii) urban mobility: aims at implementing traffic management and infrastructure solutions to improve mobility within the historic center and its connection with the rest of the city. The interventions will include the upgrading of transit corridors to divert traffic from the historical center, creating bicycle lanes, improving pedestrian sidewalks and regulating parking areas.

2.8 **Component 2 - Residential and Private Business Development**. This component's goal is to contribute to the revitalization process by turning the historic center into a lively part of the city attracting new residents and businesses. This program will develop and test new housing models and business development strategies that could be replicated and expanded in other operations. It includes three subcomponents: (i) pilot housing schemes: aims to develop operational and financial arrangements to promote the production of new housing in the historical center. It will finance the restoration of historical buildings that can be put back into residential or mix residential and commercial uses. Partnerships with the private sector for the purpose of increasing the supply of rental housing will be actively pursued; (ii) pilot private business development models: will support the renovation of historical buildings that can be productively use, such as the installation of an incubator for small and medium size enterprises, and/or the development of business clusters; (iii) tourism development: the program will finance a master plan and the implementation of priority activities intended to enhance the touristic appeal of the city center.

2.9 **Component 3 - Institutional Strengthening.** This component will finance the establishment and strengthening of the institutions required to guide the historic center's revitalization process in a sustainable manner and allow the effective implementation of this program's activities. The component will finance: (i) management framework: will provide support for the entity responsible for the management of the historical center and implementing the present program; (ii) planning instruments: will finance the updating of the Historical Center's

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[13] The program will apply a climate-smart infrastructure approach to the infrastructure components, in order to integrate adaptation and mitigation aspects to their design. The program will use the multidisciplinary approach of the ESC program, as well as the studies on climate change, risks and vulnerability. Any urban intervention will include analysis of climate adaptation and resilience options, from the Climate Change and Sustainability Division.

[14] Because of its emblematic character within the historic center and its potential impact for the city, the redevelopment of the riverfront (between the Market and Fort Zeelandia) is proposed as a priority intervention.

[15] During the field visit, three potential buildings were pre-identified given their degree of decay and their emblematic character, namely, the Ministry of Labor Building, the reconstruction of the National Assembly Building, and the adjacent buildings located on the riverfront, at Waterkant 30-32. Final decision will be done during program preparation, in consultation with government officials.

Management Plan; (iii) communication and social engagement*:* includes the development of a communication strategy to involve key stakeholders in the urban renovation process,[16] and to raise public awareness about the historic center's cultural heritage.

III. TECHNICAL ISSUES AND SECTOR KNOWLEDGE

3.1 **Sector Knowledge and Bank's experience**. The program's design builds upon the lessons learned from experience in the preservation of World Heritage Sites.[17] It concentrates on making the revitalization of the historic center a key means to promote Paramaribo's sustainable and equitable development. To that end, the program will use historic preservation as a catalyzer for economic and social development for the city of Paramaribo. Program design will also build upon lessons learned from the experience of the IDB with historic centers revitalization and urban development projects. Some of these lessons are: (i) historic preservation is a driver for urban development and management, and it needs to be implemented through a multisector approach; (ii) incentives to encourage private sector investment in the rehabilitation and re use of historic buildings are essential; (iii) involvement and commitment of the local residents and businesses is key to reach social sustainability; and (iv) historic preservation is a long-term commitment that requires political leadership and clear institutional responsibilities.

3.2 **Program design and execution**. Its design will benefit from the cooperation and articulation with the Bank's Emerging and Sustainable Cities Program (ESC), which is currently implementing its methodology in Paramaribo. ESC's baseline studies, performance indicators, and public opinion survey will be key inputs to the design of this operation.[18] The ESC program will also provide financial support to develop (pre-feasibility level) strategic interventions identified by the operation. To guarantee an effective and fluid collaboration, activities and calendars of both programs will be closely coordinated.

3.3 In September 2014, a Government Inter-Departmental Working Group (IWG) was created as the counterpart to the IDB to produce an Action Plan for urban sustainability in Paramaribo. The IWG is comprised of five Ministries namely: Education, Science and Culture, Finance, Public Works, Regional Development, and Spatial Planning, Land and Forest Management. The Department of Culture of the Ministry of Education, Science and Culture has been identified as executing agency to implement this program. The institutional framework will

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[16] Special attention will be given to the needs and priorities expressed by the current residents of the center.

[17] Rojas, E. and Lanzafame, F. (Eds.). 2012. City Development: Experiences in the Preservation of Ten World Heritage Sites. USA. IDB.

[18] Namely: (i) climate change, vulnerability and disaster risks; (ii) greenhouse gas emission inventory; and (iii) urban footprint. The studies will have a special focus on the historic center (if applicable). In addition, a city mobility study will be also developed which will adopt a special focus on the historic center to incorporate alternative modes of transportation (pedestrian and cycling).

include members of the IWG as part of an advisory board to improve interagency coordination.

IV. Environmental and Social Risks and Impacts

4.1 According to the IDB's Environment and Safeguards Compliance Policy (OP-703), this program is classified as Category "B" due to the nature of the proposed interventions in a World Heritage Site. It is anticipated that the program is likely to cause mostly local and short term negative environmental and associated social impacts for which effective mitigation measures are available. Additionally, the Program´s Disaster Risk Category is high due to the potential risk of flooding and extreme winds. The Borrower must develop an Environmental and Social Analysis, including an Environmental and Social Management Framework, focusing on: (i) disaster risks; (ii) impacts on livelihoods; (iii) effects associated with construction in a critical cultural site; and (iv) institutional risks for social and environmental enforcement. Additional information is provided in the Environmental and Social Strategy presented in Annex III.

V. Resources and Timetable

5.1 The following timeline is expected: Distribution of the Proposal for Operation Development (POD) to the Quality and Risk Review (QRR) and POD due date on October 18, 2016; approval by the Operation Policy Committee (OPC) on November 4, 2016; and presentation to the Board of Directors on December 14, 2016. An estimated budget of US$120,000 from the Bank's administrative budget will be needed to prepare this operation (consulting services and missions). The Government of Suriname and the project team agreed on the activities of SU-T1080, a proposed TC for US$300,000 to support the preparation and launching of the program.

