WWF GEF-8 CEO ENDORSEMENT REQUEST FOR FSP AND MSP (2-STEPS)

TABLE OF CONTENTS

GENERAL PROJECT INFORMATION

Project Title:	Preserving Suriname's Immense Marine and Coastal Biodiversity through Greening Infrastructure Development		
Region:	South-America / Caribbean	GEF Project ID:	11472
Country(ies):	Suriname	Type of Project	FULL-SIZED PROJECT
GEF Agency(ies):	WWF-US	GEF Agency Project ID:	G0051
Project Executing Entity(s) and Type:	Ministry of Spatial Planning and Environment	Government	
GEF Focal Area(s):	BD, CCM	Submission Date:	30 November 2024
Type of Trust Fund:	GEF TF	Project Duration (Months)	48 months
GEF Project Grant: *(a)*	2,346,478	GEF Project Non-Grant *(b)*	0
Agency Fee(s) Grant: *(c)*	211,182	Agency Fee(s) Non-Grant: *(d)*	0
Total GEF Financing: *(a+b+c+d)*	2,557,660	Total Co-financing:	7,099,437
PPG Amount *(e)*:	100,000	PPG Agency Fee(s) *(f)*:	9,000
Total GEF Resources (a+b+c+d+e+f)	2,666,660		
Project Tags:	☐ CBIT ☐ NGI ☐ SGP ☐ Innovation		
Project Sector (CCM only)	**(select)**		
Rio Markers			
- Climate Change Mitigation	☐ No Contribution (0) ☒ Significant Objective (1) ☐ Principal Objective (2)		
- Climate Change Adaptation	☐ No Contribution (0) ☒ Significant Objective (1) ☐ Principal Objective (2)		
- Biodiversity	☐ No Contribution (0) ☐ Significant Objective (1) ☒ Principal Objective (2)		
- Land Degradation	☐ No Contribution (0) ☒ Significant Objective (1) ☐ Principal Objective (2)		

Project Summary*

The project sits under the Greening Transportation Infrastructure Development (GRID) Integrated Program (IP) and is focused on incorporating nature-positive approaches into infrastructure planning and design in Suriname, specifically in the Suriname River. The project will advance efforts to revise or develop policies, support integrated planning solutions, and advance finance and de-risking mechanisms, resulting in proper safeguarding of Suriname's estuary and riverine ecosystems while infrastructure investments are facilitated. These approaches will set a new benchmark for infrastructure development, thus mainstreaming nature-positive guidelines into long-term transportation infrastructure planning and development in Suriname. The project is expected to contribute to 2,500 ha of landscape under improved practices, 60,000 ha of marine habitat under improved practices, 300 direct beneficiaries, and indirect contributions to climate change mitigation.

This transition is important and timely, since the riverine area has business opportunities but also encompasses unique ecosystems. Unprecedented investments into the expansion of existing

infrastructure and the construction of new ports and port-related infrastructure in the area will result in biodiversity and ecosystem function losses in a business-as-usual scenario.

The project will involve a wide range of stakeholders; a strong enabler is evidenced by a solid degree of buy-in, support, and commitment from relevant ministries, institutes, and stakeholders. The project will align with, add value to, and fit within existing and upcoming institutional arrangements on a strategic and operational level. These two aspects help ensure the project's success in overcoming key barriers.

Project Description Overview

Project Objective*:	Mainstream environmental sustainability into upstream planning and development approaches for transportation infrastructure so that upcoming projects - including ports and roads - maintain or enhance the natural environment					
Project Components	Component Type	Project Outcomes	Project Outputs	Trust Fund	(in $) GEF Project Financing	(in $) Co-financing
Component 1: Enabling Conditions for nature positive / sustainable transportation infrastructure	TA	1.1. Improved policy and regulatory framework to support green infrastructure as outlined in the Green Development Strategy 1.2. Strengthened mandates and capacities to apply nature positive infrastructure approaches (ROM, NMA and the Ministry of Public Works)	1.1.1 Gap and opportunity analysis to identify policies, guidelines and regulations to achieve policy coherence 1.1.2. Integrated policy and regulatory framework, including draft regulations and legislation, submitted via respective ministries to parliament for approval 1.2.1. TORs and updated enforceable mandates to show designated roles and responsibilities for 1.1, including those related to compliance monitoring (formalizing new protocols, processes, procedures, engineering standards, disclosure) 1.2.2 Trainings and tools to bring nature positive infrastructure approaches to government and engineering firms, incorporating participatory and gender-responsive approaches	GEFTF	683,630	2,068,371
Component 2: Integrated and inclusive transportation infrastructure planning	INV	2.1. Integrated planning and management to guide infrastructure siting and construction while ensuring ecosystem health of the area	2.1.1. Assessments to inform spatial and development planning of the coastal and marine (riverine) areas, including an inventory of biodiversity-positive infrastructure planning, design, engineering, construction approaches, and social	GEFTF	878,040	2,656,573

		2.2. Processes, protocols, and system to ensure inclusive, integrated, and nature-positive approaches in the design and planning stages of transportation infrastructure	considerations (including gender lens) 2.1.2. Multi-stakeholder platform supporting development of 2.1.3 (with social inclusion considerations) 2.1.3. Suriname Riverine land allocation plan as guidance document for inclusion of nature-positive infrastructure approaches that secure the health of the area, agreed with key stakeholders 2.2.1. Nature positive protocols and processes (engineering, planning, siting) for port and road infrastructure 2.2.2. Compliance framework (check sheets, guidelines) for relevant government agencies (based on 1.2.1) 2.2.3. Platform for transparency in the permitting process, process tracking, rules and regulations, and compliance processes developed and implemented (hosted on ROM Geo-Spatial Hub)			
Component 3: Finance and de-risking mechanisms	TA	3.1. Enabling financing mechanisms and procurement standards to shift financing towards nature- positive transportation infrastructure projects	3.1.1. Financial mechanisms and incentives to finance green transportation infrastructure approaches (shortlist and development of options)	GEFTF	227,120	687,168
Component 4: Knowledge management, communications, and coordination	TA	4.1. Effective knowledge management, strategic communications, and gender-responsive stakeholder engagement to increase knowledge, attitudes, and practices in, and building greater understanding of, greening	4.1.1. Communications and knowledge management strategy designed and implemented 4.1.2 Communications products, including project webpage, aligned to GRID IP branding	GEFTF	215,028	650,583

		transportation infrastructure. 4.2. Integration and coordination with the GRID IP	4.2.1. Coordination and participation in the GRID IP, including attendance at annual workshops, webinars, and working groups; inputs to GRID IP reporting			
M&E**	TA	Effective on-going Monitoring and Evaluation	Timely project progress reports and monitoring Independent midterm and terminal evaluation, including report on gender mainstreaming actions	GEFTF	165,580	$500,974
Subtotal					2,169,398	6,563,669
Project Management Cost (PMC)					177,080	535,768
Total Project Cost					2,346,478	7,099,437

PMC increase justification:

The proposed increase in the PMC is necessary to ensure a competitive PMU with dedicated time to project management and financial management. The 5% PMC cap is around $110,000. Based on the due diligence assessment, annual independent audits are required, which have been estimated at $60,000 over 4 years. $50,000 for other project management-related expenses over 4 years is insufficient to cover the necessary staff time (and to recruit/attract high-capacity staff) related to project management and financial management with the necessary core skills and expertise needed to guide and manage the project implementation. In addition, inflation related to the volatility of the exchange rate is anticipated to increase PMC-related costs. Therefore, an increase to the PMC is requested.

PROJECT OUTLINE

A. PROJECT RATIONALE

Current Situation

Suriname is part of the Amazon Biome. Ninety-three percent of the country is covered in mostly intact primary tropical forest, which hosts significant biodiversity. The country has maintained its commitment to preserving its status with respect to net carbon negativity, High Forest cover, Low Deforestation (HFLD) rates, and its unique biodiversity and ecosystems.

