

REPUBLIEK SURINAME



Support to the Air Transport Sector in Suriname Program (SU-L1071)

Stakeholder Consultation Report



Consultation Report

Support to the Air Transport Sector in Suriname (SU-L1071)

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Introduction

This report contains the preparation process and results of the Stakeholder Consultation of Suriname’s “Support to the Air Transport Sector in Suriname (SU-L1071), hereinafter “the Program”.

The objective of the Program is to contribute to a safe, connected, and resilient air transport sector for Suriname that delivers essential air transport services for remote communities.

The program has a total cost of **USD 20 million**. It will be executed by the **Ministry of Transport, Communication and Tourism** of Suriname, through a Project Execution Unit (PEU) to be established prior to the start of the Program. The Program will be financed through a loan operation with the Inter-American Development Bank (IDB).

The Stakeholder Engagement Plan designed for the Program establishes the general principles of participation and collaborative strategy to identify stakeholders and plan a participatory process in line with IDB’s Environmental and Social Performance Standard (ESPS) 10: “**Stakeholder Engagement and Information Disclosure**”, along with ESPS 1: “**Assessment and Management of Environmental and Social Risks and Impacts**”, ESPS 7: “**Indigenous People**” and ESPS 9 “**Gender Equality**”.

To comply with IDB ESPS 10 and its objective of an open and transparent engagement between the Borrower and Stakeholders, public consultations were conducted with affected parties during the preparation phase of the Program.

It is also important to note that the public consultation of Kwamalasamutu is considered as part of the engagement in the process to obtain the Free, Prior Informed Consent (FPIC) from the community for the implementation of the project, in the context of ESPS 7.

To conduct this process, the guide for Meaningful Consultation with Stakeholders (IDB, 2017) and the new Environmental and Social Policy Framework (ESPF) were taken as a reference.

Objective

The objective of the consultation process is to present to the affected population and other interested parties the description of the Project, its potential environmental and social impacts, and the mitigation measures planned to ensure adequate environmental and social management during the execution of the works, and their subsequent operation.

This instance of participation aims to respond to the doubts and concerns that may arise, and to collect suggestions which will be evaluated in order to determine the possibility of incorporating them into the design of the Project, when appropriate.

The consultation also seeks to add value to the Program by:

- Becoming aware of the **points of view and perceptions** of people (on gender equality and opportunities of vulnerable groups) who may be affected or who have an interest in a development project and provide a means for those opinions to be considered as contributions to improved Program design and implementation, which avoids or reduces adverse impacts and increases benefits.
- It constitutes an important source of **validation and verification of data** obtained elsewhere and improves the quality of environmental and social impact assessments.
- Helps people understand their **rights and responsibilities** in relation to the Program.
- Promotes greater transparency and stakeholder participation by increasing **trust, project acceptance and local ownership**, key aspects for Project sustainability and development results.
- It is carried out on an ongoing basis as risks and impacts arise
- It is a **requirement of the IDB** in accordance with environmental and social policies.
- It is essential for the **credibility and legitimacy** of the executing agencies and international financial institutions such as the IDB.
- Is free from all manipulation, interference, coercion, discrimination, retaliation and external intimidation

In the case of Kwamalasamutu, initial engagement was performed by MTCT, and the date and time of the consultation was set. This public consultation is part of the stakeholder engagement process. As part of the Stakeholder Engagement Plan, a **Free Prior Informed Consent (FPIC) was obtained**, which requires providing stakeholders with timely, relevant and understandable information, allow time for reviewing the information, maintain open communication and ensure a responsive feedback mechanism where inputs are documented, considered and addressed with feedback on how their contributions influenced project decisions.

Consultation Preparation Process

Organization and planification of the Consultation Process

The process of the consultation was designed based on the Stakeholder Engagement Plan developed in the ESMP of the program during preparation phase and the organizations involved where:

- Ministry of Transport, Communication and Tourism (MTCT)

- Inter-American Bank of Development (IBD)

The process consisted of 2 public consultations, both in-person events. General details of the event are described below:

1. Paramaribo General Public Consultation

Date and Time: October 16th, 5 pm

Location: Suriname Aviation Training Centre (Zorg en Hoop Airport)

2. Kwamalasamutu Public Consultation

Date and Time: October 17th, 10 am

Location: Kwamalasamutu

Stakeholder Mapping

Based on the preparation of the Environmental and Social Assessment (ESA), a specific analysis was conducted to identify stakeholders to invite them to participate in the participatory process throughout the Program cycle.

Key stakeholders were identified for the consultation and participation instance with the objective of ensuring that each of the identified groups are represented and can express their opinions.

From a preliminary identification, it emerged that, at a minimum, the stakeholders presented in *Table 1* should be included in the process.

Table 1. Preliminary Stakeholder Mapping. Source: PlanEHS

Type of Stakeholder	Stakeholder	Relationship with the Program/Project
Institutional Stakeholders	Ministry of Transport, Communications and Tourism (MTCT) (Ministerie van Transport, Communicatie en Toerisme); N.V. Luchthavenbeheer	Executing Agency
	Aerodrome Department (LVT)	Interested Party
	Civil Aviation Safety Authority Suriname (CASAS)	Interested Party
	Ministry of Regional Development and Sport (Ministerie van Regionale Ontwikkeling en Sport)	Interested party
	Ministry of Land and Forest Management (Ministerie van Grondbeleid en Bosbeheer)	Interested party

Type of Stakeholder	Stakeholder	Relationship with the Program/Project
	Ministry of Public Health (Ministerie van Volksgezondheid)	Interested Party
	Ministry of Spatial Planning and Environment (MSPE) (Ministerie van Ruimtelijke Ordening en Milieu)	Interested Party
	Beneficiary cities (authorities)	Interested Party
	Airline Operators for scheduled and chartered flights	Affected Party
	Representatives of local communities and tribes	Interested Party
	Stakeholders related to other infrastructure in the project areas (E.g., Staatsolie Power Company Suriname, water supply etc.)	Affected Party
	Tourism Stakeholders (Suriname Hospitality & Tourism Association, Suriname Conservation Foundation)	
	Businesses in the area	Affected Party
	Civil Society Organizations (in particular, those working in environmental, health and social issues)	Interested Party
	Community	Population of the villages reached by the Project and community in general

The proposed stakeholder mapping was preliminary, and final selection of the stakeholders was adjusted by the MTCT. Annex 1 shows the attendance sheets with stakeholders present at the in person Public Consultations.

The specific stakeholders for the proposed projects was also established in the Stakeholder Engagement Plan, as seen below.

Table 2. Stakeholder Mapping for Zorg en Hoop Airport, Paramaribo. Source: PlanEHS; 2024.

Type of Stakeholder	Stakeholder	Relationship with the Program/Project
Institutional Stakeholders	Ministry of Transport, Communications and Tourism (MTCT) (Ministerie van	Executing Agency

Type of Stakeholder	Stakeholder	Relationship with the Program/Project
	Transport, Communicatie en Toerisme); N.V. Luchthavenbeheer	
	Aerodrome Department (LVT)	Interested Party
	Ministry of Regional Development and Sport (Ministerie van Regionale Ontwikkeling en Sport)	Interested Party
	Paramaribo District Commissioner	Affected Party
	Civil Aviation Safety Authority Suriname (CASAS)	Interested Party
	Ministry of Land and Forest Management (Ministerie van Grondbeleid en Bosbeheer)	Interested party
	Ministry of Public Health (Ministerie van Volksgezondheid)	Affected Party
	Ministry of Spatial Planning and Environment (MSPE) (Ministerie van Ruimtelijke Ordening en Milieu): Aerodrome Department (LVT)	Interested Party
	Beneficiary cities (authorities)	Interested Party
	Airline Operators for scheduled and chartered flights (Suriname Airways, Gum Air, Blue Wing Airlines, MAF Suriname, Trans-Guyana Airways, Era Helicopters, Roraima, Zimex, Aero Club Suriname, Eagle Air Services, Hi jet Helicopter Services, Meinfertsma Suriname, Pegasus Air Services, Stichting Vliegen Suriname United Aviation Services, Vortex Air Services)	Affected Party

Type of Stakeholder	Stakeholder	Relationship with the Program/Project
	Representatives of local communities and tribes	Affected Party
	Stakeholders related to other infrastructure in the project areas (E.g., operators of electricity networks, water supply etc.)	Affected Party
	Tourism Stakeholders (Suriname Hospitality & Tourism Association)	Affected Party
	Businesses located in and around Airstrip	Affected Party
	Civil Society Organizations (in particular, those working in environmental, health and social issues)	Interested Party
Community	Population reached by the Project and community in general	Interested Party

Table 3. Stakeholder Mapping for Kwamalasamutu Airstrip. Source: PlanEHS, 2024.