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-L1046 Paramaribo urban rehabilitation program		
Environmental and Social Impact Category	High Risk Rating	
B	{Not Set}	
Country	Executing Agency	
SURINAME	{Not Set}	
Organizational Unit	IDB Sector/Subsector	
Environmental Safeguards	URBAN REHABILITATION AND HERITAGE	
Team Leader	ESG Lead Specialist	
JESUS NAVARRETE	{Not Set}	
Type of Operation	Original IDB Amount	% Disbursed
Loan Operation	$0	0.000 %
Assessment Date	Author	
1 Jun 2016	natashaw ESG Lead Specialist	
Operation Cycle Stage	Completion Date	
ERM (Estimated)	27 Jun 2016	
QRR (Estimated)	19 Aug 2016	
Board Approval (Estimated)	{Not Set}	
Safeguard Performance Rating		
{Not Set}		
Rationale		
{Not Set}		

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.

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 (Resettlement Policy– OP-710)

The operation has the potential to disrupt the livelihoods of people living in the project area of influence (not limited to involuntary displacement, see also Resettlement Policy)

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 operation will be incorporated into project-specific loan agreements, operating regulations and bidding documents, as appropriate, to ensure environmentally responsible procurement.

B.2 Country Laws and Regulations

The operation is 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

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

B.9 Natural Habitats and Cultural Sites

The operation will result in the degradation or conversion of Critical Cultural Sites in the project area of influence.

Safeguard Policy Filter Report

Potential Safeguard Policy Items

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

The operation offers opportunities to promote gender equality or women's empowerment.

B.1 Bank Policies (Indigenous People Policy– OP-765)

The operation has the potential to negatively affect indigenous people (also see Indigenous Peoples Policy.).

B.4 Other Risk Factors

The operation may be of high risk due to controversial environmental and associated social issues or liabilities.

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-L1046 Paramaribo urban rehabilitation program		
Environmental and Social Impact Category	High Risk Rating	
B	{Not Set}	
Country	Executing Agency	
SURINAME	{Not Set}	
Organizational Unit	IDB Sector/Subsector	
Environmental Safeguards	URBAN REHABILITATION AND HERITAGE	
Team Leader	ESG Lead Specialist	
JESUS NAVARRETE	{Not Set}	
Type of Operation	Original IDB Amount	% Disbursed
Loan Operation	$0	0.000 %
Assessment Date	Author	
1 Jun 2016	natashaw ESG Lead Specialist	
Operation Cycle Stage	Completion Date	
ERM (Estimated)	27 Jun 2016	
QRR (Estimated)	19 Aug 2016	
Board Approval (Estimated)	{Not Set}	
Safeguard Performance Rating		
{Not Set}		
Rationale		
{Not Set}		

Operation Classification Summary

Overriden Rating	Overriden Justification
Comments	

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

A natural hazard is likely to occur or be exacerbated due to climate-related changes 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. For details see the DRM policy guidelines.

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 inland flooding and the likely severity of the impacts to the project is significant or extreme.

A Disaster Risk Assessment that includes a Disaster Risk Management Plan (DRMP) must be prepared. The DRMP should focus on the specific risks inland flooding poses to the project, and 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 to exacerbate risks to people and the environment during construction and operation. The DRMP includes risk reduction measures (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as the financial protection (risk transfer, retention) of the project. The DRM Plan takes into account existing vulnerability levels and coping capacities, the area's disaster alert and prevention system, general design standards, land use regulations and civil defense recommendations in flood prone areas. However, the options and solutions are sector- and even case-specific and are selected based on a cost analysis of equivalent alternatives. The amplified uncertainties due to climate change should also be considered.

The project is located in an area prone to sea level rise and the likely severity of the impacts to the project is significant or extreme.

A Disaster Risk Assessment that includes a Disaster Risk Management Plan (DRMP) must be prepared. The DRMP should focus on the specific risks sea level rise poses to the project, and 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 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. For details see the DRM policy guidelines.

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.

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

High

Disaster / Recommendations

The reports of the Safeguard Screening Form (i.e. of the Safeguards Policy and the Safeguard Classification Filters) constitute the Disaster Risk Profile to be summarized in and annexed to the Environmental and Social Strategy (ESS).The Project Team must send the PP (or equivalent) containing the ESS to the ESR.

The Borrower should consider including disaster risk expertise in the organization of project oversight, e.g. in the project's panel of experts. For the Bank's requirements, the Borrower addresses the screened disaster risks in a Disaster Risk Management Summary reviewing disaster and climate change risks associated with the project on the basis of a Disaster Risk Assessment (DRA). Based on the specified hazards and the exposure of the project area, it demonstrates the potential impact of the rapid onset events and/or slow inset changes for the project and its area including exacerbated risks for people and environment, given local vulnerability levels and coping capacities. Furthermore the DRM Summary presents proposed measures to manage or mitigate these risks in a Disaster Risk Management Plan (DRMP). The DRA /DRMP to which the DRM Summary refers may be a stand-alone DRA document (see Directive A-2 of the DRM Policy OP-704) or included in other project documents, such as feasibility studies, engineering studies, environmental impact assessments, or specific natural disaster and climate change risk assessments, prepared for the project. These documents should be accessible for the Project Team.

The Project Team examines and adopts the DRM summary. The team remits the project risk reduction proposals from the DRMP to the engineering review by the sector expert or the independent engineer during project analysis or due diligence, and the financial protection proposals to the insurance review (if this is performed). <br/ ><br/ >The potential exacerbation of risks for the environment and population and the proposed risk preparedness or mitigation measures are included in the Environmental and Social Management Report (ESMR), and are reviewed by the ESG expert or environmental consultant. The results of these analyses are reflected in the general risk analysis for the project. Regarding the project implementation, monitoring and evaluation phases, the project team identifies and supervises the DRM approaches being applied by the project executing agency.

Climate change adaptation specialists in INE/CCS may be consulted for information regarding the influence of climate change on existing and new natural hazard risks. If the project requires modification or adjustments to increase its resilience to climate change, consider (i) the possibility of classification as an adaptation project and (ii) additional financing options for climate change, and consult the INE/CCS adaptation group for guidance.

Disaster Summary

Details

The project has been classified initially as high disaster risk because the likely severity of impacts from at least one of the natural hazards is significant or extreme. During the disaster risk assessment the project may be reclassified. Please contact ESG or a Disaster Risk Management Specialist for guidance.

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)

I. PROGRAM DESCRIPTION

1.1 The Urban Revitalization of Paramaribo Program is conceived as a multi-sectoral and multi-phase operation that seeks to establish a management structure for conducting the city center's revitalization process. Therefore, the first phase of this strategy is to consolidate the management structure that will conduct the revitalization process and to begin financing key emblematic projects. The second phase will continue to support for the institutional structure strengthened in the first phase and expand the renovation of buildings and upgrading of public spaces that constitute the core of the revitalization process.