Coastal Suriname houses a complex mangrove ecosystem, which is an important breeding, feeding, and nursery area for marine and brackish-water fish, marine invertebrates, sea turtles, and enormous numbers of migratory birds, waterfowl, including a number of red-listed species. Ninety percent of Suriname's human population and economic activities are concentrated along the low-lying and heavily urbanized coastal zone; and alongside this, close to 75 percent of the population (i.e. almost all of the coastal population) lives in the riverine area of the Suriname River, rich in mangrove ecosystems.

There is currently an unprecedented drive for the expansion of existing ports and the construction of new ports and port-related infrastructure in Suriname (due to the announced 10.5 billion dollar investment in offshore oil exploitation), including but not limited to roads, off-shore and on-shore terminals, docks, waste management facilities, wharves, and engineered waterways. These are primarily planned along the Suriname River and Estuary,[1] which flows into the Atlantic Ocean. These development and expansion initiatives are responding to demand from two different supply chains. The first is related to cargo transport (primarily from container ships) requiring specialized ports and container terminals to effectively handle the increased shipping traffic. The second supply chain pertains to the provisioning of the extractives industry, such as mining, bio-energy, and offshore oil and gas production. Planning of the first set of ports has already commenced, and it is anticipated that new mining, bio-energy and oil production facilities will be constructed in 5-10 years' time: four existing ports are undergoing investments into expansion, another four are under construction, and a further five are in various planning stages for construction. All but two of these ports are privately funded. Concurrently, as part of this port development effort, there is expected to be an increase in shipping traffic and road infrastructure development to connect these ports to the existing transportation network.

These port development plans are positioned within Suriname's ecologically significant coastal and marine ecosystems. The construction of these ports and upgrading of connecting roads can result in the fragmentation and degradation of these ecosystems. In addition, the increased shipping traffic is expected to intersect the habitats and/or migratory routes of marine turtles, the Guiana dolphin, neotropical migrant birds and other marine life. In a business-as-usual scenario, there is insufficient data, planning frameworks and policies to ensure that this upcoming transportation infrastructure – and increased river use and marine transport – will avoid biodiversity and ecosystem loss.

While port and port-related infrastructure along the Suriname River is the focus of the project, transportation infrastructure development is expected to increase across Suriname. This includes infrastructure projects planned for the interior, like the southern east-west corridor, the road from Nickerie to Apoera, and harbors at the Corantijn River. Expansion of various (large-scale) agriculture projects is anticipated to further drive transportation infrastructure development – roads to connect

[1] Using the definition that an estuary is circumscribed by the extent to which ocean water (saltwater) extends up the river

these projects, roads to the ports (for export), and (potentially) driving further port expansion if certain export levels are reached.

Future Narratives

A set of different future narratives have been developed for this proposal regarding port construction development in the riverine area. These are not predictions, but rather hypotheses built using system drivers, that form a playing field of futures towards which the present can unfold. These future narratives are:

Scenario 1: High Growth/ Significant Climate Impact

An increased frequency of extreme weather events due to climate change is aligning with the worst-case predictions; the built environment along the coast is severely impacted. On top of that, the natural environment is threatened by a surge in new port construction and associated infrastructure. This surge can be explained by large investments in the extractives sector as well as the unlocking of vast offshore energy resources. This investment, and thus construction spree, has adverse effects on the natural environment. These are vast investments that materialize much faster than the speed of policy and institutional reform. Thus, in the wake of insufficient codes, rules, regulations, and standards for infrastructure planning in the riverine area, the natural environment here is severely threatened. The coast therefore experiences the dual threat of increased weather events and from anthropogenic activity. With the coast housing the majority of industrial, commercial and administrative activities and (thus) people, the economic consequences could be substantial.

Scenario 2: High Growth/ Lower Climate Impact

While the effects of climate change are less severe than the majority of research studies have predicted, the natural environment is still threatened by a surge in new port construction and associated infrastructure. This surge can be explained by large investments in the extractives sector as well as the unlocking of vast offshore energy resources. This investment, and thus construction spree, has adverse effects on the natural environment. These are vast investments that materialize much faster than the speed of policy and institutional reform. Thus, in the wake of insufficient codes, rules, regulations, and standards for infrastructure planning in the riverine area, the natural environment is severely threatened; with the coast also acting as a barrier for the built environment against extreme weather events, coastal establishments face higher risks.

Scenario 3: Low Growth/ Lower Climate Impact

The once-thought extractives boom is not as substantial as envisioned, since investments were ultimately relocated, canceled, or repurposed. With the rate of extreme weather events staying well under earlier predicted frequencies, the coastal zone seems to be free of any danger. However, global warming still continues – albeit at a slower pace – resulting in rising sea levels. With the majority of the economy centering along the coast, especially the riverine area of the Suriname River, sea barriers still need to be constructed, since the natural environment, such as mangrove forests, don't have the absorptive capacity to deal with the rising tides. Such constructions need nature-positive approaches.

Scenario 4: Low Growth/ High Climate Impact

The once-thought extractives boom does not materialize, since investments were ultimately relocated, canceled, or repurposed. However, an increased frequency of extreme weather events due to climate change is surpassing even the wildest predictions; the built environment in the coastal is thus still severely impacted. New transportation infrastructure in the coastal zone and storm barriers need to be built against rising sea level, and still require nature-positive approaches, since nature systems help against pounding of the climate against the built environment.

Across all future narratives, the requirement for nature-positive infrastructure[2] is clearly demonstrated. The need varies across narratives, but – regardless of the scenario – the transition towards nature-positive infrastructure planning is necessary. In a business-as-usual scenario, there are not sufficient data, planning frameworks, and policies to ensure that this upcoming transportation infrastructure – and increased river use and marine transport – will avoid biodiversity and ecosystem loss. By working at the upstream level in spatial planning and policy development, transportation infrastructure (including for ports, shipping, and roads) can be guided in a way that minimizes damage or impact to Suriname's biodiversity and ecosystem services. Annex 8 includes additional information on the future narrative approach, including an analysis and prioritization of system drivers.

Institutional Context

The project will build upon Suriname's key plans and strategies, which emphasize a strong environmental vision while also addressing the opportunities and challenges posed by upcoming transportation infrastructure development.

Suriname's Multi-Annual Development Plan (Meerjaren OntwikkelingsPlan or MOP) is the strategy guiding the government and defines a vision and strategy to uphold national policy and the law. It is required by Suriname law and must be tabled in Parliament in the second year of office (the next one is submitted in 2026) of the newly elected government. The MOP 2022-2026 upholds the green (High Forest Cover, Low Deforestation) and carbon negative status of the country, including increasing resilience against climate change, development and deployment of green (low carbon and sustainable) infrastructure, and transportation efficiency, while simultaneously lowering the carbon footprint. It builds upon the following commitments overseen by the Ministry of Spatial Planning and Environment (Ministerie van Ruimtelijke Ordening en Milieu or ROM) and executed by the Ministry of Land Policy and Forestry (Ministerie van Grondbeleid en Bosbeheer or GBB):

- The second Nationally Determined Contribution (NDC) for the period 2020-2030 outlines a cost-effective pathway to the de-carbonization of sustainable economic development, maintaining the integrity of the natural forest to act as a carbon sink, and strengthening resilience to enable adaptation and mitigation action;
- The National Mangrove Strategy, developed in 2019 which includes outcomes and objectives to improve the legal framework for sustainable management of mangrove ecosystems, prohibiting or restricting the felling of mangroves, and developing a framework law for Integrated Coastal Zone Management (ICZM);

[2] For the purposes of this project (and aligned with GRID program guidance), nature-positive infrastructure refers either to the incorporation of nature and biodiversity considerations as part of the project design, or is accompanied with substantial ecological restoration and enhancement; nature positive infrastructure development aspires to go beyond simply reducing or mitigating the environmental impact of an infrastructure project (e.g. striving for net gain).

- The National Mangrove Biodiversity Monitoring System along the coast and the National Mangrove Forest cover map (as part of the National Forest Inventory), and;
- Three Management Plans of Coastal Multiple Use Management (MUMA) and three Nationally Appropriate Mitigation Actions (NAMAs) for specific sectors.