Type of Stakeholder	Stakeholder	Relationship with the Program/Project
Institutional Stakeholders	Ministry of Transport, Communications and Tourism (MTCT) (Ministerie van Transport, Communicatie en Toerisme); N.V. Luchthavenbeheer	Executing Agency
	Aerodrome Department (LVT)	Interested Party
	Ministry of Regional Development and Sport (Ministerie van Regionale Ontwikkeling en Sport)	Interested Party
	Coeroeni District Commissioner	Affected Party
	Civil Aviation Safety Authority Suriname (CASAS)	Interested Party
	Ministry of Land and Forest Management (Ministerie van Grondbeleid en Bosbeheer)	Interested party

Type of Stakeholder	Stakeholder	Relationship with the Program/Project
	Ministry of Public Health (Ministerie van Volksgezondheid)	Affected Party
	Medical Mission Primary Health Care, Suriname (Medische Zending)	Affected Party
	Ministry of Spatial Planning and Environment (MSPE) (Ministerie van Ruimtelijke Ordening en Milieu)	Interested Party
	Beneficiary cities (authorities)	Interested Party
	Airline Operators for scheduled and chartered flights (Mission Aviation Fellowship Suriname – MAF, Blue Wings Airline)	Affected Party
	Representatives of local communities and tribes (Granman Jimmy Toeroemang)	Affected Party
	Stakeholders related to other infrastructure in the project areas (E.g., operators of electricity networks, water supply, boat transportation, etc.)	Affected Party
	Conservation International	Interested party
	Amazon Conservation Team	Interested Party
	Tourism Stakeholders (Suriname Hospitality & Tourism Association, Suriname Total Adventures Tour, etc.)	Affected Party
	Businesses located in Airstrips and local communities	Affected Party
	Civil Society Organizations (in particular, those working in environmental, health and social issues)	Interested Party
	Community	Population of the villages reached by the Project (Trio Tribe) and community in general

Call, Promotion and Disclosure of Information

To ensure the participation of Indigenous Peoples (IP) in Suriname and promote their rights, representation, and well-being, the MTCT sent official notes to the following organizations:

- a- Mulokot Foundation¹.
- b- Eenheid en Solidariteit voor Alliantie en Vooruitgang (ESAV) Platform
- c- Platform Collectieve Inheemse Eigendommen
- d- Kapiten Dorp Matta
- e- Kapiten Dorp Pikin Poika
- f- Vereniging van Inheemse Dorpshoofden (VIDS)
- g- Organisatie van Inheemsen in Suriname – OIS 1
- h- Organisatie van Inheemsen in Suriname – OIS 2
- i- Organisatie van Samenwerkende Inheemse Dorpen van Para, Wanica en Commewijne
- j- Jimmy Toeroenmang (Kwamalasamutu Village Granman)

The copies of the official notes can be found in Annex 1.

Disclosure of the Environmental and Social Assessment and Management Plan (ESMP) and the Environmental and Social Management Framework (ESMF) was released on the IDB website under “Suriname Project SU-L1071” <https://www.iadb.org/en/project/SU-L1071> (Figure 3).

The screenshot displays the IDB website interface for the project 'Support to the Air Transport Sector in Suriname'. The page includes a navigation bar with the IDB logo and menu items like 'Who We Are', 'Projects', 'How We Can Work Together', and 'Knowledge Resources'. Below the navigation, the project title is prominently displayed. A brief description of the program's objective is provided, followed by a 'Project Detail' table. The table lists various project attributes such as Country, Project Number, Approval Date, Project Status, Project Type, Sector, Subsector, Lending Instrument, Lending Instrument Code, Modality, Facility Type, Environmental and Social Impact Category (ESIC), Total Cost, Country Counterpart Financing, and Original Amount Approved. Below the table, there is a 'Project Documentation' section with a search bar and a 'Request Information' button. Three document cards are visible under the 'Preparation Phase' section, each with a title, date, and language indicator.

Project Detail	
Country	Suriname
Project Number	SU-L1071
Approval Date	-
Project Status	Preparation
Project Type	Loan Operation
Sector	TRANSPORT
Subsector	SECURITY, NAVIGATION AND AIR TRAFFIC
Lending Instrument	Préstamo de Inversión
Lending Instrument Code	INV
Modality	GOM (Global of Multiple Works Operation)
Facility Type	-
Environmental and Social Impact Category (ESIC)	Category B: Likely to cause mostly local and short-term negative environmental and associated social impacts and for which effective mitigation measures are readily available
Total Cost	USD 20,000,000.00
Country Counterpart Financing	USD 0.00
Original Amount Approved	USD 20,000,000.00

Project Documentation

Can't find a document? [Request Information](#)

Preparation Phase

- Environmental and Social Analysis - Preparation
SU-L1071 - ESMF - Preliminary Version.pdf
AUG. 14, 2024 English
- Environmental and Social Analysis - Preparation
SU-L1071 - ESA-ESMP - Preliminary Version 2.pdf
AUG. 14, 2024 English
- Project Profile
SU-L1071 - PP+Annexes for disclosure.pdf
MAY. 22, 2024 English

¹ <https://mulokot.com/who-we-are/>

Figure 3. Publication of ESMP and ESMF available in <https://www.iadb.org/en/whats-our-impact/BL-L1048>

Development of Public Consultations

Paramaribo Public Consultation

The consultation was performed in-person at the Suriname Aviation Training Centre in the Zorg en Hoop Airport with 22 participants. Participants ranged from workers of the MTCT (4 workers from CADSUR-NV Luchthavenbeheer), to several members of indigenous groups and organizations such as:

- members of the Inheems Collectief Suriname (2 members of IKSUR, Indigenous Collective Suriname).
- a member of “Save Suriname” organization.
- a member of the Eenheid en solidaritet in alliantie en vooruitgang (ESAV, Indigenous Platform in Unity and Solidarity in Alliance and Progress).
- 3 members of Organisatie van Inheemsen in Suriname (OIS, Organization of Indigenous Peoples in Suriname).
- a member of Mulokot Foundation.

Of the total of participants, 32% of the present identified as “mixed”, 36% as indigenous, 14% as indo-surinamese, 9% as maroon and 4% creole (the rest did not specify).

Out of the 22 participants, 7 were women, representing 32% of the attendees.



Figure 1. Suriname Aviation Training Centre in Zorg en Hoop Airport. Source: PlanEHS, 2024.

The event started at 5.25 pm on October 16, 2024, with a formal greeting from Moreno Jackson, representative from the Country Office of IDB, a brief explanation of the Public Consultation and the agenda of the evening. Moreno explained that the presentation would be performed in English, but the slides are in Dutch and that if there were any questions on the presentation, they would be answered by the IDB team.

After the formal presentation, the Deputy Director of Air Transport, Quinsny Abelinitie, thanked everyone present and spoke about the importance of the project for the MTCT and for the country of Suriname.

Federico Scodelaro, representative of the environmental consulting firm PlanEHS, presented the project description and the results of the environmental and social assessment of the program. The presentation was comprised on the description of the components and the civil interventions to be performed in 3 selected aerodromes, the environmental and social impacts identified and assessed, related to the compliance of the ESPS of the IDB. The most significant impacts and risks were presented and the proposed mitigation measures, present in the environmental and social management program of the project, were listed for both the construction and operational phase. Lastly, the Grievance Redress Mechanism was presented for the project level, IDB and MICI.



Figure 2. Start of the Public Consultation: (a) Opening remarks by Moreno Jackson; (b) Words from Deputy Director of Air Transport, Quinsny Abelinitie. Source: PlanEHS, 2024.



Figure 3. Presentation of the project description, environmental and social assessment results, and environmental and social management plan. Source: PlanEHS, 2024.

After the presentation, a 15-minute break was set for drinks and snacks, after which, the questions and answers section was performed.

Table 2. Questions and Answers

N°	Questions/Commentary	Answers
1	Question from the CADSUR representative, how would it work for people voice their Grievances? Would there be a team designated at the site to have that communication with the community?	Typically, the PEU has a specialist who will oversee receiving, reporting and resolving the grievances. There must be formal channels from the ministry, an email and telephone to receive the grievances. Contracting firms will also have grievances books to receive any enquiries/suggestions/claims on site and have to communicate them to the PEU
2	So will there be a designated person to ensure the use of translators to receive	Yes, it is the responsibility of the contracting firm to ensure the grievances are properly

N°	Questions/Commentary	Answers
	the complaints or how will it be managed?	received in the appropriate language of the communities of the project site.
3	Who will be responsible for the environmental monitoring and how will it be done?	Theres two stages. At both stages, the main responsible is the borrower, in this case the ministry. During the construction phase, the ministry will hire a contracting firm, and this firm will be responsible for the application and monitoring of the ESMP. During the operational phase, it will be the responsibility of the Ministry.
4	How about NGOs? Are they included in the control of the project?	In terms of formal monitoring, the ministry has to do it and delegate the responsibility to the contracting firm. However, the presence of NGOs provides accountability and can activate the grievance mechanism so any intervention from NGOs will be well received.
5	Question regarding how the waste management of the project will be implemented.	Hazardous waste produced during operations has to be brought to the city for treatment and disposal.
6	Will flight cost decrease? Will frequency increase?	Not directly, that may be an indirect long-term benefit and prior to the start of the works, legislation is expected to be adapted and that may result in more frequent and safer flights.
7	What kind of consultations have been done with the community? Because it seems that there is already a plan, and they should be involved from the initial stage of the process according to FPIC.	The communication with community is part of the process of stakeholder engagement, the community has been approached and tomorrow there will be an engagement meeting in Kwamalasamutu with the community and we will receive their feedback.
8	Question regarding roles and responsibilities from the different actors (IDB, government) and if after the loan is approved, the Ministry will be responsible or the IDB	This is a government project, IDB is here as a partner providing financing, that must be approved by the board and then the responsibility for execution is of the government. IDB has transparency mechanisms in place.
9	In relation to the procurement process of hiring a contractor to do the works, how will the IDB ensure that it will be done in a correct and transparent way?	IDB will screen contractors based on objectivity, tender criteria, etc.
10	Will the locals be able to participate in the work? Can the community be included in the process?	Great question, that is always a recommendation; to hire local worker depending on the skill labor required, it is included in the study.