1.2 The objective of the program is to contribute to the revitalization of the Paramaribo's historical center, by means of: (a) renovation of urban spaces and of key heritage buildings; (b) improvement in urban mobility (reducing motorized traffic in the UNESCO World Heritage Site (WHS), and promoting non-motorized transportation), (c) promotion of economic and residential activities (including the renovation of historic buildings for mixed use housing and commercial uses, as well as tourism planning and identification of soft interventions), and (d) strengthening the institutional framework for managing the area's development.

1.3 The planned interventions are mostly located within the WHS (see Figure 1), with the possibility of smaller interventions in the existing buffer zones. More specifically the largest of the urban projects are expected to be the redevelopment of the riverfront (see Figure 2), and the construction and renovation of the National Assembly Building (in a currently vacant lot in the WHS,).

II. SOCIAL AND ENVIRONMENTAL SETTING

2.1 Paramaribo, founded in 1613 as a Dutch and briefly English colony, presents a legacy of architectural fusion of European and South American indigenous cultures with traces of Asian and African heritages, observing an inner street pattern that has remained almost unchanged for the past 300 years. Despite of two major city fires—1821 and 1832—, the city counts with 291 listed monuments, more than a half of them located within the area of influence of the project. Because of its unique qualities, the Historic Inner City of Paramaribo has been included amongst WHS since 2002.

2.2 The historic area encompasses 146 ha surrounded by two buffer zones. Buffer zone I (73 ha) is located along the left bank of the Suriname River. It includes the main streets of North Paramaribo (about 7.7kms). Seven listed monuments are located in buffer zone I. The area also presents a significant number of houses in decay and shacks, drug trafficking, and prostitution. Buffer zone II (38 ha) is enclosed by the Sommelsdijksche Kreek and Viottekreek canals in the North and South. Streets (about 3.6 km) are in an East-West direction. Thirty-five listed buildings are located in buffer zone II. Two additional buffer zones were

proposed in the approved Paramaribo World Heritage Site Management Plan 2011-2015 but have not been approved yet.

2.3 Between 1720 and 1900 the city remained almost unchanged due to the slow growth as a result of the plantation slavery system that sustained its economy. When slavery was abolished in 1863, plantation owners substituted slave laborers with immigration workers from China, British India and Java. Creole citizens also moved into the city in the turn of the XIX century. The cultural integration of those workers and free slaves left also a mark on Paramaribo´s historic built environment. Paramaribo´s slow development crated a unique condition to preserve a large part of the colonial setting, valued by the world for its historic architecture and the insight it still provides in its slavery past.

2.4 The Inner City is scarcely populated, with only 417 residents registered in 2010. The area includes about 495 buildings, of which 12% are residences, 11% have commercial use and 70% are government offices and public services. There are 45 empty spaces; most of which are used as parking lots, one is a garbage dump and some have remnants of previous constructions. Unregulated parking is a huge issue; public space is invaded by cars and there are limited pedestrian sidewalks. There is a bus terminal, at the Waterfront, and several others are nearby. In order to relieve traffic in the inner city, a great deal of public busses has recently been banned from the center. In the last decennia, residents, shops and schools have abandoned the Inner City for other areas of Paramaribo, so that after government offices close the zone becomes mostly empty and lifeless.

2.5 The Waterfront is one of the most outstanding landmarks of Paramaribo. However, it is in a stage of serious neglect. There is no real promenade; several buildings are in state of disrepair and most of the space is underused. There are approximately ten small kiosks and bars, as well as three or four more permanent structures (restaurants), as well as a small touristic craft market and a launch area for boats which service upstream, downstream and the opposite side of the Suriname River. For much of the waterfront area, a river wall has been constructed.

2.6 Paramaribo including the WHS regularly floods during the rainy season as a result of rain events, coupled with an over-burdened sewerage system, and uncontrolled waste dumping, which is clogging the canal system in the greater Paramaribo area, and which is likely to be exacerbated by climate change/sea level rise over time. Reportedly, little data is available. More recently the city has been suffering from extreme wind events which have the potential to cause damage to structures, including those in the WHS, but the phenomenon has not yet been studied in detail.

2.7 The World Heritage Site Status of Paramaribo has been under review by ICOMOS (on behalf of UNESCO) since 2012, when Suriname reportedly awarded a concession to a private sector firm for a rehabilitation of the waterfront without following UNESCO guidelines. On June 2014, the World Heritage Committee requested Suriname to: (i) to update legislative and regulatory frameworks to strengthen the role of the Management Authority; (ii) to finalize the formal adoption of the Paramaribo Historic Inner City management plan and ensure its implementation; (iii) to develop a zoning plan and urban regulations to

complement existing provisions in the management plan; (iv) to review the boundaries of the buffer zones; (v) to submit project proposals for the redevelopment of the Waterfront as well as technical specifications and details about the foreseen conservation and rehabilitation interventions within the property or its buffer zone for review prior to making commitments to their implementation; and (vi) to submit to the World Heritage Centre (by February 2016) an updated report on the state of conservation of the property and the implementation of the above.

2.8 The Government of Suriname submitted an updated report to UNESCO in December 2015. While it demonstrated advances in many areas, it also showed a number of critical actions that were pending including rehabilitation of state-owned monuments in urgent need of conservation; inexistence of a law that secures the role and position of the Management Authority; no advances in terms of legal instruments on heritage conservation and urban development; lack of budget for the implementation of the Paramaribo Management Plan; and traffic and parking control. Regarding the project proposal for the redevelopment of part of the Waterfront, the Ministry of Public Works underscored that no building permit had been granted to the private company that has the concession. UNESCO is expected to discuss the future of the WHS at its upcoming annual meeting in July 2016.

III. INSTITUTIONAL AND REGULATORY CONTEXT

3.1 Compliance with applicable national Environmental, Social, Cultural, Health and Safety (ESHS) regulatory requirements: There are a number of relevant national legislation that apply to the Program and the anticipated urban interventions (see Annex 2 for a detailed list) including but not limited to regulation governing noise, air pollution, labor, safety and land use. Notwithstanding Suriname does not have an approved Environmental Act requiring environmental and/or social assessment of planned development projects. The National Institute for Environment and Development (NIMOS) has issued guidance on EIA (however not in the area of urban developments), and has been tasked with the screening decision and scope of EIAs, as well as review, when requested. While there is no obligation for developers to consult with NIMOS, the IDB will establish a collaborative approach between the Executing Agency and NIMOS, so that the former solicit the advice of the latter on the proposed project to ensure that best practices in environmental and social assessment and management is followed (including the IDBs requirements).