Aligned with and resulting from the MOP, the Government recently adopted the Green Development Strategy (SDG) (14 February 2025) which defines guidelines for development with a focus on forest cover and carbon negativity, and a Spatial Planning Act, which goes into more detail by taking into account natural defense systems, development of proper urban centers, nature reserves, etc. These add to the national structure vision and the National Adaptation Plan. The recently established Ministry of Spatial Planning and Environment is tasked with all of these.

Suriname's updated National Biodiversity Strategy and Action Plan (NBSAP) for 2024-2035 includes a focus on ecosystem services and nature-based solutions, including the "use of green-gray infrastructure to enhance land gain and coastal protection by mangroves," and calls for the use of "sound spatial planning and land- and sea use zoning."

A Co-Investment Fund Bill that earmarks revenues from extractive industries for specific sectors, including green infrastructure, has been submitted to parliament.

At an operational level, several government ministries oversee requirements for port (and road) development.

The Environmental Frameworks Act, passed in 2024, saw the official establishment of the National Environmental Authority (NMA, formerly National Institute for Environment and Development in Suriname (NIMOS)) on the 26 July 2024. The NMA will play a crucial role in coordinating environmental policies, enforcing regulations, and promoting environmental awareness to tackle challenges such as climate change, biodiversity loss and pollution. Seeing the need to ensure the crucial balance between economic development and environmental protection, the NMA will ensure environmental protection, with special attention to challenges across sectors, which include oil and gas, agriculture and energy. One mandate of NMA is overseeing the Environmental and Social Impact Assessments (ESIA) system. Under the regulations of the ESIA system, stakeholder engagement and gender integration, particularly the involvement of Local Communities and Indigenous People, are a requirement through Free, Prior and Informed Consent (FPIC) which the Government of Suriname (GoS) has adopted. That said these conditions have not always been taken into account by developers and insufficient compliance control exists in this regard. This must be seen in the light of the fact that the NMA was only recently formally established (September 2024) under the Environmental Framework Law (2020) and only now has the authority to enforce the law. The NMA is actively engaged in setting up the agency inclusive of personnel and capacity building to ensure its ability to execute its mandate.

Under the Environmental Frameworks Act specified in Article 24, the NMA can conduct a Strategic Environmental Assessment (SEA) as mandated under the Act to assess the associated impact of port and infrastructure development to guide policies and decision making.

ROM is responsible for all environmental regulations and oversight, and formerly hosted NIMOS. A Spatial Planning Act has been submitted to parliament, which will also mandate ROM with the responsibility for spatial development along the lines of each district and their respective resorts, to zone areas for development, including transportation infrastructure. A geospatial hub is also being established, which will be used across ministries to make data accessible and available for decision making (it is expected to be fully functional by late 2025 or early 2026).

The Planning Bureau is responsible for the development, coordination and monitoring of policies and regulations with respect to development plans, and for conducting economic analysis and prognosis. They lead the formulating, coordinating, monitoring and management of the multi-annual development plan for Suriname, which includes looking at transportation infrastructure, and ensures these aspects are incorporated in any land planning. They work closely with the Ministry of Public Works, and once the Spatial Planning Act is passed there will be stronger collaboration to work across OW, ROM and NMA.

A firm longstanding requirement is a construction permit issued by the Ministry of Public Works for any type of construction. Unfortunately, the design and engineering standards for construction and placement used in the permitting process are outdated and do not promote nature-positive approaches (road construction standards have been updated with the help of the private sector, but do not include Nature Positive Approaches). This same requirement applies to construction in the riverine area, and the Ministry of Public Works is again the permit-issuing body. The Maritime Authority of Suriname (MAS) also needs to provide permission for any construction on or at the river, with a main focus on the potential impact for maritime traffic. Guidelines for issuing waterworks permits include advice not to remove mangrove forest but no firm rules have been established. MAS is also responsible for conducting hydrographic surveys and monitoring dredging works. There exists a Port Authority, but its responsibility is limited to the management of the publicly owned port, and it has no regulating rights over other ports.

The project will align with, add value to, and fit within existing and upcoming institutional arrangements on a strategic and operational level.

Baseline and Coordination with Other GEF Projects

In addition to the institutional baseline described above (and the ongoing implementation of these policies and strategies – including the MOP, Green Development Strategy, and National Mangrove Strategy), there are several organizations with ongoing initiatives to advance green transportation infrastructure in Suriname. This includes:

- Ministry of Spatial Planning and Environment leads on two GEF-funded projects: *Sustainable and Inclusive Development of West Suriname*, with UNDP as GEF Agency, aims to strengthen integrated landscape conservation and sustainable management in the Western Suriname intact forest landscape. *Strengthening Management of Protected and Productive Landscapes in the Surinamese Amazon*, under the GEF's Amazon Sustainable Landscapes Program II, aided by Ministry of Land Policy and Forest Management, and Foundation for Forest Management and Production Control, includes a focus on improving land use planning and monitoring. The Government of Suriname (Ministry of Regional Development and Sports) also leads the GBFF-funded project *Empowering Indigenous Peoples for Sustainable Development: Inclusive Biodiversity Management through a Social and Solidarity Economy Approach* (Ministry of Regional Development and Sports; UNDP) and is a partner under the regional project *Strengthening national capacities for implementing the Enhanced Transparency Framework in Caribbean countries* (UNEP).
- The IDB-loan funded project 'Strengthening Spatial Planning and Environmental Management in Suriname' (USD 30,000,000) will (i) strengthen Suriname's spatial planning and environmental frameworks, regulations, and instruments; (ii) increase the availability and use of data for spatial

planning, climate change, and environmental management; and (iii) strengthen MinROM and NMA's operational conditions.[3]

- World Wildlife Fund Guianas supports several relevant initiatives. Suriname's *Illegal, Unregulated and unreported (IUU) fisheries program* consists of 3 projects[4] that supports fisheries management and marine ecosystems with key stakeholders, with knowledge and guidance being generated on marine ecosystem and fisheries management. The *national Sea turtle Protection Conservation Program*[5] protects 2 critical turtle nesting beaches and the turtle population. One of these critical nesting beaches is located within the project scope and may be impacted by increased shipping and port infrastructure in the Suriname estuary. Finally, National Dialogues for Phase 2 of the *Mainstreaming Biodiversity in Development (BIODEV2030)* Project will focus on supporting sustainable fisheries and biodiversity integration through comprehensive policy reform in Guyana and Suriname to ensure long-term ecological and economic sustainability. This initiative is supported by local project partners and the Fisheries Department.

- Conservation International Suriname has a significant and relevant baseline. The *Suriname mangrove rehabilitation project* (since 2015 and ongoing) focuses on protecting and restoring the mangrove habitat at the Weg naar Zee (Road to Sea) area for coastal protection through sediment trapping techniques with the ultimate goal of stopping land degradation using ecosystem-based adaptation techniques. A *coastal Green-Gray Cost-Benefit Analysis (CBA) Tool* illuminates the business case for green-gray infrastructure and address key knowledge and data gaps that inhibit widespread adoption of these solutions, with initial focus on Mexico, Brazil, Guyana and Suriname. Finally, guided by the *Resilient North Brazil Shelf coastal resilience blueprint*, CI is identifying green-gray infrastructure (GGI) projects in this highly vulnerable region to demonstrate their effectiveness at scale. The blueprint involves 1) co-creating a pipeline of investable GGI/NbS projects with coastal communities that support their disaster risk reduction and climate adaptation objectives; 2) developing design standards and engineering guidance for building with nature to facilitate implementation by key partners and 3) accelerating GGI demonstration projects to grow technical capacity within the region and fuel implementation at scale.