N°	Questions/Commentary	Answers
		This should also be applied to the contractor's selection.
11	<p>How can the community be educated on what they need to look for from negative impacts from the constructor in the community?</p> <p>There is low trust in the FPIC procedure, they have observed in Multilateral Bank operations such as this one that the donor organizations look away if the government is not complying with what was agreed upfront. Indigenous groups, being the most vulnerable, are excluded from execution phase and there is tokenism and corruption. How do they ensure that does not happen?</p>	<p>The levels of impacts that we are expecting from this project are small, we do not expect major impacts derived from these works. There will be improvements in the existing facilities surrounding the airstrips but will be limited in scope, duration and location. We are not really foreseeing any environmental major impacts to monitor.</p> <p>In the cases where the community see something is wrong about the works and the Ministry is not responding, they can contact the IDB directly through the second level GRM. If that stage does not resolve the issues, then there is a third level GRM through the independent ICIM (third level) to assist in the concerns.</p> <p>Indigenous contractors and specialists should be considered a priority during tender process for contractor selection.</p>
12	It is nice that the IDB is investing in the physical upgrade of the airstrip (Kwamalasamutu). The challenge is that the rates for flights are not going to go lower, how does it directly benefit the community apart from having nicer facilities? Also, how will tourism be incentivized?	Kwamalasamutu is in the works of other projects, but it is a good point (tourism incentives) that should be analyzed. Moreover, the idea of the revenue analysis is that the money that is collected from the operations of the sector is invested in the sector, which is not the case today.
13	<p>Few comments surrounding the projects:</p> <ul style="list-style-type: none"> - The project in Kwamalasamutu will improve frequency in flights because during bad weather conditions the airstrip and neighboring villages cannot be accessed by flight, only by boat. - Comment about the Grievance system, it is not likely that the local community will use the email, there is a structure of communication that should be considered. - There are some villagers in Kwamalasamutu that know how to use equipment for protection and monitoring. - The question about FPIC, I know in 2021 Kwamalasamutu was in the 	(No question was asked, only comments, so no answer was given)

N°	Questions/Commentary	Answers
	<p>process of the Life Plan, in that community development plan had 7 key topics were revised, one was transport and upgrading the airstrip and possibly that is how the project came to be.</p> <p>- When it comes to dissemination of information, Kwamalasamutu has a local radio station that translates information (it would be a good media to inform the village).</p>	
14	<p>Comment on lack of trust in the government with the monitoring operations, it would be more trustworthy to have another partner. Who has the final decision on contractor selection?</p>	<p>IDB monitors contractor criteria and selection process, and it must approve the process.</p>
15	<p>Concern with the government being the only accountable to monitor the environmental impact during the execution of the work. Who will maintain the project?</p>	<p>The IDB will follow the process every step of the way, there will be reports to be turned in by the borrower to the IDB.</p> <p>Maintenance of the airports are a strictly governmental matter. This project will assist with the legislation, protocols and governance of the facilities to be more effective and sustainable.</p>
16	<p>Concerns with the government borrowing money again and the prices of the flight tickets. Corruption is usual in the aviation sector. Zorg en Hoop is mismanaged and there is usual borrowing for money for the operations. What does the IDB say on this subject?</p>	<p>All projects and program have set indicators to assess the outputs of the operation, they have been thought out, are sustainable, and self-sufficient. From the IDB side, indicators and outputs are monitored to assess the projects evolution.</p>
17	<p>A comment on getting the information of the project and if any comments/recommendations can be sent after this consultation</p>	<p>The ESA is published in the IDB page. Stakeholders can email new concerns and ideas to the IDB or the MTCT. A second consultation process will be performed around March 2025.</p>
18	<p>There is little trust. IDB as a bank must not be complicit in corruption and token consultation. IDB can strengthen this “he who pays, decides”</p>	<p>(No question was asked, only comments, so no answer was given).</p>
19	<p>Safety is a concern. What will the government do to reduce crime and trafficking through the airports?</p>	<p>This project is focused on infrastructure rehabilitations on existing airstrips, this issue is beyond that scope, and it requires the work</p>

N°	Questions/Commentary	Answers
		of several institutions and ministries to address.
20	When will the project start and how long will it take?	The usual process of approval takes around a year, the works, although still in the design phase, are thought out to take about a year. End of 2025 would be around the time when the project is expected to start.
21	A question on whether the community of Kwamalasamutu can be trained in communication systems?	A worker from the Communications department answers that as of today Kwamalasamutu does not have a communication system in place, once the pilot is past a certain point, there is no communication with the airstrip.

At the end of the consultation an email was shared to provide the chance to send any further enquiries/concerns: consultationzorgenhoop@gmail.com

The consultation ended at 7:40 pm, with Moreno Jackson thanking everyone present for their participation.

Conclusions from the Public Consultation Process in Paramaribo

In this section, the main conclusions and recommendations from the stakeholders that attended the public consultation are presented:

- The Public Consultation had the participation of several members identified in the Stakeholder Mapping, as well as different indigenous organizations and representatives. Within the participants, there were no residents from the areas of the proposed interventions.
- The attendees were interested in learning about the roles and responsibilities of contractors, MTCT and IDB and how would the MTCT be held accountable by the IDB in case of non-compliance with the Environmental and Social Management Plan. The monitoring reports that the borrower must present to the IDB, as well as the 3 level grievance mechanisms were listed as the accountability tools that exist for the bank and the stakeholders to control and monitor the borrower.
- There was an interest in employment generation resulting from the Program and whether it would include people from the communities. It was ensured that hiring of skilled and unskilled local workers is of priority and that recommendation is included in the ESA (Labor Management Procedure).
- There was a general positive view on the interventions proposed. The general level of prices for airfare was a general concern. The revenue analysis that is included into the projects components is meant to increase sustainability of the operations and that the revenue generated by the sector stays in the sector.
- Questions were made on the engagement with the indigenous communities and the Free Prior Informed Consent (FPIC) process.

- Public consultation was planned and orderly, providing information on the projects design and main significant environmental and social impacts and their mitigation measures.

Kwamalasamutu Public Consultation

The consultation was performed in-person at the Gathering Center of the Trio Village in Kwamalasamutu, with over 40 participants, according to photographic accounts the people present (not every member signed in in the provided attendance sheets). The Granman Jimmy Toemoreong was present, alongside the 4 Kapiten or Chiefs of the village and the village interpreter, Pildas Tawadi.

Based on observation and the photographic records, it can be stated that participation between women and men was equitable.

The process started at 11:20 am on October 17, 2024, with opening remarks by the Granman (translated by Mr. Tawadi), who thanked the MTCT, IDB team, and environmental consulting company for coming to the village and expressed eagerness to hear details about the project.



Figure 4. Granman, interpreter and 4 Kapiten (chiefs), IDB team, MTCT representatives and people from the community. Source: PlanEHS, 2024.

After the presentation of the Granman, the projects components were described, along with the different activities and infrastructure upgrades expected for the 3 aerodromes. The projects main environmental and social impacts and risks found were also presented, following the ESPS policy framework from the IDB and the Environmental Matrix methodology. It was explained that the

impacts identified required appropriate mitigation measures to avoid, minimize, reduce and compensate them and that they would be implemented in the context of the Environmental and Social Management Plan of the program, with a detail of the different programs present for both the construction and operational phase. Finally, the 3 levels of the Grievance Redress Mechanisms were presented and explained.

The slide deck was printed in A3 and A4 copies and distributed to the Granman, Kapiten, and the rest of the community. Chefiek Madhar explained the content in Dutch, and a village interpreter translated it into Tareno, the Trio language, to ensure that the consultation process was culturally and linguistically appropriate and significant.



Figure 5. Interpreter translating the presentation to the trio language. Source: PlanEHS, 2024.

When the presentation was over, the Granman thanked the explanation and said that the community was happy with the project, stating that these interventions have been asked for years by older chiefs and that they want the project to start as soon as possible. **They provide their full consent to the interventions** and would like to know when the start of the works would be projected for.

It was explained that the timeline varies but that projects usually take months to a year to be approved, and, after that, the projects schedule would most likely be a year as well.

When asked about their views, inputs, suggestions and concerns regarding the project, the Granman states that they have a list of suggestions and concerns:

- The poor conditions of the Station Building: the station building located next to Kwamalasamutu Airstrip and used for its operation exhibits noticeable signs of disrepair with leaks and mold on its ceilings, cracks and deteriorated foundations. They would want it to be repaired as well and for it to be done as a first intervention, being concerned about its integrity, especially during strong winds, saying it is most likely about to collapse.
- Lack of Communication Equipment for air navigation: the station used to have a communication system, but it has long been broken, lacking a working transceiver. Pilots who fly in the village can only communicate with the base via cellphone. The village would want to establish a communication system.
- Solar Pannels & Water Tanks for the Station Building: the station building does not possess power (apart from the provided by the generator which runs on diesel that the LVT does not usually provide) and it also does not have basic services such as water tanks. They would want to add these elements to ensure the basic operation and health and safety of the station.
- Communication Antenna: Kwamalasamutu lacks the basic infrastructure for communication systems, they would like to add a communication antenna in order to be able to effectively communicate with incoming airplanes.
- Storing Warehouse: the existing storing facility is small, and it possesses a shared space of the mowing equipment, hand tools and fuels. They would like to build a new storing facility in better conditions that would allow for the separate storage of said elements.

The suggestions were thanked, and it was communicated they would be considered. As a closing remark, the Granman was asked what the best/preferred communication channel between the village and the borrower would be and IDB. The Granman established Pildas Tawadi, the interpreter of the village, as the representative and liaison who will communicate either by telephone or travel to Paramaribo to engage with the MTCT.

The Deputy Director, present in the meeting, expressed his gratitude for the comments of the village and clarified that, even though elections are near, they would not impact the fulfillment of the program.