3.2 Compliance with applicable international ESHS regulatory requirements: Given the location of the project in a UNESCO WHS, any interventions undertaken must be done in accordance with the UNESCO standards and guidelines. Suriname is also a party to the United Nations Framework Convention on Climate Change, and the 2015 Paris Agreement, which is particularly relevant given that the Paramaribo WHS is located along the low lying coastal zone of the country, and is particularly vulnerable to the negative impacts of climate change.

3.3 Compliance with IDB Environmental and Social Safeguards Policies: According to the IDBs Environment and Safeguards Compliance Policy (OP-703) this

Program is classified as Category is "B" due to the nature of the Program's proposed interventions in a World Heritage Site. It is anticipated that the Program is likely to cause mostly local and short term negative environmental and associated social impacts for which effective mitigation measures are available. Additionally the Programs Disaster Risk Category is high. In particular the Project triggers the following IDB policies: Disaster Risk Management Policy (OP-704), Involuntary Resettlement Policy (OP-710), Gender Equality Policy (OP-761), Indigenous People Policy (OP-765) and Access to Information (OP-102), as well as the following directives of the Environment and Safeguards Compliance Policy: Directive B.3 (Screening and Classification), Directive B.4 (Other Risk Factors, Institutional Capacity), Directive B.5 (Environmental Assessment Requirements), Directive B.6 (Consultations), Directive B.7 (Supervision and Compliance), Directive B.9 (Natural Habitats and Cultural Sites), and Directive B.11 (Pollution Prevention and Abatement), B17 (Suitable safeguard provisions of goods and services in Bank financed projects).

3.4 Environmental and Social Assessment Requirements: As a Category B Program, the IDBs Environmental and Safeguards Compliance Policy requires that the Borrower undertake appropriate environmental and social assessment, focused on the identified environmental, social and cultural impacts and risks of the Program during preparation, including appropriate consultation with stakeholders. The Environmental and Social Analysis (ESA) must be ready in draft for review during the analysis mission, completed (including consultation) prior to the end of the analysis phase, and made public on the IDBs website prior to consideration of the Project by IDBs Board of Executive Directors, to ensure compliance with IDB policies. Given the nature of the Program where the components are at a conceptual phase, rather than a full Environmental and Social Impact Assessment (ESIA) and Environmental and Social Management Plan (ESMP), the Bank proposes a focused ESA be undertaken during preparation, including the development of an Environmental and Social Management Framework (ESMF).

IV. ENVIRONMENTAL AND SOCIAL RISKS, IMPACTS AND CONTROL MEASURES

4.1 The most significant potential ESHS risks and impacts associated with the Program identified are: (i) risk to open spaces, public and housing infrastructure and livelihoods from flooding which is likely to be exacerbated by climate change/sea level rise over time, as well as other hazards including wind and fire; (ii) temporary and/or permanent loss of livelihoods as a result of the proposed waterfront development and mobility projects, which will see changes in the transportation network (particularly the bus station and bus routes, which may impact the immediate market, as well as the Maroon and Central markets in the adjacent streets); (iii) Institutional weaknesses (including but not limited to a lack of environmental and social assessment legislation which means that environmental and social considerations are not always considered during the planning process); and (iv) risks, impacts and challenges related to construction and restoration of a critical cultural site. There may also be longer term impacts related to potential increase in property values which may act as a disincentive to lower income residents and businesses to move into the historic area.

4.2 At the level of the individual projects, there may be other minimal to moderate, mostly temporary ESHS risks and impacts associated with the construction of the civil works in a critical cultural site. These may include (i) temporary traffic disruption, during construction of civil works, rehabilitation of buildings and changes in the mobility structure of the city center; (ii) dust and minimal air emissions during construction and excavation activities; (iii) impacts to local waterways and land, as a result of waste and hazardous materials if not adequately managed (as a result of the disposal of large volumes of waste during rehabilitation and infrastructure works, such as debris from demolition material, domestic trash, as well as from the use, storage and disposal of hazardous material such as asbestos, solvents, lubricants, etc.); (iv) temporary noise impacts as a result of construction activities, and long term increases in noise associated with an increase in touristic activities and cultural activities in the revitalized area; (v) temporary economic displacement of small and/or informal vendors in the WHS, particularly along the waterfront area during construction and renovation of historic buildings; (vi) reduced air quality; (vii) risks of accidents due to traffic detours and road blocking during construction; (viii) occupational health and safety impacts mainly associated with urban construction, and specifically working in old deteriorated sites, and the possibility of handling hazardous materials (such as asbestos); and (ix) community health and safety impacts.

4.3 **Other risks.** While outside of the scope of the Urban Rehabilitation Program, there is a risk posed by the overall lack of spatial planning in greater Paramaribo. The most significant environmental, social and economic challenges to the historic core, stem from greater challenges in the city. As such, problems in the WHS related to transportation, housing, and flooding, all stem from spatial challenges in the greater city area.

4.4 **Positive impacts.** Given that the objectives of the Program are, among others, to renovate key heritage buildings and to strengthen the institutional framework for managing the areas development, it is expected that there will be long term positive impacts with respect to the management of cultural heritage. In particular the institutional strengthening component foresees an update to and the implementation of a robust Paramaribo WHS Management Plan (2016-2020) which, if implemented with appropriate resources, will reduce the potential risks and impacts associated with undertaking urban works and renovation in a critical cultural site. Additionally the Program is expected to have positive impacts such as a more effective use of public resources and enhancing the city's public image, as well as positive impacts on the local economy (demands for labor and increased business opportunities for local suppliers).

4.5 **Assessment, management and mitigation measures.** At the Program level, and as detailed in paragraph 3.4, an ESA will be undertaken, and an Environmental and Social Management Framework (ESMF) developed. At the project level, appropriate environmental and social assessment (including consultation) for the individual interventions must be undertaken in tandem with the design of the project and an ESMP be developed prior to the finalization and approval of the designs, and the bidding process for the contractors (with incorporation of requirements into the contractors agreements). Individual projects that may affect the Outstanding Universal Value of the property (the

reconstruction of the Parliament buildings, the Waterfront Development) must submit the detailed designs to UNESCO. In addition, all individual projects must get the corresponding planning/building permissions from the Building Committee of the Ministry of Public Works/District Commissioner, as well as consult with NIMOS. The costs associated with preparing project ESIAs and ESMPs should be specifically detailed in the respective budget for each projects design.