- Ministry of Public Works (Ministerie van Openbare Werken or OW), with funding from the IDB, is implementing a project to improve Transport Logistics and Competitiveness in Suriname (45 million USD, 2019 until 2025) by improving efficiencies and reducing both costs and time to clear goods at the primary port facility in Suriname

[3] https://www.iadb.org/en/project/SU-L1067

[4] Projects listed below:

i. The regional IUU project named 'Combating IUU Fishing in the Guianas (Suriname Guyana, and French Guiana) (active from 2021-2024). Funded by the donor Oceans 5, a sponsored project of Rockefeller Philanthropy Advisors

ii. The Monitoring, Control and Surveillance (MCS) activities of the Fisheries Department Suriname to combat IUU, (officially started on November 7, 2023)

iii. The third project is upcoming, but not yet approved project by the AFD. The GREAT Ocean (Guianas Regional Action for a Thriving Ocean) project will start January 2025 and will run for 3 years.

[5] (i) Hatchery pilot Braamspunt in collaboration with the Nature Conservation Division, funded by WWF-Indonesia (June 2024 - November 2024)

(ii) "Developing a Sea Turtle Recovery Plan for the Dutch Caribbean'.' The focus for Suriname is to review the Suriname Sea Turtle Recovery Plan (STRAP) of 1993 and develop a manual of the STRAP to support the long-term, civil society-driven conservation and recovery of Suriname's sea turtle populations. This project is active from May 2024 – December 2025 and is funded by the Sea Turtle Conservation Bonaire (STCB).

- Caribbean Community Climate Change Centre (5Cs) is heading the development and implementation of country-specific frameworks and action plans, including regulations and guidelines for coastal ecosystem protection and management. Suriname will benefit from a mangroves and coral reef management plan and a sustainable harvesting framework to benefit the coastal communities; increased climate resilience of communities and populations (especially vulnerable women and girls) through improved marine and coastal ecosystem management/protection is central here. Total funding is USD 1,523,585.
- Suriname (Ministry of ROM) launched a new project on February 5, 2025 for the protection and restoration of mangrove forests. The Protection, Restoration, and Sustainable Use of Mangrove Forest (PRSUMF) project, funded by the European Union and implemented in collaboration with UNDP, focuses on sustainable management and coastal protection. This initiative aims to promote the protection, restoration and sustainable use of mangrove forests in Suriname. The project builds on previous initiatives, including the Global Climate Change Alliance Plus (GCCA+) programs, and focuses on science-based measures for coastal protection and climate adaptation. An important component is the development of sustainable value chains around mangroves, such as small-scale fisheries and ecotourism, to promote economic resilience. With the launch of PRSUMF, Suriname is taking a new step towards a climate-resilient future. Total funding is USD 3,270,852 until December 2027.

Relevant Stakeholders

Intervention at the upstream level in spatial planning and policy development should enable transportation infrastructure to minimize damage to biodiversity. Thus, the project will target key stakeholders involved in all phases of infrastructure development, focusing on the conceptual stages. The transition required encompasses behaviors, attitudes, viewpoints, designs, codes, policy, legislation, etc.

Since this area has unique coastal and marine biodiversity habitats that require efforts to protect and an area with significant human activity, a wide cross-section of stakeholders with diverse interests will be involved in project execution. A Gender Action Plan and Stakeholder Engagement Plan has been prepared, including a detailed mapping of the key stakeholders (see separate attachment).

Commercial interest	Adminstrative interests	Residential and subsistence interests	other interest groups
• Fishermen • Tour operators • (Port) Developers • (Port) Business Owners • Consultants / engineering companies	• Ministries • Institutes	• Communities, focusing on those directly affected by port developments	• International organizations • (Environment) Non-Governmental Organizations • Academia / Educational Institutes

Gaps, Barriers, and Enablers

Component 1 Enabling conditions for nature positive/sustainable transportation infrastrcuture	Component 2 Integrated and inclusive transportation infrastrcuture planning	Component 3 Finance and de-risking mechanisms	Component 4 Knowledge management, communications and coordination
• insufficient coodination between minsiteries to intergrate biodiversity into policies, guidelines and standards (e.g. site, building and engineering) - streaming roles and responsiblities (without overlap) • Limited capacity for NPI approaches at both government level and in the private sector • Limited ability to influence what is done on private land, except permitting • Port operations, port standards, etc. are not regulated	• Limited (marine and coastal) planning frameworks: there are only a few steps for port development (EIA, building permit, and permit from MAS), which are outdated and not always followed or enforced. There are also concerns with regards to the extent responsible authorities are able to verify the compliance processes • Lack of sediment management plans for Suriname river related to dredging, port development, etc.	• Perceived high cost of biodiversity and ecosystem protection and therefore reluctance for adoption • Limited incentives and mechanisms to promote or support green infrastructure development, and shift financial flows	• Limited awareness of NPI approaches, needs, and benefits, and how to apply in Surinamese context

Key enablers include:

Component 1 Enabling conditions for nature positive/sustainable transportation infrastrcuture	Component 2 Integrated and inclusive transportation infrastrcuture planning	Component 3 Finance and de-risking mechanism s	Component 4 Knowledge management, communications and coordination
• Strong foundation of plans and commitments (GDS, Spatial Planning Act, NBSAP, new mandate of NMA, OW) • Existing capacities within the ministries	• Existing procedures in place • Existing network of engineers (ORIS) with expierence developing guidelines	• Finance sector as enabler of nature-positive transformative change (financial institutions and banks with interest to deploy financial mechanisms for nature positive infrastructure) • Co-investment fund	• Geospatial hub within ROM to help centralize data • Systems and structures to maintain institutional integrity of knowledge and processes

Project Approach

The project will focus on upstream planning measures that support the transition towards sustainable transportation infrastructure to safeguard Suriname's ecosystems. By intervening in upstream infrastructure planning – together with stakeholders – behaviors, attitudes, viewpoints, designs, codes, policy, legislation, etc. can be addressed. This way, infrastructure development can ensure environmental considerations are included/embedded in its initial stages (where intervention yields the least cost and where there is huge potential for downstream impact). This will respond to the system drivers that give shape to the earlier mentioned future narratives. The project is a logical successor and elaboration of existing efforts, such as the Green Development Strategy and Spatial Planning efforts. The Ministry of ROM will be the project owner, in close collaboration with the Ministry of Public Works.

B. PROJECT DESCRIPTION

The project's principal objective is to mainstream environmental sustainability into upstream planning and development approaches for transportation infrastructure so that upcoming projects – including ports and roads – maintain or enhance the natural environment as much as feasible.

The project will focus on the Suriname River where there is an unprecedented movement to invest in new ports and expand existing ports because of looming offshore and mining exploitation. The project area runs from the mouth of the Suriname River – where the Suriname River meets the Atlantic Ocean and the site of an important neotropical migratory birds and sea turtle nesting area (Braamspunt) – alongside the nation's low-lying capital Paramaribo, and up to Paranam – an area of approximately 62,500 hectares. As Suriname's most important river for shipping, it also houses a complex mangrove ecosystem, with

important breeding, feeding, and nursery area for many fish, sea turtles, and migratory birds, including IUCN Red Listed species. It is an important area for local livelihoods, and it protects the shoreline from sea level rise and extreme weather events. Finally, it is an important carbon sink.

The project includes Nature-based Solutions (NbS) and Nature-positive Infrastructure (NPI) as complementary approaches. NbS focuses on integrating natural systems as an alternative to engineered solutions, such as using mangroves to protect coastlines and ports from climate risks. Nature-positive Infrastructure takes a broader view, emphasizing biodiversity and ecosystem health through upstream planning, policy, and spatial strategies. The project will develop guidelines, processes and protocols for port and road infrastructure that incorporate NbS while promoting nature-positive approaches in policy and planning frameworks to minimize biodiversity impacts at a strategic level.