After his words, a question from one of the village members was asked regarding the maintenance of the airstrip. It was explained that the village has machines to cut of grass and weeds to maintain the strip, however the **fuel-to be provided by the LVT-has not been delivered and they struggle with the upkeeping of the site, having to do it with hand tools and extensive labor.**

In response, a representative of the LVT- who oversees the operation and maintenance of most of the aerodromes in the country- expressed that the aviation sector is in distress due to lack of funds and that they are eager to the commencement of the project in other to resolve these issues.

In relation to the communication with the pilots (which it is done via cellphone due to the lack of communications infrastructure), he stated that it should be done with careful consideration since they could be communicating from a different place in the village and not keep track of the airstrip, its conditions and whether there are people in or around it.



Figure 6. LVT representative, responding to villagers' question. Source: PlanEHS, 2024.

A few questions were asked to the village regarding the current conditions of the airstrip and flights:

1. Frequency of flights: they stated that the average is 4-5 flights a week (1 flight a day), however when there are intense rainfall and bad weather conditions, frequency of flights can decrease up to 1 per week.
2. How long is the airstrip inoperable when intense rainfall happens? If there has been intense rainfall (usually 4 days of heavy rain) then the airstrip can go up to 2 days without operation. This is of extreme concern especially when considering most supplies and groceries consumed in the village are flown in with the respective flights, when bad weather events occur, they are left with no supplies. Moreover, there have been sick in the village and due to bad conditions, they have had to wait to receive medical care.
3. Has there been any approach to the community from the mining sector? The community says that the only visitors they ever receive are related to ecotourism and climate activists.

Free, Prior, and Informed Consent (FPIC)

During the presentation, Free, Prior, and Informed Consent (FPIC) was introduced as a key objective of the consultation.

Although FPIC had not been formally requested, **the community expressed spontaneous support**. At the end of the event, the Granman stated that they were very happy with the project and gave their full support and consent. This statement was made voluntarily, without any prior request for FPIC.

The event can be described as transparent and meaningful, as clear communication was provided regarding the project's scope, potential impacts, and mitigation measures. This information was delivered in the community's native language, with proper invitations extended to all relevant members. Based on these factors, it can be concluded that the event was conducted in accordance with IDB's Standard 7

Given that the event adhered to IDB's ESPS 7, and the community responded positively, it was decided to record their verbal consent as part of the process towards obtaining formal FPIC. While the consent was not provided in written form, it was verbally expressed and recorded with the approval of the Granman.

Conclusions from the Public Consultation Process

In this section, the main conclusions and recommendations from the meeting with Kwamalasamutu community are presented:

- The meeting was conducted with the blessing and presence of the Granman of the village, Jimmy Toemoerong and the 4 Kapiten (chiefs) of the village. There were about 30 members of the community present throughout the meeting.
- The description of the project, the environmental and social policy framework from the IDB, the environmental and social impacts found, and mitigation measures proposed were presented orally in the Dutch language and translated by the village interpreter. Moreover, hard copies of the presentation were handed in A3 and A4 format.
- There was full support for the works proposed in this project, stating that the village has waited for the realization of this for years and they want the project to commence as soon as possible due to the hardship occurred when the airstrip is not operational in terms of supplies and medical care emergencies.
- The Granman provided several concerns/suggestions regarding the current infrastructure and needed upgrades, such as the Station Building, Communications Equipment and Antenna, Sollar Pannels and Water tanks for the Station and a new warehouse building.
- Public consultation was planned and orderly, providing information on the projects design and main significant environmental and social impacts and their mitigation measures.

Documentation, Dissemination and Stakeholder Engagement

To comply with the documentation process and safeguard the evidence of the contributions made by the stakeholders in the consultation process, the project team has prepared this report with each stage of the process.

The tools selected to document the process were: written record, photographic record, attendance sheets and voice recording of the consent from the Trio community's Granman.

The communication channels with stakeholders were:

- Documentation available prior to the public consultations on the IABD webpage: <https://www.iadb.org/en/whats-our-impact/SU-L1071>
- Institutional email: consultationzorgenhoop@gmail.com
- Communication channel with Kwamalasamutu: through a representative (Pildas Tawadi) who will be the liaison between MTCT (or IDB) and the village.

As mentioned in the conclusions of the consultation process, so far these communication channels have been considered sufficient and appropriate. In any case, they must be reviewed in the future during the implementation of the Program.

Continuous Stakeholder Engagement during Implementation of the Program

The consultation and complaint mechanism will be available throughout the Program cycle. Attention will be paid to verify that stakeholders can communicate with Program authorities without fear of intimidation or reprisals, and that they have access to grievance redress mechanisms. Timely and relevant feedback with interested parties throughout the Program cycle is essential to give legitimacy and transparency to the consultation and participation process.


Complaints received at the local level, either by mail or telephone from the workshops that are not the immediate action of local actors, will be redirected to the Project Executing Unit's Grievance Redress Mechanism Committee.

In the event of significant changes to the Program, stakeholders must be informed and consulted. If this is the case, the new interested parties will be identified regarding the new actions that are produced.

Annex. Consultation Documents

1. Invitations Sent

REPUBLIEK SURINAME



Datum: 9 oktober 2024

Aan: Dhr. Jimmy Toeroenmang
Secretaris van Pildas Tawadi

Geachte Heer Toeroenmang,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

Het programma zal ook de verbetering en het onderhoud van de luchttransport infrastructuur van Suriname financieren. Interventies zullen worden uitgevoerd op de internationale luchthaven PBM, Zorg en Hoop Aerodrome en Kwamalasamutu Aerodrome om de operaties te optimaliseren voor veilige en efficiënte transportdiensten.

Als onderdeel van de voorbereidingen moeten er openbare consultatiebijeenkomsten worden georganiseerd om het project te presenteren en feedback van de gemeenschap/stakeholders te verkrijgen over eventuele zorgpunten. Wij hopen deze sessies volgens onderstaande planning te kunnen uitvoeren:

1. Voor het **algemene publiek en de inheemse organisaties in Paramaribo**: 16 oktober 2024, 17:00u – 19:00u.
2. Voor de **inheemse gemeenschap in Kwamalasamutu**: 17 oktober, 10:00u-12:00u.

Wij willen u vriendelijk verzoeken onze delegatie te mogen ontvangen op **17 Oktober**. Tevens zouden wij u willen vragen of er enige faciliteiten, zoals een Hal of Publieke ruimte, beschikbaar zouden kunnen worden gesteld om de Consultaties te kunnen faciliteren.

Wij kijken uit naar uw bevestiging van ontvangst van deze brief en zijn bereid u persoonlijk te spreken indien er enige onduidelijkheden zijn.

Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme



Datum: 14 oktober 2024

Aan: Dhr. Sergio Sabajo

Voorzitter – Organisatie van Samenwerkende Inheemse Dorpen van Para, Wanica en Commewijne

Geachte Heer Sabajo,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

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Wij kijken uit naar uw bevestiging van ontvangst van deze brief en hopen u te mogen ontmoeten op de bijeenkomst.

Met vriendelijke groeten,

Mevrouw Estrea Noordzee

Directeur afdeling Transport

Ministerie van Transport, Communicatie en Toerisme



Datum: 14 oktober 2024

Aan: Dhr. Joshien Aloema
Voorzitter van Organisatie van Inheemsen in Suriname – OIS 2

Geachte Heer Aloema,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

Het programma zal ook de verbetering en het onderhoud van de luchttransport infrastructuur van Suriname financieren. Interventies zullen worden uitgevoerd op de internationale luchthaven PBM, Zorg en Hoop Aerodrome en Kwamalasamutu Aerodrome om de operaties te optimaliseren voor veilige en efficiënte transportdiensten.

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Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme



Datum: 14 oktober 2024

Aan: Dhr. Stanley Liauw A Njie
Voorzitter van Organisatie van Inheemsen in Suriname – OIS 1

Geachte Heer Liauw A Njie,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

Het programma zal ook de verbetering en het onderhoud van de luchttransport infrastructuur van Suriname financieren. Interventies zullen worden uitgevoerd op de internationale luchthaven PBM, Zorg en Hoop Aerodrome en Kwamalasamutu Aerodrome om de operaties te optimaliseren voor veilige en efficiënte transportdiensten.

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Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme



Datum: 14 oktober 2024

Aan: Dhr. C. France
Directeur van Vereniging van Inheemse Dorpshoofden (VIDS)

Geachte Heer France,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

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Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme



Datum: 14 oktober 2024

Aan: Dhr. J. van der Bosch
Kapitein Dorp Pikin Poika

Geachte Heer van der Bosch,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

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Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme



Datum: 14 oktober 2024

Aan: Mevr. Wendeline Sabajo
Kapitein Dorp Matta

Geachte Mevrouw Sabajo,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

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Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme



Datum: 14 oktober 2024

Aan: Dhr. Albert Jubithana
Platform Collectieve Inheemse Eigendommen

Geachte Heer Jubithana,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

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Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme

REPUBLIEK SURINAME



Datum: 14 oktober 2024

Aan: Dhr. R. de Jong
Voorzitter van Inheemsplatform ESAV

Geachte Heer de Jong,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

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Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme



Datum: 14 oktober 2024

Aan: Dhr. Jupta Itukwaki
Voorzitter van Mulokot

Geachte Heer Itukwaki,

Het Ministerie van Transport, Communicatie en Toerisme werkt samen met de Inter-American Development Bank aan de voorbereiding van een nieuw programma voor Ondersteuning van de Luchtvaartsector in Suriname (SU-L1071). De algemene doelstelling van het project is om bij te dragen aan een veilige, verbonden en veerkrachtige luchttransportsector voor Suriname die essentiële luchttransportdiensten levert aan afgelegen gemeenschappen. De specifieke doelstellingen zijn om (i) de naleving van de veiligheids- en beveiligingsnormen voor de burgerluchtvaart te verbeteren en (ii) veerkrachtige, hoogwaardige luchttransportinfrastructuur te verbeteren en te onderhouden.