4.6 Additionally, Component 3 of the Program incorporates a Consultation, Engagement and Communications Program which includes identification of different interest groups, a procedure and guidance for stakeholder consultation and engagement for individual urban interventions under the Program, a Grievance Mechanism, as well as other communication and awareness building activities for Surinamese authorities (multiple agencies), local residents, as well as national and international visitors of the risks to, and the value of preserving cultural and historical heritage for Suriname's socio-economic development.

V. OPPORTUNITIES FOR ENVIRONMENTAL AND SOCIAL ADDITIONALITY

5.1 The Bank's environmental, gender and climate specialists have identified two possible opportunities for additionality, as a result of its early involvement in the Program development:

5.2 Equal access of minority groups to project-derived economic opportunities. It is understood that there is a lack of qualified workers in cultural heritage restoration. At the same time, women are traditionally marginalized in construction works, and there is population of Maroons that have been assumed into the city, predominantly understood to be working in the local markets. As such there is an opportunity to foster diversity and equal access to jobs and economic opportunities created by the Program, potentially in partnership with a local NGO. To that end, the IDB could incorporate a pilot project to engage marginalized groups in the urban revitalization process. An analysis of the available workforce and expertise, as well as the identification of groups such women, youth, or indigenous groups (such as the Maroon), would be undertaken with the objective of carrying out on the job training for an initial number of persons in the restoration process.

5.3 **Emblematic Climate Mitigation Program**. The Anton de Kom University of Suriname has been working on a pilot program with local conservation groups in Paramaribo at Weg Naar Zee to implement sediment trapping units (STU) which mimic the root system of mangroves in such a way that promotes deposition of the sediments. When this STU is established, degradation of the immediate coastline and the coastal zone is expected to reduce drastically, thereby creating new hydraulic conditions for mangrove juveniles to grow. With the recovery of mangroves, many species will return to this area and the ecosystem services may once again contribute to the livelihood of the community. In addition, the shoreline naturally adapts as the sea levels rise. In the long run, disaster risks due to climate change may be reduced. While the Urban Rehabilitation Program doesn't anticipate significant GHG emissions, there will be emissions associated with the construction process, as well as the operation of the new Parliament building and the Program in general is at high risk from natural disasters. This

proposed program, could serve both as an example of mitigating the impacts of flooding and climate change, as well as an "offset" for emissions emitted for the lifetime of the construction and operation of the Parliament, in such a way as to promote a "carbon neutral" Parliament. The amount of carbon sequestered in the below-ground carbon pool is significantly higher than in most other forest ecosystems, making their restoration highly beneficial from the GHG off-setting standpoint, and can also be undertaken at relatively low cost. Given the high risks coastal and inland flooding poses to Paramaribo as a whole, and specifically the historic center, as well as the Programs tourism promotion component, investment in an emblematic mangrove ecosystem restoration project such as this would be hugely visible, and broaden the touristic offer of the city

VI. STRATEGY FOR SOCIAL AND ENVIRONMENTAL DUE DILIGENCE

6.1 Prior to the Analysis mission an ESA will be developed by a Consultant or Consulting Firm, on behalf of the Borrower and the IDB. The ESA will establish an appropriate baseline (particularly a social baseline), the main impacts and risks (focusing on specific issues identified (i) disaster risk (particularly flooding); (ii) loss of, or impacts on, livelihoods; (iii) risks and impacts associated with construction in a critical cultural site, and (iii) institutional risks). It will analyze the institutional and technical capacity to manage and implement environmental and social compliances process and propose an appropriate system for the mitigation and management of impacts and risks at the level of the urban interventions, in an Environmental and Social Management Framework (ESMF). Due to limited resources and capacity in the country, the IDB will assume the costs associated with preparing the ESA and ESMF for this Program during preparation. A draft of the ESA and ESMF should be available for review by the IDB during the analysis mission and subsequently finalized and made public on the IDBs website. (Prior to the conclusion of the Bank's Analysis phase)

6.2 Specifically the baseline should include detailed baseline maps with key indicators geo-referenced at a parcel and block level. Those indicators may include: (i) inventory of status of existing structures (identifying historic buildings and building condition); (ii) ownership of existing structures (public or private); (iii) building use (commercial, government, education, religious, housing etc.); (iv) permanent and non-permanent residents; (v) race and ethnicity of residents; (vi) socio-economic characteristics of residents; (vii) age of current residents; (viii) characterization of businesses, both formal and informal; (ix) parking lots; (x) noise, water and air quality. Much of this information was included in the original Paramaribo World Heritage Site Management Plan (2011-2015, Appendix 17), however these will need updating to enable informed social and livelihood assessment.

6.3 With respect to the disaster risk assessment, the IDB is currently undertaking a series of studies as part of its Emerging and Sustainable Cities Initiative (ESCI). These include a natural hazard assessment for the city of Paramaribo including detailed assessment two rapid onset hazards, and one long onset hazard. It is understood that the Consulting Firm retained to undertake this work has begun work and will review coastal flooding, inland flooding, and wind. They will build

digital terrain models and undertake flood modeling with various climate change scenarios. The work will include detailed hazard and risk mapping, analysis of the vulnerability of the population and of the city infrastructure, all at the level of the city of Paramaribo. To meet the assessment requirements for natural disasters for the Program, it will be necessary to undertake an analysis at the level of the WHS and buffer zones, and derive priority recommendations for the Program in the form of a Disaster Risk Plan.

6.4 It is anticipated that the ESMF establish a system to identify the environmental and social impacts and risks associated with individual urban interventions in the WHS under the Program, as well as to mitigate, manage and monitor these. As such this will include for example, requirements for health and community safety, stakeholder mapping and engagement for public consultation, a grievance mechanism, a supervision plan, capacity building for the executing agencies.

6.5 During the analysis phase, the IDB will evaluate the following: (i) the Programs compliance with IDB safeguard policies and national legislation on environment, social, health and safety and labor (ESHS) issues; (ii) the adequacy of the ESA and ESMF to identify the main ESHS and risks, and propose a suitable management framework; (iii) the proposed approach to consultation, both as part of the Program development, and for subsequent urban interventions; (iv) the capacity of the executing agency to implement the ESMF and the specific ESHS plans; (v) the extent to which opportunities for environmental and social additionality have or can be incorporated into the Program.

6.6 Following the Analysis phase, the Bank will prepare an Environmental and Social Management Report (ESMR) that will summarize the ESHS risks and impacts, the recommended mitigation measures, systems and plans to be implemented. The ESMR will include the requirements and conditions to be implemented at key milestones during the Program implementation and lifetime.