The project Theory of Change is:

- *IF* national policies, regulatory frameworks, and mandates (which include social inclusion and gender mainstreaming) are developed or strengthened to promote nature-positive transportation infrastructure, ensuring alignment between environmental protection and development priorities, and
- *IF* these frameworks are effectively harmonized across key ministries (ROM, Public Works, Planning), with transparent mechanisms for monitoring, reporting, and ensuring compliance;
- *IF* these policies and frameworks are applied within an integrated and participatory spatial planning process (Riverine land allocation plan), allowing ecological, social, and cultural values to inform transportation infrastructure siting;
- *IF* financial resources from public and private sectors are redirected toward nature-positive infrastructure solutions, incentivizing innovative, sustainable, and climate-resilient transportation investments, and create disincentives for harmful practices;
- *IF* technical and institutional capacities are strengthened, decision-making processes are inclusive and participatory, and there is a good communication system in place to support this as well as scaling;

Then:

- Transportation infrastructure will be designed and sited using nature-positive approaches to avoid disrupting sensitive habitats and reduce mangrove and forest degradation, while aligning with ecological and climate resilience goals, supporting economic growth and social well-being.

Downstream Impacts:

- Maintaining ecological health (e.g., securing ecosystems and biodiversity).
- Strengthened climate resilience (e.g., reduced vulnerability of port and road infrastructure to sea level rise and climate impacts, carbon sequestration by maintaining mangroves and forests).
- Socio-economic benefits (e.g., transportation infrastructure development considers social impacts and livelihoods, and creates more participatory mechanisms for the participation of both men and women in the management of the Suriname estuary)
- Long-term policy coherence between development and environmental goals.

By altering standards, rules, techniques, and methods in the aforementioned elements of infrastructure planning, transportation development is guided in a more environmentally friendly way while keeping in mind environmental considerations including mangrove integrity, water quality, erosion, fisheries,

sediment management and social values. There are two precedents: road construction standards and (upcoming) housing standards, which were developed by the private (engineering) sector and were adopted and deployed by the Ministry of Public Works. The GRID Project would replicate that collaboration focusing on the land-water nexus in the riverine area.

Across all four future narratives scenarios, there is a need for nature-positive infrastructure. This need varies across narratives, but – regardless of the scenario – the transition towards nature-positive infrastructure planning is necessary.

A Theory of Change (ToC) diagram has been developed to work across all future narrative scenarios, and displays the inner workings of this transition (see TOC diagram in Annex 6). The ToC is informed by stakeholder workshops held during the project design period, field visits, and expert interviews. The ToC also incorporates approaches around behavior-change, to move stakeholders (men and women) from awareness about sustainable infrastructure to actually implementing and adopting these approaches. The ToC (and thus the project) has four main components: 1) enabling conditions, 2) integrated planning and design, 3) finance and de-risking, and 4) communications, program participation and monitoring and evaluation. These are described in more detail below. Project activities are included in Annex 8.

Component 1: Enabling conditions for nature positive/sustainable transportation infrastructure

This first component creates the firm foundation upon which the other outcomes will build. This component is also crucial because it is a necessary condition to guarantee the project outcomes will be sustainable and become the standard operating procedure post-project. A strong positive note here is that the Government already has a number of policies that the GRID project can build on. Suriname's Multi-Annual Development Plan (Meerjaren OntwikkelingsPlan or MOP) 2022-2026 is the strategy guiding the Government and defines a vision and strategy to uphold the green (high forest cover low deforestation) and carbon-negative status of the country, including increasing resilience against climate change, development and deployment of green (low carbon and sustainable) infrastructure and transportation efficiency, while simultaneously lowering the carbon footprint (the government and country want to see the economic development take shape but not at the cost of its environment/ loss of biodiversity). Aligned with and resulting from the MOP, the Government recently adopted the Green Development Strategy (GDS) which defines guidelines for development with a focus on maintaining forest cover and carbon negativity. A Spatial Planning Act is also being developed, and this goes into more detail than the GDS by taking into account natural defense systems, the development of proper urban centers, nature reserves, and more. Furthermore, a Co-Investment Fund Bill has been submitted to parliament that earmarks revenues from extractive industries for specific sectors, including green infrastructure. The project will therefore align with, add value to, fit within, and elaborate upon these existing and upcoming institutional arrangements and needs to be viewed as an elaboration of strategies and policies on a concrete level. This Component 1 will be achieved through two integrated outcomes:

Outcome 1.1. improved policy and regulatory framework to support green infrastructure

Over the past few years, the Government of Suriname has advanced the development of ambitious legislation in attempts to uphold and protect its net carbon sink status, its high-forest cover and low-deforestation rate, along with its rich and unique biodiversity. To this end, it has also ratified, signed, or acceded to regional and global instruments, protocols, and conventions. However, deployment of these intentions and policy declarations on a planning and execution level has been lagging. On top of that, existing legislation is variably monitored and enforced, rendering a situation where the compliance level

by stakeholders is unknown for regulating authorities. The project will facilitate the Government to conduct a Policy and Regulatory Gap Analysis to identify limitations of current regulatory and policy frameworks related specifically to port and road development (across the lifecycle) in the ability to incorporate NbS and NPI approaches into infrastructure planning; the Gap Analysis will also examine gaps, risks, and opportunities related to social inclusion and gender mainstreaming. Subsequently, the project will produce key recommendations. Based on the Gap Analysis and recommendations, the project will support ROM, Public Works, and NMA with the development of new legislation and the updating of existing policies. The project will also support the NMA to develop specific EIA guidelines for costal construction works. Consultations will be undertaken throughout the process, including on any proposed legislation/policies/text, with stakeholders (if needed, based on the potential impacts of the proposed legislation).

This project comes at a very opportune time in the development of the environmental management system of the country when the NMA has just been formally established with the power of enforcement, and at a time when Suriname will presently experience massive economic transportation with the recently announced (October 2024) financial decision of Total Energies to invest US$10B in the development of its offshore oil and gas facility scheduled to come onstream in 2028.

The drafted products fit into and align with the aforementioned MOP, GDS, and Spatial Planning Act and feed into the upcoming Multi-Annual Development Plan 2027-2032. These drafted products then need to be formalized by the relevant government ministries.

The Outputs to achieve this outcome include:

- Gap and opportunity analysis to identify policies, guidelines and regulations to achieve policy coherence.
    - Based on this analysis and an inclusive stakeholder consultation process, that will include gender and gender-responsive concepts and challenges to achieving inclusive sustainable development, to define the best (most efficient and effective) intervention areas concerning regulation and policies.
- An integrated policy and regulatory framework, that fills gaps in the above analysis including draft regulations and legislation, consulted upon with stakeholders and submitted by the relevant ministry (ROM, NMA and Public Works) to Parliament for approval

<u>Outcome 1.2 Strengthened mandates and capacities to apply green infrastructure approaches (ROM, NMA and the Ministry of Public Works)</u>

Governmental entities in Suriname typically suffer from improperly defined roles and responsibilities. This implies that processes are not followed through, take longer than necessary, cause loss of data and information, involve low responsiveness to sudden changes, and lead to an overall lack of understanding in stakeholder roles within processes. It is therefore important that the integrated policy and regulatory frameworks, which outline the required processes, are joined with properly defined roles and responsibilities; environmental considerations for port infrastructure are not well articulated, and not well integrated into existing mandates. While the permitting process is currently the main entry point where infrastructure development can be guided, currently ROM does not have a clear role, and the environment isn't considered across the permitting process. The project will support the defining of clear roles and responsibilities, and a mechanism for ROM, NMA and the Ministry of Public Works to coordinate, so that siting takes sensitive areas into account, the EIA is done, and design, engineering and construction takes into account NPI approaches, accounted for in permit guidelines.

The definition of roles and responsibilities will depict capacity needs of stakeholders with respect to their respective roles in processes that are laid out in the policy and regulatory frameworks highlighted in Outcome 1.1. This means an intervention will be done under this Outcome to address and strengthen capacities. By far the most important gap relates to the knowledge of and experience with nature positive approaches in infrastructure and their potential trade-offs with implementation, costs, maintenance, and other things. Also, skills and knowledge upgrades will be required to deploy compliance monitoring to uphold the set standards. The opportunities for institutionalization of capacity-building efforts will consist of mainstreaming or inclusion in civil servants, engineering training programs, and if possible in secondary education.