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








Wij willen u vriendelijk uitnodigen de **Algemene Publieke Consultatie** bij te wonen en ook andere vertegenwoordigers van de inheemse organisaties te willen betrekken bij de bijeenkomst.

Wij kijken uit naar uw bevestiging van ontvangst van deze brief en hopen u te mogen ontmoeten op de bijeenkomst.












Met vriendelijke groeten,

Mevrouw Estrea Noordzee
Directeur afdeling Transport
Ministerie van Transport, Communicatie en Toerisme

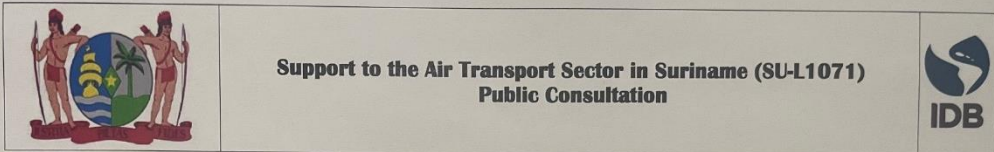
2. Attendance Sheet from the in person Public Consultation in Paramaribo – October 16th, 2024

		Support to the Air Transport Sector in Suriname (SU-L1071) Public Consultation					
#	Full Name	Age	Organization/Post	Place of Residency	Gender (M/F)	Ethnic Group	Signature
1	Müller, Andrew	43	NVLuchthavenbeheer	SUR	m	mix	
2	Roche Bhele	54	Amazon Conservation Team Suriname	Sur	m	mix	
3	Doet Luciano	29	Sara Suriname	Sur	m	mix	
4	Requide Jones	52	Esav	Suriname	M	mix	
5	A. Ali Sur	41	Iabb	Sur.	M	Hindustan	
6	A. Ali Bux	12	BUX	Sur	V	Hindustan	
7	Sabaja C.		Cad sur / luchtvaartdienst	Sur	m	mix	
8	Takhtal Gary		cad sur / luchtvaartdienst	Suriname / Paramaribo	M	Creool	
9	Sabaja Wendelin	53	IKS Sur / Kerkop Maken	Suriname	V	Inheemse	

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		Support to the Air Transport Sector in Suriname (SU-L1071) Public Consultation					
#	Full Name	Age	Organization/Post	Place of Residency	Gender (M/F)	Ethnic Group	Signature
1	Jubotang Jayin	39	OSIP	Suriname	M	Inheemse	
2	Kemen Road Ingrid	58	Kuranowamo	Para loask Suriname	V	Inheemse	
3	Kara Leny	40	Kuranowamo	Para loask	V	Inheemse	
4	Sefanja Akobe's	23	Kuranowamo	Para oost	V	maroon	
5	Vray Ghinwe	30	NTE	Paramaribo	m	Hindoe	
6	Petrus Daniel	6	OIS	Paramaribo	m	Inheemse	
7	Kewal Roy	51	OIS	Paramaribo	m	mix	
8	READ Lloyd		IKS Sur Inheemse Collectief Saki nama	Pietra Koro Korabasi	m	Inheemse	
9	Koori Johna	31	CADSUR	Paramaribo	m	mix	

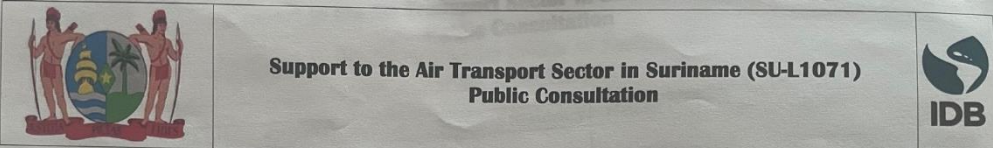
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#	Full Name	Age	Organization/Post	Place of Residency	Gender (M/F)	Ethnic Group	Signature
1	Kandhai Rochi	29	NTE	Paramaribo	M	indigenous	[Signature]
2	Kauchman S	25	Muldiot	Paramaribo	F	MORROON	[Signature]
3	Liampele S.	49	Q.I.S	Par'bo	M	Indigenous	[Signature]
4	PARVA TENDI	43	Anura University	Colaba	F	-	[Signature]
5							
6							
7							
8							
9							

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3. Attendance from the Public Consultation in Kwamalasamutu– October 17th, 2024



#	Full Name	Age	Organization/Post	Place of Residency	Gender (M/F)	Ethnic Group	Signature
1	Bildas Towadi		ads.	Kwamala	M		[Signature]
2	Wakoevoema		Kapiten	Kwamala	M		[Signature]
3	Moesha		Kapiten	Kwamala	M		[Signature]
4	ansola		hooff Basja	Kw.	M		[Signature]
5	Taotoemang		R.R	Kw	M		[Signature]
6	P. Reshoede, Fuzil		R.R.	Kw	M		[Signature]
7	Koemoë Oe		Kapiten	Kw	M		[Signature]
8	Puttoena		Kapiten	Kw	M		[Signature]
9	Miguwe Sintara		Basja	Kw	M		[Signature]

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#	Full Name	Age	Organization/Post	Place of Residency	Gender (M/F)	Ethnic Group	Signature
1	Reshoede Delnice		B.O	Kw	w		
2	Reshoede Luther		B.O	Kw	m		
3	Reshoede Ferni		O.B.O	Jw	v		
4	Imarew		Basija	Kw	v		
5	Sinkara Reita		Basija	Kw	v		
6	Keppiw.T						
7	Plokiar.J						
8	pantodina N.						
9	Imushi						


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#	Full Name	Age	Organization/Post	Place of Residency	Gender (M/F)	Ethnic Group	Signature
1	Reshoede, S						
2	Oekimung.H.						
3	Keppier.S						
4	Idessepe D.						
5	nantairi Anielis	33	Ranger	Kw.	m		
6							
7							
8							
9							

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4. Copy of Presentations of the Public Consultation (Dutch)




 Ministerie van Transport, Communicatie en Toerisme

Support to the Air Transport Sector in Suriname (SU-L1071) 

Doelen van de Consultaties

- 1 Openbaarheid van de Milieu en Sociaal Assessment & Milieu en Sociaal Management Plan
- 2 Verbetering van lopende communicatie met belanghebbende d.m.v. de klachten & participatie mechanismen
- 3 Voorzien in een platform om te leren over de perceptie en inzichten van belanghebbenden
- 4 Begin het proces van kosteloze voorafgaande geïnformeerde toestemming (FPIC)



ONDERDEEL	SUB COMPONENTEN
1: Verbeteringen in het institutionele en juridische kader (US\$4,000,000)	<p>Herstructurering van het burgerluchtvaartstelsel van Suriname en versterking van de institutionele capaciteit via (i) een nieuw juridisch kader voor de luchtvaart; (ii) een masterplan voor de burgerluchtvaart (CAMP); (iii) een economisch plan/strategie ter ondersteuning van CASAS en CADSUR</p> <p>Versterking van de regelgevingscapaciteit van CASAS via (i) regelgevingsdocumentatie, gap-analyse van bestaande regelgeving en actualisering van het kader voor AIG, PEL, AIR, OPS, ANS, AGA en SMSM; (ii) trainingsprogramma voor managers en inspecteurs</p> <p>Versterking van het beleid ter bescherming van het milieu en bijdragen aan het koolstofvrij maken van de sector via een staatsactieplan voor de productie, distributie en het gebruik van duurzame vliegtuigbrandstof (SAF)</p> <p>Uitwerking van een diagnose, beleid en genderactieplan om genderkloven te verkleinen</p>

ONDERDEEL	SUB COMPONENTEN
2: Verbeteringen in de controle en operaties van het luchttransport (US\$5.000.000)	<p>Verbetering van de capaciteit en efficiëntie van de luchtvaartnavigatie door het actualiseren van het Nationaal Luchtvaartplan met een kosten-batenanalyse en KPI om CNS-infrastructuur te implementeren, waarbij prioriteit wordt gegeven aan het nationale segment van ATN en de communicatie- en bewakingsdekking voor luchtverkeersleiding en personeelszaken voor ATM en CNS wordt verbeterd</p> <p>Oprichting van een onafhankelijke Air Accident Investigation Authority (AIA) via (i) capaciteitsopbouw en procedureontwikkeling; (ii) implementatie van infrastructuur en middelen; (iii) verwerving van Search and Rescue (SAR) software en systemen</p> <p>Definitie van een nieuwe internationale standaard op basis van tariefstructuur en inningsmechanisme</p> <p>Andere verbeteringen in luchtvaartnavigatiebewaking</p>

ONDERDEEL	SUB COMPONENTEN
<p>3: Verbetering en onderhoud van de Surinaamse luchtvervoersinfrastructuur</p> <p>US \$ 10.000.000</p>	<p>Interventies voor PBM International Airport, waaronder (i) de aanschaf en installatie van nieuwe energie-efficiënte apparatuur en de nieuwe communicatie-antenna; ii) opleiding en capaciteitsopbouw</p> <p>Verbeteringen aan de binnenlandse hub van SMZO, waaronder (i) rehabilitatie/modernisering van bestaande faciliteiten aan de landzijde; (ii) implementatie van zorgvoorzieningen zoals kindvriendelijke badkamers; (iii) de aanschaf en installatie van energie-efficiënte luchtvaartapparatuur om de veilige werking van de luchthaven te waarborgen; iv) inclusie van mensen met een handicap en vrouwen op het vliegveld Zorg en Hoop</p> <p>Pilot voor de modernisering van het Aerodrome voor alle weersomstandigheden, waaronder (i) werken voor de rehabilitatie van het Kwamalasamutu Aerodrome (SMSM) met behulp van klimaat slimme materialen; ii) de aanschaf en installatie van energie-efficiënte luchtvaartapparatuur; (iii) opleiding en capaciteitsopbouw, met inbegrip van lokale gemeenschappen voor planning, respons en onderhoud van rampen en veerkracht</p>