Annex 1. Maps of the Paramaribo World Heritage Site

Figure 1. Paramaribo World Heritage Site, existing and proposed buffer zones

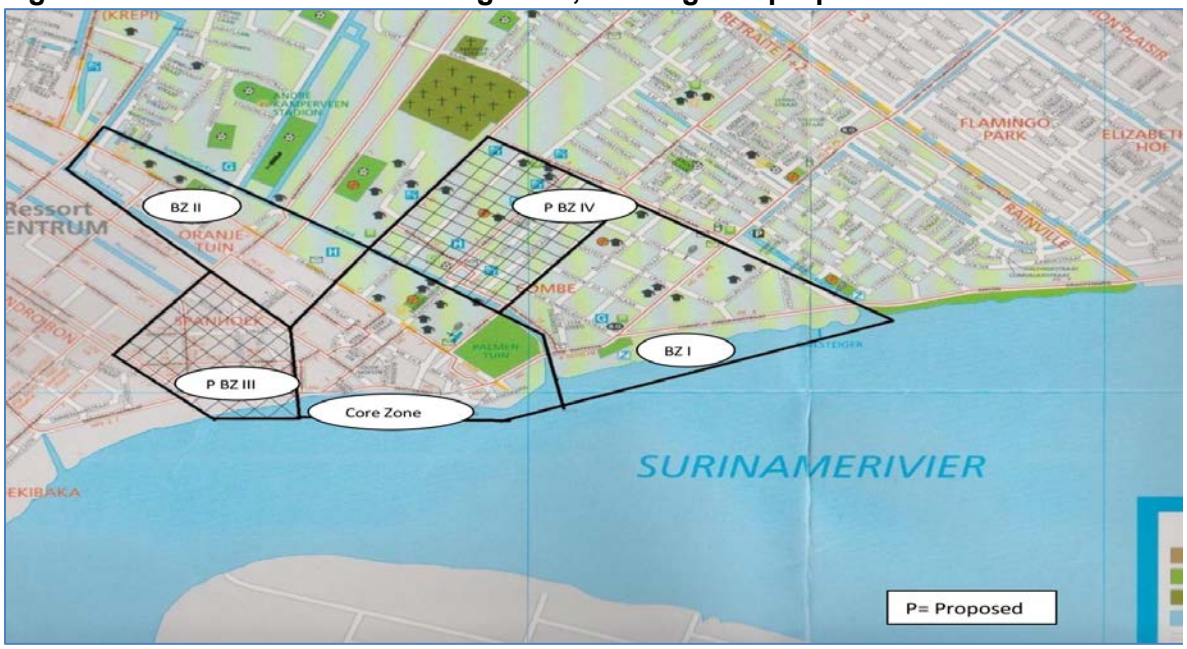

Figure 2. Area of Intervention for the Riverfront Development Intervention in the WHS Core Zone

Annex II. National and International Legislation and Treaties

National:

1. Hindranse Act (Hinderwet)1930, 1944 last amended 1972. Prevention of damage caused by Industries (noise, and air pollution) permit requirements for industrial development projects
2. Decree L2: Decree Issuance Domain Land (Decreet Uitgifte Domeingrond) S.B. 1982 No.11
3. Ministerial Order ¨Guidelines for Land Issuance in the Estuarine Management Areas¨ (Richtlijnen Gronduitgifte Estuarine Beheersgebieden) SB 2005. No16
4. Nature Protection Act (Natuurbeschermingswet) GB 1954 N26 as amended by SB 1992 N.80
5. Harbors Decree (Decree Havenwezen) SB 1981 N.86
6. Safety Act 1947 (Veiligheidswet) GB1947 N.142 as amended by SB 1980 No.116
7. Safety Regulation 1. Regarding the prevention and limitation of Accidents in all enterprises (veiligheidsvoorschrift1) GB 1947 N. 168
8. Safety Regulation 3. Regarding provide first Aid (veiligheidsvoorschrift 3) GB 1948 N. 183
9. Safety Regulation 5. Regarding the transport of Objects (veiligheidsvoorschrift 5) GB 1950 No.121
10. Planning Act (Planwet) Provisions for National and Regional Planning. 1973
11. Regels Voor Duurzaam Milieumanagement (Milieuwet)1991
12. Draft Act Environmental Authority (Ontwerpwet Milieu Autoriteit) 2010
13. Initiative legislation submitted to the Council of Ministers 'Legislation Protected Coastal area (Wet Beschermd Kustgebied)

International Regulation Treaties:

14. International Charter for the Conservation and Restoration of Monuments and Sites (The Venice Charter), 1964
15. Principles for the Conservation and Restoration of Built Heritage (The Charter of Krakow), 2000
16. ICOMOS Charter - Principles for the Analysis, Conservation and Structural Restoration of Architectural Heritage, 2003
17. Valletta Principles for the Safeguarding and management of Historic Cities, Towns and Urban Areas, 2011

18. Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter), 2013
19. World Heritage Convention and intangible cultural heritage
20. World Heritage Convention and UNESCO Man and the Biosphere (MAB) Programme.
21. World Heritage Convention and four related biodiversity conventions.
22. United Nations Framework Convention on Climate Change.

INDEX OF SECTORIAL DOCUMENTS AND STUDIES

Studies/Documents	Description	Status
Convention Concerning the Protection of the World Cultural and Natural Heritage. World Heritage 38 Com. WHC-14/38.COM/7B	This document contains information on the state of conservation of properties inscribed on the World Heritage List.	Concluded
Technical Cooperation for the Urban Development Plan in Paramaribo, IDB. Final Report, 2005	The document presents a diagnosis of the main assets and weaknesses of Paramaribo in the different fields of development, and a proposal of a global strategy for the city.	Concluded
Paramaribo World Heritage Site Management Plan. 2011-2015.	The document presents a plan for the implementation of land management and controlled development practices to enhance the conservation of the heritage assets and mitigate negative impacts on the site.	Concluded
The Contributions of Historic Preservation to Housing and Economic Development. Housing Policy Debate 9(3): 479-485	The study compares the measurable economic impacts in historic preservation versus investments in book publishing, pharmaceutical production and electrical component production in regards of job income generation, and tax revenues.	Concluded
Economics and Historic Preservation: a Guide and Review of the Literature.	The Discussion Paper addresses the different methods of determining the value of historic preservation.	Concluded
City Development: Experiences in the Preservation of Ten World Heritage Sites.	The book reviews the experiences of 10 urban heritage areas in four continents: Latin America, Europe, Africa and Asia. All the cities studied in the book are included in UNESCO´s World Heritage List. Eduardo Rojas, Francesco Lanzafame, IDB, 2012.	Concluded
Operational Guidelines for the Implementation of the World Heritage Convention. (UNESCO Guidelines) 2012	The Operational Guidelines aim to facilitate the implementation of the Convention concerning the Protection of the World Cultural and Natural Heritage.	Concluded
World Heritage and Buffer Zones, UNESCO, 2008	The document explains Buffer Zones and their importance for the preservation of historic sites	Concluded
Historic center diagnostic	The study will focus on analyzing the current condition of the inner city, focusing on current conditions of the historical center's heritage buildings and public spaces, as well as the socio-economic conditions of the current resident population in the area.	In process
Institutional Framework Analysis	The analysis may recommend a coordination program among the different	In process