The Outputs to achieve this outcome include:

- TORs and updated enforceable mandates to show designated roles and responsibilities for 1.1, including those related to compliance monitoring and nature-based solutions for infrastructure development (formalizing new protocols, processes, procedures, engineering standards, disclosure); the mandates may also relate to participatory processes, and will include social inclusion and gender responsive considerations, as noted in the Stakeholder Engagement plan (SEP) and the gender Action Plan (GAP) respectively.

Trainings and tools to bring green infrastructure approaches to detailed landscape planning in Ministry of Public Works, ROM, National Environmental Authority, engineering firms, the University of Suriname, and other institutes, incorporating participatory and gender-responsive approaches. Guidance documents and tools will be developed for ROM, NMA and OW staff on relevant policies, processes and protocols, and shared through trainings. The material will be packaged for inclusion in on-boarding processes and hosted on the government website so that it can be utilized and applied long-term. For academia and engineers, the project will coordinate (where relevant) with the GRID Global Platform and FIDIC Academia so that resources can be shared to enhance learning. The project will work with the ORIS (Association of Consulting Engineers in Suriname) to include NPI and green-grey infrastructure. Trainings will include social inclusion and gender-responsive concepts.
These outputs encompass targeted training workshops addressing common capacity-building needs.

Component 2: Integrated and inclusive transportation infrastructure planning

This component delves deeper into the enabling conditions described in Component 1 and fills in the gap between policy level intentions and ground-level action and operations. This gap consists of the permitting processes, building codes, standards, benchmarks and guidelines for engineering and design, and SEAs, ESIAs, among other things, in other words, all the steps that are involved in the planning of siting, designing, sizing, engineering and constructing of transportation infrastructure (in the riverine area), such as roads, bridges, and ports. There are two important aspects to this:

1. Spatial planning integration (under Outcome 2.1) - This involves integrating transportation infrastructure planning into spatial planning processes, ensuring that biodiversity and ecosystem services are considered.

2. Development of protocols and processes (under Outcome 2.2) – in addition to better siting through spatial planning, this outcome will focus on detailed protocols for designing and constructing nature positive infrastructure, with a focus on NbS and minimizing environmental impact, as well as ensuring compliance.

These levels of planning under the policy umbrella require intervention to make sure that revised and refreshed policies supportive of nature positive approaches translate into practice. Intervention in this

component thus occurs in planning, management, processes, procedures, and systems. Successful interventions at these levels yield practical results upon application.

Outcome 2.1. Integrated planning and management to guide infrastructure siting and construction while ensuring the health of the area

The typical planning cycle for construction in Suriname encompasses idea forming, pre-feasibility/scoping (oftentimes also including siting), design, engineering, feasibility, ESIA, and procurement. This is not always a linear process: sometimes multiple phases (or parts thereof) are executed, and sometimes some iterative works need to be carried out requiring the outputs in later phases and the adjustment of parameters in earlier phases. Overall, going through these phases will define and delineate in greater detail the parameters of the infrastructure project. Nature positive approaches and principles need to be factored into these phases of infrastructure planning. The private sector as key stakeholders and beneficiaries of the project will be sought to champion and pilot the integrated planning and management that will guide infrastructure siting and construction. The private sector will be a critical part of the steering committee and the multi-stakeholder platform to guide implementation.

This implies that a multitude of stakeholders need to be involved (and this relates back to the earlier mentioned capacity building outcome in Component 1): different stakeholders can be involved at each phase, though they need to be aligned on the processes, procedures, and nature positive principles and approaches in order to ensure that the planning cycle is smooth for all stakeholders

This also implies that a multi-stakeholder platform needs to be established that oversees the overall implementation of nature positive approaches and principles, adherence to these and smooth cooperation between the different stakeholders involved in each planning phase.

The Outputs to achieve this outcome include:

- Strategic Environmental Assessments (SEA) to inform spatial and development planning of the Coastal and Marine (riverine) area, including an inventory of biodiversity-positive infrastructure planning, design, engineering, and construction approaches. Assessments will also take into account social inclusion and gender considerations as noted in the SEP and the GAP.
- Multi-stakeholder platform for the area established, supporting development and oversight of 2.1.3, ensuring a participatory and social inclusion approach. Multi-stakeholder engagement processes will be sustained on the Geo-Spatial Hub that ROM is currently developing; the hub will feature an interactive platform for stakeholder engagement.
- Suriname Riverine land allocation plan[6] for nature-positive infrastructure approaches that secures the health of the area, agreed with key stakeholders (following the WWF Standard on

6 ROM facilitated the development of a vision for spatial development of Suriname (encompassing each district and their respective resorts); a first step towards setting up and operationalizing an updated spatial planning process in the country. The spatial development framework articulated in the vision is extremely ambitious, as such a system would be new and must consider how to integrate already advanced developments across the country. The GRID project provides an important opportunity to support this initiative within a landscape transitioning landscape, and which importantly is within the proximity of 90% of the population. Thus, demonstrating the values of good design that includes nature-positive approaches (inclusive of NbS) has the potential to catalyze change in the way in which further infrastructure developments occur across the country. This would require not only the concrete interventions laid out in components 1 and 2, but also a very strong strategic communications program of work (component 4) and the development of frameworks to incentivize more sustainable and nature-positive practices. The project scope, the Suriname River Estuary, crosses the districts of Paramaribo, Commewijne, Wanica and Para. These districts will be affected by the port developments in varying ways depending on the existing infrastructure and support services versus newly constructed to support port development. Development of an estuary plan for the Suriname River that also includes the Commewijne River (the Suriname

Stakeholder Engagement and the WWF and GEF's Policies on Gender Equality) – based on the SEA above, the project will support this plan under ROMs spatial and development planning process. The intention is to ensure that environmentally sensitive areas are integrated into ROM's decision making process for siting/zoning, and that for areas where infrastructure will take place, biodiversity-positive infrastructure design, engineering, and construction approaches are integrated into the implementation processes. The mapping of natural resources will include men and women's use and perspectives; no zoning will take place under the project.

Outcome 2.2. Processes, protocols, and systems to ensure inclusive, integrated, and nature-positive approaches in the design and planning stages of transportation infrastructure

To ensure proper alignment between various decision-making phases and entities, processes, protocols, and systems will be required to be agreed upon and well-disclosed. These mechanisms will enhance and streamline the operation of the multi-stakeholder platform. Included in these processes, protocols, and systems, will be the roles and responsibilities that are fleshed out under the first Component.

Special attention will be paid to the earliest phases of infrastructure planning, as it is within this phase that costs to alteration to construction is lowest. This typically involves scoping/pre-feasibility, design, and, to some extent, some high-level engineering. Detailing nature positive and NbS principles and approaches for these phases will require particular attention.

The Outputs to achieve this outcome include:

- Nature positive protocols and processes (engineering, planning, siting) for port and road infrastructure. This includes considerations for sediment management – which is important as beneficial reuse of dredge material is a critical component of restoration opportunities and building with nature positive approaches approach – and green port infrastructure guidance.
- Compliance framework (check sheets, guidelines) for relevant government agencies – this will ensure that the designated ministries/departments (identified under the TOR's in Component 1) operate within a shared framework, and have the necessary tools to ensure guidelines and regulations for nature positive approaches (developed under Component 1 and 2.1.1) are adhered to. Compliance with social protocols and considerations will be included.
- Database that provides transparency in the permitting process, process tracking, rules and regulations, compliance processes, port development guidelines and updating road development guidelines to include nature-positive aspects – the database will provide transparency for the compliance framework developed above. The database will be hosted on the Geo-Spatial Hub that ROM is currently developing (expected to be completed end of 2025 or early 2026); the hub will be managed long-term by ROM, with dedicated staff and budget allocated for this. Public Works and other state agencies will be responsible for inputting information to demonstrate compliance with guidelines and regulations. There will be an interface for the public to view certain information.

and Commewijne River Estuary Plan - SCREP) using the framework of the "structural planning" process described under the Spatial Planning legislation will serve the purpose of identifying guidelines, standards and possibly regulations that downscales the legislation to a defined subnational level, producing the necessary framework that can be applicable across the country and in which Nature positive approaches plays a central role. This process will be significant for the district of Commewijne where much of the yet to be demarcated land development will become prime for conversion as a result of oil and gas development. The project will therefore serve as an important contributor or to future land use planning at a district and sub-district level.