ONDERDEEL	SUB COMPONENTEN
<p>4: Administratie en monitoring</p> <p>US \$ 1.000.000</p>	<p>Kosten van financieel beheer, met inbegrip van toezicht en technische ondersteuning voor de eenheid voor de uitvoering van het project (PEU), alsmede audits en projectevaluatie</p>

Ministerie van Transport, Communicatie en Toerisme

Support to the Air Transport Sector in Suriname (SU-L1071)

Project Evaluatie

1 Johan Adolf Pengel Airport (PBM)

- Nieuwe energiezuinige apparatuur
- Nieuwe communicatieantenne
- Opleiding en capaciteitsopbouw

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Ministerie van Transport, Communicatie en Toerisme

Support to the Air Transport Sector in Suriname (SU-L1071)

Project Evaluatie

2 Zorg en Hoop Airport (SMZO)

- Verbetering van de faciliteiten aan de landzijde
- Creëren van zorgvoorzieningen zoals kindvriendelijke badkamers en lactatiekamers
- Aanschaf en installatie van energie-efficiënte luchtvaartapparatuur
- Inclusie van vrouwen en mensen met een handicap door middel van stages

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Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)

Project Evaluatie

3 Kwamalasamutu Aerodrome (SMZO)

- Herstel van het vliegveld met klimaatvriendelijke materialen voor landing in alle weersomstandigheden
- Aanschaf en installatie van energie-efficiënte luchtvaartapparatuur
- Training en capaciteitsopbouw, met inbegrip van lokale gemeenschappen voor planning, respons en onderhoud bij rampen

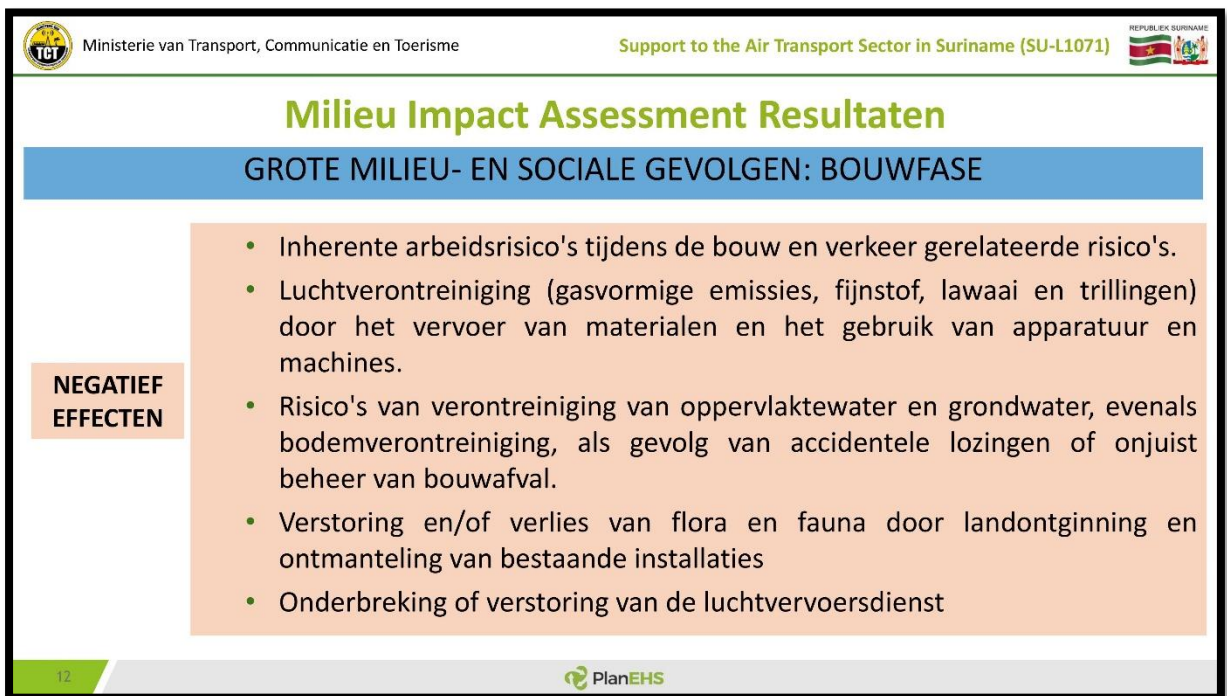
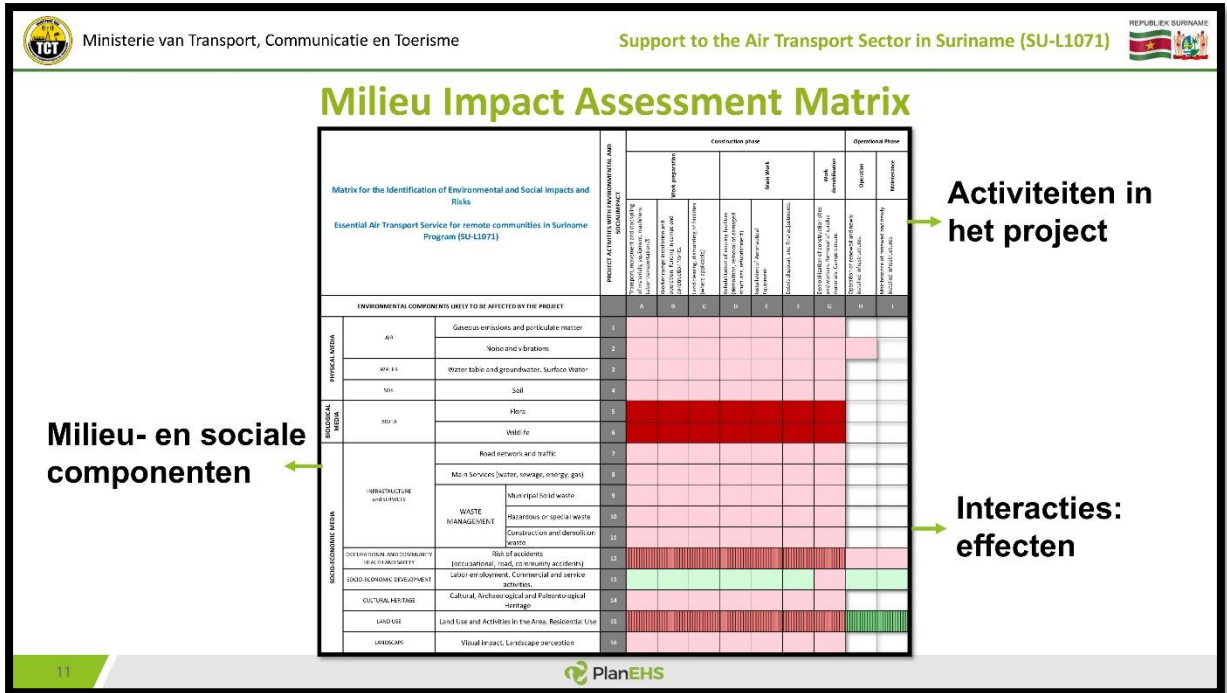
9 PlanEHS


Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)


Milieu en Sociaal beleid Framework

- Assessment and Management of Environmental and Social Impacts and Risks
- Labor and Working Conditions
- Resource Efficiency and Pollution Prevention
- Community Health, Safety and Security
- Land Acquisition and Involuntary Resettlement
- Biodiversity Conservation and Sustainable Management of Natural Living
- Indigenous Peoples
- Cultural Heritage
- Gender Equality
- Stakeholder Engagement and Information Disclosure

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 Support to the Air Transport Sector in Suriname (SU-L1071)
 


Milieu Impact Assessment Resultaten


GROTE MILIEU- EN SOCIALE GEVOLGEN: OPERATIONELE FASE

POSITIVE IMPACTS

- Verbeterde infrastructuur en systemen voor de burgerluchtvaart

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 Ministerie van Transport, Communicatie en Toerisme

 Support to the Air Transport Sector in Suriname (SU-L1071)
 

Primaire Mitigerende Maatregelen

FASE: BOUW EN EXPLOITATIE


FYSIEKE OMGEVING

LUCHT

- Bescherming van de luchtkwaliteit
- Vermindering van geluid en trillingen
- Minimalisering van gasvormige emissies

WATER

- Bescherming van de oppervlakte- en grondwaterkwaliteit door de uitvoering van maatregelen voor erosiebestrijding, sedimentatie en afvalwaterbeheer.
- Minimalisering van afvloeiing en oppervlakedrainage

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Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)


Primaire Mitigerende Maatregelen

FASE: BOUW EN EXPLOITATIE

FYSIEKE OMGEVING

GROND

- Preventie van bodemverontreiniging door toepassing van beheer van chemische stoffen en afvalstoffen

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Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)

Primaire Mitigerende Maatregelen


FASE: BOUW EN EXPLOITATIE


BIOLOGISCHE OMGEVING

BIODIVERSITEIT

- Het minimaliseren van de impact op de biodiversiteit door middel van het Flora and Fauna Management Program door “pre-clearance surveys” om bedreigde soorten op de Rode IUCN-lijst op te sporen, 3:1 compensatie voor het verwijderen van vegetatie en het voorkomen van invasieve soorten

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 Ministerie van Transport, Communicatie en Toerisme

 Support to the Air Transport Sector in Suriname (SU-L1071)
 


Primaire mitigerende maatregelen


FASE: BOUW EN EXPLOITATIE


SOCIAAL-ECONOMISCHE OMGEVING

COMMUNITY

- Preventie van impact van geuren, geluid en trillingen via het programma voor het **beheer van luchtkwaliteit, geluid en trillingen**.
- Preventie van ongevallen en overdracht van ziekten door de implementatie van gezondheidsmaatregelen en **beheer van plagen en vectoren**.
- Voortdurende communicatie met de gemeenschap om verstoring en onderbreking van het luchtvervoer te verminderen door de implementatie van het **Stakeholder Engagement Plan**, dat het klachtenmechanisme omvat, sociaalecologische training voor bouw personeel, inclusief de gedragscode, het informatie- en participatieprogramma voor de gemeenschap en het verkeers- en voetgangersbeheerprogramma.
- Preventie van effecten op cultureel, historisch of archeologisch erfgoed door de implementatie van een **Chance Find-procedure**.