Studies/Documents	Description	Status
	stockholders.	
Pre-feasibility study for strategic projects in the inner city	The study will look into the feasibility of strategic projects within the inner city (waterfront, renovation of specific buildings, Parliament building reconstruction).	In process
Monitoring and Evaluation Plan	The plan will define the content and scope of monitoring reports and evaluation included in the Monitoring and Evaluation Plan	In process
Environmental and Social Analysis (ESA)	The ESA will be developed focusing on specific issues such as: (i) disaster risk (particularly flooding); (ii) loss of, or impacts on, livelihoods; (iii) risks and impacts associated with construction in a critical cultural site, and (iv) institutional risks for ESHS enforcement.	In process
Economic Analysis	The economic analysis will be based on a cost-benefit analysis of representative projects to be financed by the program.	In process
Analysis of the fiduciary capacity	The analysis of the fiduciary capacity will be undertaken during project preparation to guarantee the effective execution of the operation as well as the efficiency and effective management of available resources.	In process
ESC- Analysis of Greenhouse Gas emissions	The study is composed of an inventory of GHG emissions by sector and options for their mitigation – to be carried out through the ESC program.	In process – November, 2016
ESC- Analysis of disaster risk and vulnerability to negative impacts of climate change	A probabilistic analysis is developed for cases of flooding, inland flooding and strong winds. Based on this evaluation, risk and susceptibility maps are developed that identify the danger areas in the city, and measures to reduce risk and susceptibility can be proposed – to be carried out through the ESC program.	In process – November, 2016
ESC- Analysis of the urban footprint	An historical analysis is made of the growth of the city and models long-term grown scenarios, with the objective of making public policy recommendations to stimulate the development of a sustainable growth model – to be carried out through the ESC program.	In process – November, 2016
ESC- Mobility additional study	This study analyzes patterns of mobility in different corridors of the city to define future interventions and includes guidelines for walkability and bikeability in the city center. The study will provide recommendation on how to improve the mobility within the inner city, and between the city and the surrounding areas (buffer zones). – to be carried out through the ESC program.	In process – October, 2016
ESC- Water and sanitation additional study	This study provides a detailed diagnosis of the water and sanitation sector, identifies most important sectoral challenges in the city and prepares a prioritized Action Plan – to be carried out through the ESC program.	In process – October, 2016

Studies/Documents	Description	Status
ESC- Solid waste management additional study	This study prepares a strategy and an Action Plan to deal with the problems of solid waste management in the city – to be carried out through the ESC program.	In process – October, 2016
ESC- Energy additional study	This study determines an energy consumption baseline and a profile of sectoral demand in the city and examines the pre-feasibility of energy efficiency project – to be carried out through the ESC program.	In process – October, 2016
ESC- Public opinion survey	This survey provides information on how the population perceives the level of priority of the topics under the ESC methodology with a special attention to the city center – to be carried out through the ESC program.	In process – October, 2016

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.

Technical Cooperation

I. Basic Project Data

Country/ Region:	Suriname
TC Name:	Support for Paramaribo Urban Rehabilitation Program
TC Number:	SU-T1080
Team Leader/ Members:	Jesus Navarrete (CSD/HUD) Team Leader; Christopher Persaud (TSP/CSU) Co-Team Leader; Lucas Hoepel (CCB/CSU); Stephanie van Doorn (HUD/CSU); Dianela Avila (CSD/HUD).
Taxonomy:	Operational Support
Name of Operation Supported by the TC:	Paramaribo Urban Rehabilitation Program (SU-L1046)
Reference to Request[1]:	IDBDOCS#39386108
Date of TC Abstract:	May, 2016
Beneficiary:	Suriname
Executing Agency and Contact Name:	Inter-American Development Bank (IDB) through Housing and Urban Development Division (CSD/HUD).
IDB Funding Requested:	$300,000
Disbursement Period and Execution period:	24 months (this includes the execution period)
Required start date:	December, 2016
Type of consultants:	Individual and consultancy Firm
Prepared by Unit:	CSD/HUD
Unit of disbursement Responsibility:	CSD/HUD
Included in Country Strategy:	No
TC included in CPD:	No
GCI-9 Sector Priority	Social policy for equity and productivity, and Institutions for growth and social welfare

II. Justification and Objective

2.1 **Justification**. Paramaribo, Suriname's capital, is a city of 243.556 inhabitants that houses 45% of the country's population. Its historic center (48 ha and 100 ha of buffer zones) was designated in 2002 by the United Nations Educational, Scientific and Cultural Organization (UNESCO) as a World Heritage site. It is considered an exceptional example of the fusion of European culture, architecture and construction techniques from the Netherlands, with indigenous South America culture, materials and crafts, developed during the colonization period in the 16th and 17th centuries. This concentration of historical and cultural heritage buildings and monuments, endows the area with the potential to lead the city's sustainable development. However, this area and its surroundings have been undergoing a significant urban, social and economic deterioration process,

[1] Letter of request

as identified in recent studies[2]. Moreover, if the current situation persists, the city could lose the UNESCO World Heritage title.

2.2 The Paramaribo Urban Rehabilitation Program seeks to revert the current situation of decay, contributing to the revitalization of the historical center and representing a socio-economically and environmentally sustainable development model for integrated and multi-sectorial urban infrastructure. The Program will be designed as a multi-phase operation, consisting of three phases. The first phase of the Program will include: (a) renovation of urban spaces along the river coast, specifically designing and implementing the Waterfront Master Plan, an urban corridor connecting Fort Zeelandia and the central market adjacent to the historic center, (b) improvement in urban mobility infrastructure (alternative transit corridors, street and sidewalks improvement, introduction of a multi-modal system of transportation, reorganization of parking infrastructure), (c) renovation of key heritage buildings, piloting new models for housing production and business development, and (d) strengthening the institutional framework for managing the area's development. The phases to follow, will consolidate the management structure, expand public spaces, infrastructure and mobility projects, and multiply housing supply and private investment strategies.