Component 3: Finance and de-risking mechanisms

Outcome 3.1. Enabling financing mechanisms and procurement standards to shift financing towards nature-positive transportation infrastructure projects

Finance and de-risking mechanisms are integral to ensuring that risks are identified, assessed, and mitigated to protect assets and achieve strategic goals. Implementing robust de-risking strategies is essential to rendering the finance of projects that support NPI approaches, and disincentivize projects that risk environmental loss. Commercial lending firms in Suriname are typically risk-averse and thus do not differentiate between projects with and without NPI approaches.

The project will support the advancement of 1-2 finance and de-risking mechanisms. The selected mechanisms will be identified during implementation (given the fast-moving pace of some of these discussions). The following options were discussed for shortlist during the PPG stage:

- Economic tools for upstream decision-making (e.g. cost-benefit analysis) integrated into guidelines used by ROM and Ministry of Public Works, and reflect environmental and social standards
- Updated procurement policies (Ministry of Public Works) to ensure sustainability measures are incorporated into tender design and contractor awards
- Technical assistance to develop guidelines on using revenues from the Co-investment Fund Act to support NPI infrastructure approaches – the Co-Investment Fund Act is still being discussed and finalized; therefore, the project could be an opportune time to support decisions that align with the project objectives
- Targeted technical assistance to support banks shift financing towards green transportation infrastructure objectives

Leveraging the Global Platform's support will also be explored, for example in the standardization or integration of assessment tool(s) as a measure to understand and mitigate risk (e.g. WWF biodiversity risk filter, Encore, Altitude (an AXA Product) or SMI risk screening tool for developers all use relatively robust ESG data (usually from publicly available data sets) to assess and mitigate nature-related risk to operations (and to nature)), and to enhance public-private partnerships (PPP) mechanisms and frameworks to share or transfer environmental risk across institutions best suited to deal with risk. The Suriname GRID Project can work to ensure global tools supported by the Global Platform are locally applicable, and complement with ongoing training to ensure institutions are working from current, best practices to embed best practices into lending and financing.

Mechanisms will be shortlisted using criteria developed Year 1 of the project and selected by the Project Steering Committee. A roadmap will be developed for selected mechanisms after a review of current and developing mechanism, which will provide clear guidance on development implementation, including training and capacity building to support institutions as they refine and operationalize these approaches, increasing the rate of green objectives being embedded into policy and practice. Through discussions with the financial sector (banks), ROM, Ministry of Public Works, and others, at least 1-2 financial mechanisms will be identified, supported (e.g. through updated policy, guidelines, etc), and ready to be in place/deployed by the end of the project in an effort to initiate a longer-term shift towards sustainable financing for nature-positive transportation infrastructure projects. Core criteria for selected mechanisms will look at feasibility, strong partnerships/baseline/co-financing, and potential for impact. Given the project budget, the intention is not to deliver something from start-to-finish solely through the project –

rather, the project will enhance existing frameworks and legislation to help mainstream NPI considerations into current practices, . .

Fortunately, there are already ongoing talks (e.g., within the Central Bank of Suriname) to develop instruments to change the behavior of commercial lenders towards green objectives. Also, the Co-investment Fund Act has been submitted to Parliament; this Fund aims to use the revenues from the extractives sector for earmarking towards specific objectives, including green infrastructure. In this regard, but also for public and private owners and operators of riverine-based infrastructure, proper cost-benefit tools need to be developed that balance the extra costs of NPI approaches versus the life cycle advantages of such solutions. Central and multilateral development banks are key stakeholders and partners in the implementation of this outcome.

The Outputs to achieve this outcome include:

- Financial mechanisms and incentives to finance nature positive transportation infrastructure approaches (shortlist and development). Social inclusion standards (following WWF and GEF standards and policies on stakeholder engagement and gender equality) will be taken into account in the development.

Component 4: Knowledge management, communications, and coordination

Outcome 4.1. Effective knowledge management, strategic communications, and gender-responsive stakeholder engagement to increase knowledge, attitudes and practices in, and building greater understanding of greening transportation infrastructure.

Application of NbS and nature-positive transportation infrastructure is a new subject in Suriname. As such, this component will need to go beyond expected project communications, as this is already a complex project given the range of stakeholders and capacities that exist. As stated in the other outcomes, the GRID project is a logical continuation of existing policies in force and translates these into NPI and NbS standards, approaches, codes, rules, and guidelines. for various phases of infrastructure planning, from idea formation to construction. This requires buy-in for the project from different stakeholders. Thus, a sound communications strategy should also ensure information symmetry across all stakeholders, transparency, alignment, and a level playing field. Timely, frequent, two-way, and open communication is therefore a necessary condition for the GRID project to succeed and its deliverables being used even after project closure. The project will ensure alignment with the GRID IP branding guidelines and communication strategy. The communications and knowledge management strategy/plan will include a social inclusion and gender-responsive approach, with the plan including indicators to measure the effectiveness.

The Outputs to achieve this outcome include:

- Communications and knowledge management strategy designed and implemented
- Communications products (e.g., through training), including project webpage, aligned to GRID IP branding; an open-access approach to data, information and project documentation is crucial

Outcome 4.2. Integration and coordination with the GRID IP

This encompasses coordination and participation in the GRID IP, including attendance at annual workshops, webinars, and working groups; inputs to GRID IP reporting. This will ensure strong integration and coordination with the GRID IP, through the GRID Global Platform. This will include the following:

- Participation in an Annual GRID Conference to share experiences, knowledge, and best practices.

- Participation in the Program Steering Committee meetings (4 times/year)
- Participation in working groups and virtual coordination meetings with the Global Platform.
- Co-lead and participate in webinars hosted by the Global Platform.
- Develop and contribute knowledge and communication products for upload to the Program website. Best practices related to social inclusion and gender-responsive approaches will be documented.
- Provide updates and inputs to the country landing page (on the GRID IP website)
- Support program-level reporting.

The Output to achieve this outcome encompasses coordination and participation in the GRID IP, including attendance at annual workshops, webinars, and working groups; inputs to GRID IP reporting. This will result in the exchange of ideas, approaches, solutions, etc. between the different GRID projects.

Stakeholder Engagement

The Ministry of Spatial Planning and Environment (ROM) will be the lead Executing Agency of the project and will spearhead this project, with the Ministry of Public Works as a key partner. Together, they will integrate innovative approaches into infrastructure planning.

The project will focus on the Suriname River Estuary, a region with unique biodiversity and business opportunities. Gender-sensitive considerations will be integrated into stakeholder engagement from the outset. Therefore, successful implementation requires broad stakeholder involvement. Diverse perspectives from fishermen, tourism operators, local communities, NGOs, academia, businesses, international organizations, etc. are crucial. These stakeholders will contribute to shaping behaviors, attitudes, designs, policies, and practices related to infrastructure development. By involving stakeholders in all project stages, we ensure that infrastructure innovations are relevant and sustainable. The project will enhance ministerial, institutional, and individual capacities, leading to positive outcomes for all participants. To foster meaningful engagement, the project will adopt a multi-faceted approach that includes:

- **Inclusive Dialogue:** Regular consultations and workshops will be held to gather input from various stakeholders, including fishermen, local communities, non-governmental organizations (NGOs), academia, businesses, and international organizations.
- **Co-Design:** Stakeholders will be actively involved in the design and development of infrastructure projects, ensuring that their needs and preferences are reflected in the final outcomes.
- **Capacity Building:** Training programs and workshops will be provided to enhance the capacity of stakeholders to participate effectively in the project and advocate for their interests.

The private sector will be a key stakeholder in the project, and actively involved in the delivery through the Steering Committee, multi-stakeholder platform, and through ORIS. This includes their close inputs on policies, regulations, and planning processes (related to nature-based solutions, financing mechanisms, etc), and participation in trainings and workshops. Private sector actors will include small and medium-sized enterprises (MSME's) - port owners and operators – and national financial institutions. International firms (investing and managing ports in Suriname) will also be engaged.