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 Support to the Air Transport Sector in Suriname (SU-L1071)
 


Primaire Mitigerende Maatregelen

FASE: BOUW EN EXPLOITATIE

SOCIAAL-ECONOMISCHE OMGEVING

PERSONEEL

- Preventie van arbeidsongevallen en overdracht van ziekten door middel van het Beroepsmatige en Gemeenschap Gezondheid en Veiligheid Programma en sociaal-milieu training voor bouw personeel.
- Preventie van discriminatie en gender gerelateerd geweld, en minimalisering van conflicten met betrekking tot aanwervingsvoorwaarden door middel van een arbeidsbeheerprocedure.

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Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)

PRIMAIRE MITIGERENDE MAATREGELEN

FASE: BOUW EN EXPLOITATIE

SOCIAAL-ECONOMISCHE OMGEVING

AFVAL

- Implementeer een afvalbeheerprogramma.
- Implementeer gedetailleerde verplaatsingsplannen voor gevaarlijk afval, kits voor het indammen van morsen en ongediertebestrijdingsmaatregelen.
- Zorg voor veilige opslagruimten voor gevaarlijk afval voordat u het behandelt.
- Geef training over afvalscheiding, behandeling, opslag, behandeling en noodhulpprotocollen.

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Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)

Milieu- en sociaal beheerplan voor de bouw (ESMPc)

Programma Number	Programma
1	Monitoring en controle van de naleving van risicobeperkende maatregelen
2	Beheer van bouwplaatsen
3	Beheer van luchtkwaliteit, geluid en trillingen
4	Erosie bestrijding
5	Flora- en faunabeheer
6	Afvalverwerking
7	Beheer van afvalwater
8	Gezondheid en veiligheid op het werk en in de gemeenschap
9	Verkeers- en voetgangersbeheer
10	Ongedierte- en vectorbestrijding
11	Sociaal-ecologische training voor het personeel op de bouwplaats
12	Rampenbeheer en noodhulp
13	Informatie en deelname aan de gemeenschap
14	Procedure voor het vinden van kansen
15	Beheer van chemische stoffen
16	Sluiting van Werkzaamheden

→ **Verantwoordelijke partij: AANNEMER**

→ **Indicatoren en monitoringvereis te voor elk programma**

PlanEHS

Plan / Programma	Impact om te vermijden	Verantwoordelijke partij	Indicatoren en naleving, records
Programma voor afvalbeheer	Verontreiniging door ontoereikend beheer van assimileerbaar huishoudelijk en gevaarlijk afval.	MTCT	Milieuaudit van de sites
Fauna and Flora Management	Effecten op vegetatiebedekking en dieren in het wild	MTCT	Persistentie van begroeid dekoppervlak Ontmoetingen met gevaarlijke dieren in het wild/beheer
Programma voor gezondheid en veiligheid op het werk	Beroepsrisico's als gevolg van het onderhoud van infrastructuur.	MTCT	Frequentie-index (aantal ongevallen x 200.000/gewerkte manuren in de periode). Ernstindex (aantal ernstige ongevallen x 200.000 gewerkte manuren in de periode). Incidentie van dodelijke ongevallen (aantal dodelijke ongevallen x 200.000/aantal blootgestelde werknemers).


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Plan / Programma	Impact om te vermijden	Verantwoorde lijke partij	Indicatoren en naleving, records
Mechanisme voor klachtenherstel	Gevolgen voor de lokale gemeenschap en werknemers voor het niet opletten van de claims en klachten.	MTCT	Registratie van claims en klachten
Trainingsprogramma	Gebrek aan kennis over de rol van het personeel bij het behoud, de bescherming en het behoud van het milieu en de arbeidsveiligheid bij de uitoefening van hun functies.	MTCT	Percentage operators dat is opgeleid volgens het trainingsprogramma Registratiebladen voor trainingen
Noodplan	Slecht beheer van milieu-/beroepsmatige onvoorziene omstandigheden	MTCT	Aantal milieu- en veiligheidsongevallen dat volgens de vastgestelde procedure is beheerd / Totaal aantal milieu- en gezondheidsongevallen dat zich tijdens het project heeft voorgedaan.

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 Ministerie van Transport, Communicatie en Toerisme







Mechanisme voor Klachtenherstel

Richtlijnen

- 1
Proportioneel
- 2
Cultureel passend
- 3
Toegankelijk
- 4
Anoniem
- 5
Vertrouwelijk


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 Ministerie van Transport, Communicatie en Toerisme

Grievance Redress Mechanism


Mechanismen	
NIVEAU 1: Projectniveau	Door MTCT (E-mail, Telefoonnummer)
NIVEAU 2: IDB	https://iadb.org/es/proyecto/SU-L1071
NIVEAU 3: MICI - BID	MICI: https://mici.iadb.org/

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Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)

Feedback van Belanghebbenden


Vragen




Suggesties



Observaties





Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)



Bedankt!



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Additional questions and concerns:

CONSULTATIONZORGENHOOP@gmail.com

4.1. Presentation used in Public Consultation (English)






Ministerie van Transport, Communicatie en Toerisme




Support to the Air Transport Sector in Suriname (SU-L1071)







Objectives of the Consultation Process

- 1 Disclose the Environmental and Social Assessment and Environmental and Social Management Plan of the Program.
- 2 Promote ongoing communication with stakeholders through the Program's grievance and participation mechanisms.
- 3 Provide a space to learn about stakeholder's perceptions of the Project.
- 4 Begin the process of Free Prior Informed Consent (FPIC)

 Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)  	
<h2>Components</h2>	
COMPONENTS	SUBCOMPONENTS
1: Improvements in the institutional and legal framework (US\$4,000,000)	Restructuration of Suriname’s Civil Aviation System and institutional capacity strengthening via (i) new aviation legal framework; (ii) Civil Aviation Master Plan (CAMP) ; (iii) economic plan/strategy to support CASAS and CADSUR
	Strengthening CASAS regulatory capacity via (i) regulatory documentation, gap analysis of existing regulations and update framework for AIG, PEL, AIR, OPS, ANS, AGA and SMSM; (ii) training program for managers and inspectors
	Strengthening of environmental protection policies and contributing to decarbonizing the sector via a State Action Plan for Sustainable Aviation Fuel (SAF) production, distribution and use
	Elaboration of a diagnosis, policy and Gender Action Plan to reduce gender gaps
3	

 Ministerie van Transport, Communicatie en Toerisme Support to the Air Transport Sector in Suriname (SU-L1071)  	
<h2>Components</h2>	
COMPONENTS	SUBCOMPONENTS
2: Improvements in the air transport control and operations (US\$5,000,000)	Enhancement of air navigation capacity and efficiency via updating National Air Navigation Plan with cost-benefit analysis and KPI to implement CNS infrastructure prioritizing national segment of ATN and improving communication and surveillance coverage for air traffic control and human resources for ATM and CNS
	Establishment of an independent air Accident Investigation Authority (AIA) via (i) capacity building and procedure development; (ii) implementation of infrastructure and resources; (iii) acquisition of Search and Rescue (SAR) software and systems
	Definition of a new international standard based fee structure and collection mechanism
	Other improvements in air navigation surveillance
4	

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<h2>Components</h2>	
COMPONENTS	SUBCOMPONENTS
3: Enhancement and maintenance of Suriname’s air transport infrastructure US\$10,000,000	<p>PBM International Airport interventions that include (i) acquisition and installation of new energy efficient equipment and the new communication antenna; (ii) training and capacity building</p> <p>SMZO domestic hub improvements that include (i) rehabilitation/upgrading of existing land-side facilities; (ii) implementation of care facilities such as child-friendly bathrooms; (iii) acquisition and installation of energy-efficient aeronautical equipment to ensure secure operation of the airport; (iv) inclusion of people with disabilities and women at Zorg en Hoop aerodrome</p> <p>Pilot for all-weather aerodrome modernization that includes (i) Works for the rehabilitation of Kwamalasamutu Aerodrome (SMSM) using climate-Smart materials ; (ii) acquisition and installation of energy-efficient aeronautical equipment; (iii) training and capacity building, including local communities for disaster and resilience planning, response and maintenance</p>

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<h2>Components</h2>	
COMPONENTS	SUBCOMPONENTS
4: Administration and Monitoring US\$1,000,000	Finance management costs, including supervision and technical support for the Project Execution Unit (PEU) as well as audits and Project evaluation

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1 Johan Adolf Pengel (PBM) International Airport

- New energy efficient equipment
- New Communications antenna
- Training and Capacity Building

Projects Evaluated

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2 Zorg en Hoop Airport (SMZO)

- Upgrade of land-side facilities
- Creation of care facilities such as child-friendly bathrooms and lactation romos
- Acquisition and installation of energy efficient aeronautical equipment
- Inclusion of women and people with disabilities through internships