2.3 The Government of Suriname has requested assistance from the Bank in order to support the preparation and execution of the Program. The operation loan is presently being designed and has been prioritized in the Bank's programming for Suriname in 2016. Due to the complexity of the proposed loan operation, it is considered vital to develop preparatory activities that ensure the appropriate design of the loan and its effective implementation. The consulting services to be procured with the funds of this TC will provide technical and operational inputs, key to ensure both issues.

2.4 The operation is based on lessons learned from experience in the preservation of World Heritage Sites, as well as historic centers and neighborhoods and the results of the identification mission that have been carried out so far in preparation for the loan.

2.5 The objective of this TC is to support the preparation and execution of the Paramaribo Urban Rehabilitation Program (SU-L1046), by financing: (i) the undertaking of studies and activities to inform the design of the program; (ii) the design of strategic projects to be executed during the first year of the program; (iii) the development of the operative instruments that allow the effective implementation of the program.

III. Description of Activities and Outputs

3.1 The TC will finance the following components:

[2] Paramaribo World Heritage Site Management Plan 2011 – 2015, May 2011; Report on the ICOMOS advisory mission to historic inner city of Paramaribo, Suriname, from July 28th To August 1st, 2013; State of conservation of the historic inner city of Paramaribo World Heritage Site, Ministry of Education and Community Development, January 2014; Updated report on the state of conservation of the historic inner city of Paramaribo World Heritage Site, the Government of the Republic of Suriname, December 2015.

3.2 **Component 1. Support to the design of the program (US$50,000)**. This component will finance: (i) institutional analysis of the agencies involved in the execution of the program as well as the technical actors; (ii) cost-benefit analysis of the infrastructure investments; (iii) environmental and social analysis for the civil works to be implemented under the program.

3.3 **Component 2. Development of strategic investment projects (US$180,000)**.This component will financially support the undertaking of design studies of three projects, which will be part of the Paramaribo Urban Rehabilitation Program. Pre-selected projects include (i) Renovation of urban spaces along the river; (ii) Improvement in urban mobility infrastructure; (iii) Renovation of key heritage buildings.

a) Sub-component 1. Renovation of urban spaces along the river coast (US$75,000)

3.4 The Waterfront Project area lies between the central market and the Fort Zeelandia, creating a strong connection between the river and the city and incorporates a passenger boat terminal which is used by 8,000 persons daily. This area represents a vital urban corridor, with the high potential to become a linear sequence of high quality multifunctional public spaces for locals and tourists alike. The design study financed by this TC will focus on:

i. Designing multifunctional public spaces in the area along the river, creating strong connections with the historic center, with emphasis on citizens using the boats for transportation and pedestrian and cycling mobility.

ii. Designing and redefining the river border in order to improve the resilience of the historic center to floods. This includes the identification of areas for improvement of drainage systems, the rehabilitation of historic canals and the creation of flood resistant/resilient public spaces and infrastructures.

iii. Reorganization of the public bus terminal, including improvement of public spaces and facilities for buses and passengers.

iv. Reorganization of the passenger boat terminal, including improved docking and boarding facilities.

b) Sub-component 2. Improvement in urban mobility infrastructure (US$75,000)

3.5 The TC will finance the development of plans and designs for improving the urban mobility within the inner city and along the Riverfront. The study will focus on the following aspects:

i. Alternative transit corridor(s) to divert traffic from the inner city. The study will address the problem of through traffic in the city center on the way to northern or southern suburbs. The designs will include: improvement

works for roads to be used for diversion of through traffic from the inner city.

ii. Pedestrian infrastructure for the inner city. The sidewalks in the inner city lack continuity making it difficult for pedestrian to traverse safely and with ease. The designs will create continuous sidewalk networks, adopting physical preventative measures to deter vehicles from parking on the sidewalks, and pedestrianizing selected streets.

iii. Bicycle lanes. The study will design a network of cycle lanes, to promote the use of bicycles as a mode of transportation in the inner city.

iv. Parking Infrastructure. Parking is in high demand in the downtown area due to the concentration of government offices and businesses, limited street parking and very limited availability of areas to construct public parking. The component will fund the preparation of a strategy for private sector involvement in the provision of parking using an appropriate PPP model.

c) Sub-component 3. Renovation of key heritage buildings (US$30,000)

3.6 This sub-component will finance the design studies to renovate three key heritage buildings for housing production and business development (i.e. the Ministry of Labor's building and two other located at the corner of Waterkant and Kromme Elleboogstraat). This study is conceived as a pilot project for historic building renovation and will establish the replicable mechanisms to be applied to other historic buildings in the next phases of the Program.

3.7 **Component 3. Development of operative instruments and Start up activities. (US$40,000).** This component will finance: (i) the development of the Program's Operating Regulations (ROP) and of the management tools necessary for the implementation of the multi-phase operation; (ii) support to the executing unit in setting up participatory mechanisms and inter-agency coordination required for the success of the program; and (iii) operation start-up workshop for inter-agency stakeholders and civil society.

IV. Budget

4.1 The estimated budget for this TC has been estimated at US$300,000 and will be financed by the Bank on a non-reimbursable basis.

Table 2. Indicative Budget in US$Activity/Component	IDB Funding
Component I: Support to the design of the program	$50,000.00
Component II. Development of strategic investment projects	$180,000.00
Component III: Development of operative instruments and Start up activities	$40,000.00
Component IV: TC Coordination	$ 30,000.00

V. Executing Agency and Execution Structure

5.1 This technical cooperation is conceived as an umbrella operation, in which multi-sector activities related to the preparation and launching of SU-L1046 are gathered to ensure an integral approach to program preparation. The Bank will be executing the operation since the requesting entity does not have the necessary technical, operational and institutional capacity to duly and timely execute the activities proposed in the TC. Moreover, the activities of this TC will benefit the preparation and execution of the program in compliance with Bank's policies. The execution period of the operation will be 24 months.

VI. Project Risk and Issues

6.1 There is no major issue. This operation is a first step in the preparation of the Paramaribo Urban Rehabilitation Program (SU-L1046). Therefore the particular challenge of this operation is to create processes of coordination between activities and institutions that will be used for program implementation.

VII. Environmental and Social Classification

7.1 There are no negative environmental or social issues associated with the activities and has been classified as a "C" according to the Environment and Safeguard Compliance Policy (OP-703).