Projects Evaluated

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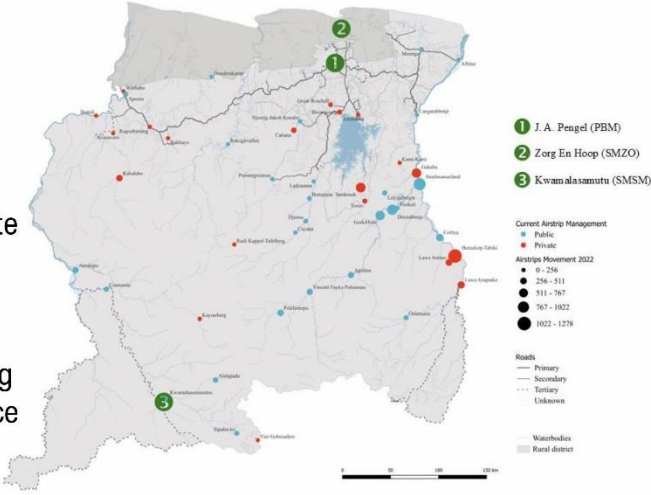



Projects Evaluated





3 Kwamalasamutu Aerodrome

- Rehabilitation of aerodrome with climate smart materials for all-weather landing
- Acquisition and installation of energy efficient aeronautical equipment
- Training and capacity building, including local communities for disaster resilience planning, response and maintenance




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Environmental and Social Policy Framework



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Environmental Impact Assessment Matrix

Environmental and social components

→ **Activities in the Project**

→ **Interactions: Impacts**

ENVIRONMENTAL COMPONENTS LIKELY TO BE AFFECTED BY THE PROJECT			PROJECT ACTIVITIES WITH ENVIRONMENTAL AND SOCIAL IMPACT									
			Construction phase		Operational Phase							
			A	B	C	D	E	F	G	H	I	
PHYSICAL MEDIA	AIR	Stochastic emissions and particulate matter	2									
		Noise and vibrations	3									
	WATER	Water table and groundwater: Surface Water	1									
	SOIL	Soil	4									
BIOTA	Flora	5										
	Wildlife	6										
SOCIO-ECONOMIC MEDIA	INFRASTRUCTURE AND SERVICES	Road network and traffic	7									
		Main Services (water, sewage, energy, gas)	8									
	WASTE MANAGEMENT	Municipal Solid waste	9									
		Industrial or special waste	10									
	OCCUPATIONAL AND VIBRATIONS HEALTH AND SAFETY	Construction and demolition waste	11									
		Risk of accidents (occupational, road, community accidents)	12									
	SOCIO-ECONOMIC DEVELOPMENT	Labor employment, Commercial and service activities	13									
		Cultural, Archeological and Paleontological Heritage	14									
	LAND USE	Land Use and Activities in the Area: Residential Use	15									
		LANDSCAPE	Visual Impact, Landscape perception	16								


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Environmental Impact Assessment Results

MAJOR ENVIRONMENTAL AND SOCIAL IMPACTS: CONSTRUCTION PHASE


NEGATIVE IMPACTS

- Inherent **occupational risks during construction**, and traffic-related risks.
- Air pollution** (gaseous emissions, particulate matter, noise and vibrations) from transportation of materials and use of equipment and machinery.
- Surface water** and groundwater contamination risks, as well as soil contamination, due to accidental spills or improper management of construction waste.
- Flora and fauna** disturbance and/or loss due to land clearing and dismantling of existing facilities
- Interruption or disturbance of the air transport service**



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Environmental Impact Assessment Results

MAJOR ENVIRONMENTAL AND SOCIAL IMPACTS: OPERATIONAL PHASE


POSITIVE IMPACTS	<ul style="list-style-type: none"> Improved Civil Aviation Infrastructure and Systems
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Primary Mitigation Measures

PHASE: CONSTRUCTION AND OPERATION

PHYSICAL ENVIRONMENT	AIR	<ul style="list-style-type: none"> Protection of air quality Reduction of noise and vibrations Minimization of gaseous emissions
	WATER	<ul style="list-style-type: none"> Protection of surface and groundwater quality through implementation of measures for erosion control, sedimentation and effluent management. Minimization of runoff and surface drainage

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Primary Mitigation Measures
PHASE: CONSTRUCTION AND OPERATION

PHYSICAL ENVIRONMENT

SOIL

- Prevention of soil contamination through implementation of Chemical Substances and Waste management

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Primary Mitigation Measures
PHASE: CONSTRUCTION AND OPERATION

BIOLOGICAL ENVIRONMENT

BIODIVERSITY

- Minimizing the impact on biodiversity through the Flora and Fauna Management Program by pre-clearance surveys to detect Threatened Species on the Red IUCN list, 3:1 compensation for vegetation removal and invasive species prevention

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Primary Mitigation Measures

PHASE: CONSTRUCTION AND OPERATION

SOCIO-ECONOMIC ENVIRONMENT

COMMUNITY

- Minimization of pollution due to improper generation and disposal of waste, by implementing appropriate **solid and hazardous waste management**.
- Prevention of impact from odors, noise, and vibrations via the air quality, noise and vibrations management program.
- Prevention of accidents and disease transmission through the implementation of health measures and **pest and vector control management**.
- Ongoing communication with the community to reduce disturbance and interruption of air transportation service through the implementation of the **Stakeholder Engagement Plan** which includes the **Grievance Redress Mechanism, Socio-Environmental training for construction personnel** including the **Code of Conduct, Community Information and Participation Program** and **Traffic and Pedestrian Management Program**.
- Prevention of impacts to cultural, historical or archaeological heritage via the implementation of a **Chance Find Procedure**.

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Primary Mitigation Measures

PHASE: CONSTRUCTION AND OPERATION

SOCIO-ECONOMIC ENVIRONMENT

WORKFORCE

- Prevention of workplace accidents and disease transmission through the Occupational and Community Health and Safety Program and Socio-environmental training for construction personnel.
- Prevention of discrimination and gender-based violence, and minimization of conflicts related to hiring conditions through a Labor Management Procedure.

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PRIMARY MITIGATION MEASURES

PHASE: CONSTRUCTION AND OPERATION

SOCIO-ECONOMIC ENVIRONMENT

WASTE

- Implement a Waste Management Program.
- Implement detailed movement plans for hazardous wastes, spill containment kits, and pest control measures.
- Establish secure storage areas for hazardous waste before treatment.
- Provide training on waste segregation, handling, storage, treatment, and emergency response protocols.

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Construction Environmental and Social Management Plan (ESMPc)

Program Number	Program
1	Monitoring and Control of Compliance with Mitigation Measures
2	Construction Sites Management
3	Air Quality, Noise and Vibrations Management
4	Erosion Control
5	Flora and Fauna Management
6	Waste Management
7	Effluent Management
8	Occupational and Community Health and Safety
9	Traffic and Pedestrian Management
10	Pest and Vector Control
11	Socio-Environmental Training for Site Personnel
12	Disaster Management and Emergency Response
13	Community Information and Participation
14	Chance Find Procedure
15	Chemical Substances Management
16	Works Closure

→ **Responsible Party: CONTRACTOR**

→ **Indicators and Monitoring requirement for each program**

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Plan / Program	Impact to avoid	Responsible Party	Indicators and Compliance, Records
Waste Management Program	Contamination due to inadequate management of assimilable household, and hazardous waste.	MTCT	Environmental Audit of the sites
Fauna and Flora Management	Impacts on vegetation cover and wildlife	MTCT	Persistence of revegetated cover surface Hazardous Wildlife encounters Management
Occupational Health and Safety Program	Occupational risks due to the maintenance of infrastructure.	MTCT	Frequency Index (number of accidents x 200,000/man-hours worked in the period). Severity Index (number of serious accidents x 200,000/ man-hours worked in the period). Fatal Accident Incidence Rate (Number of fatal accidents x 200,000/Number of exposed workers).

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Plan / Program	Impact to avoid	Responsible Party	Indicators and Compliance, Records
Grievance Redress Mechanism	Impacts on local community and workers for the non-attention to the claims and complaints.	MTCT	Registration of claims and complaints
Training Program	Lack of knowledge about the role of personnel in the preservation, protection and conservation of the environment and occupational safety in the exercise of their functions.	MTCT	Percentage of operators trained according to Training Program Training Registration Sheets
Contingency Plan	Poor management of environmental/occupational contingencies	MTCT	Number of environmental and safety accidents managed according to the defined procedure / Total number of environmental and health accidents occurring in the project.

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Disaster and Climate Change Risk Assessment

→ **Natural Hazards:**

- Storm Surge
- Intense Rainfall
- Strong Winds
- Drought
- Sea Level Rise
- Fires
- Hurricanes

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Disaster and Climate Change Risk Assessment


Disaster Risk Management Plan

Measures against Flooding:

- Elevate critical infraestructure
- Incorporate drainage systems
- Maintenance and inspection of drainage and flood protection system

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Grievance Redress Mechanism


Guidelines


- 1 Proportional
- 2 Culturally appropriate
- 3 Accessible
- 4 Anonymous
- 5 Confidential

Principles

- 1 Transparent
- 2 Prompt attention
- 3 Objectivity


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Grievance Redress Mechanism


Mechanisms	
LEVEL 1: Project-Level	Through MTCT (Email, Phone number)
LEVEL 2: IDB	https://iadb.org/es/proyecto/SU-L1071
LEVEL 3: MICI - BID	MICI: https://mici.iadb.org/

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Stakeholder Feedback


Questions

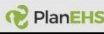


Suggestions



Observations





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Thank You!



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