Given that private actors are involved in port development to a high degree, and most ports are privately owned and funded, this engagement approach will ensure buy-in from private sector actors.

Ultimately, this project aims to contribute to a broader transformation in infrastructure planning. By investing in capacity building and knowledge sharing, the project can develop more sustainable and resilient transportation infrastructure projects that benefit both current and future generations. A Stakeholder Engagement Plan (SEP) and Gender Action Plan (GAP) are included as a separate attachment.

Transformation and/or innovation

The project intends to shift the trajectory of development in Suriname, especially in the Suriname River, from one that continues largely ad-hoc and without biodiversity considerations to more nature-based models. By working upstream on key transformational levers – including on policies; strong inter-ministerial partnerships (ROM and OW); improving capacities for NPI in the engineering, academia, and government sectors; strong communications to support buy-in and behavior change; and advancing financial mechanisms to help shift financing to NPI - the project is expected to be transformational.

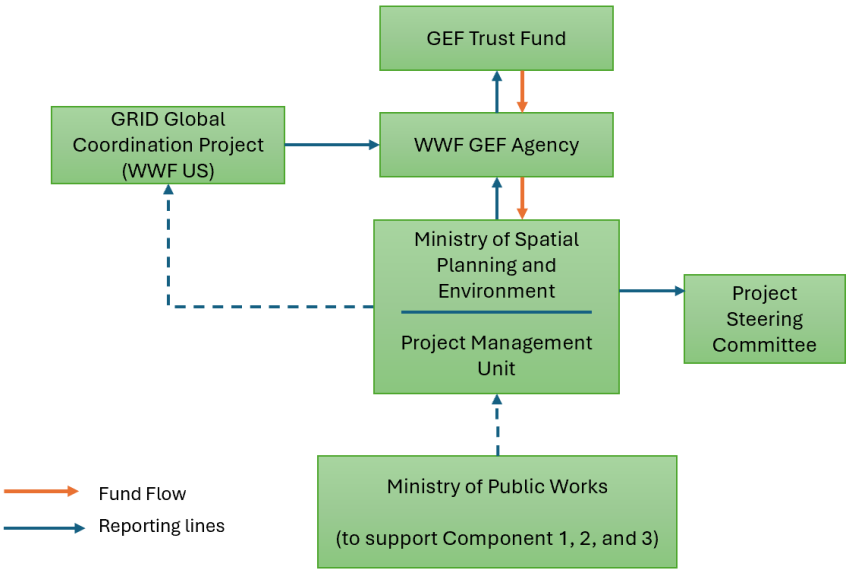
Spatial planning processes that integrate terrestrial and marine ecosystem considerations, mapping critical ecological areas, and layering this with transportation infrastructure development planning processes, has not been done in Suriname to date – this innovation is important to move from site-specific EIA's and mitigations to upstream national-level planning that incorporates nature from the start.

The approach in the Suriname River and estuary is intended to be scaled-up through *system level strategies* – e.g., by putting in place policies, regulations, and participatory planning processes (tied to spatial planning) that will apply nation-wide. This is relevant especially for port infrastructure, which is already being explored in other parts of Suriname, but also for road infrastructure in the interior. For example, the policies/processes/lessons under the GRID project is expected to help inform the East West Corridor (road).

Institutional Arrangement and Coordination with Ongoing Initiatives and Project.

The institutional arrangement and overall coordination of the project is depicted in the schematic presented below.[7]

[7] Fund management to be confirmed through due diligence process



Lead Executing Agency - The Lead Executing Agency for the project is the Ministry of Spatial Planning and Environment (ROM). This aids the alignment of the project with other initiatives such as the Green Development Strategy, the Spatial Planning Act and the Environmental frameworks Act and will yield synergies such as co-location, tapping onto existing expertise and human resources, and other areas necessary for coherence. As the Lead Executing Agency, ROM will be responsible for overseeing the delivery of the project and goals, the coordination of activities, the sourcing of key expertise and recruiting the Project Management Unit.

ROM will collaborate closely with the Ministry of Public Works since this ministry will have to be intensely involved in institutional strengthening, embarking on transitions with respect to building codes and permitting processes, etc.; the Ministry is therefore an important implementing partner within the project.

The Project Management Unit (PMU will include the following positions:

- *Project Manager and Technical Advisor* (100% time) – responsible for overall project management, overseeing the PMU and consultancies, and providing expertise and leadership on NPI and environmental approaches across the technical components and deliverables; he/she will report up to ROM.
- *Finance, Administrative, and Monitoring and Evaluation Officer* (100% FTE) – responsible for financial oversight of the project, including tracking the budget, tracking project progress, facilitating financial transactions, and preparing and delivering financial reports. He/she will also be responsible for overseeing implementation of the project monitoring and evaluation plan, including ensuring indicators and actions in the Gender Action Plan are tracked and monitored effectively.
- *Technical specialists* (100% FTE)
    - *Spatial planning and nature positive infrastructure expert* – he/she will be responsible for providing technical inputs, advice, and deliverables related to spatial planning and nature positive infrastructure.

    - *Policy and legal expert* - responsible for overseeing the development of policy and regulatory aspects of the project (Component 1), ensuring the incorporation of nature positive considerations. He/she is also expected to collaborate with policy makers, legal experts, and stakeholders to advocate for sustainable transportation policy adoption.
- *Strategic Communications and Stakeholder Engagement Officer* (100% FTE): lead the development and implementation of the communications strategy, managing communications with stakeholders, and ensuring proper stakeholder engagement. Establishes and fosters a system of learning and exchange. He/she will ensure stakeholder engagement is done in a gender-responsive manner, and support implementation of the Gender Action Plan and Stakeholder Engagement Plan.

Project Steering Committee - A Project Steering Committee (PSC) will be formed to serve as the oversight, advisory, and support body for the project. The PSC will consist of a representative from ROM, the Ministry of Public Works, 1 Environment-focused NGO, the National Environment Authority, the Order of Advisory Engineers in Suriname, the bankers' association, and a social governance NGO. A representative from the WWF GEF Agency team will hold an "observer status" in the Project Steering Committee. A TOR for the Project Steering Committee is included in Annex 4.

WWF GEF Agency– WWF-US, as the GEF Agency will: (i) provide consistent and regular project oversight; (ii) liaise between the project and the GEF Secretariat; (iii) report on project progress to GEF Secretariat; (iv) ensure that both GEF and WWF policy requirements and standards are applied and met; (v) approve annual workplan and budget; (vi) approve budget revisions, certify fund availability and transfer funds; (vii) organize project evaluations and review project audits; (viii) certify project operational and financial completion, and (ix) provide no-objection to key terms of reference for project management unit.

The WWF-US GEF Agency is also the GEF Agency for the GRID Global Coordination Project (Global Platform); a representative from the WWF GEF Agency will sit on the Global Platform's Steering Committee. The WWF GEF Agency will provide oversight of the Suriname GRID project, while making sure information and reporting is shared with the GRID Global Platform to support overall program-level coordination.

Will the GEF Agency play an execution role on this project?
☐ Yes ☒ No

Please add a short explanation to describe cooperation with ongoing initiatives and projects, including potential for co-location and/or sharing of expertise/staffing (max. 500 words, approximately 1 page)

The project aims to intervene in the upstream stages of infrastructure planning by incorporating nature-positive approaches, designs, practices, standards, and benchmarks. The project will align with, add value to, fit within and elaborate upon existing and upcoming institutional arrangements on a strategic and operational level, including those related to the Multi-Annual Development Plan 2022-2026, the Green Development Strategy and Spatial Planning Act. The project is a materialization of the strategic direction in the Development Plan and Green Development Strategy, as it intervenes in infrastructure planning in such a way that it strikes a balance between the built and the natural environment. Also, the project will inform the EIA and spatial planning processes (the latter is being finalized on a policy level).

As the lead in the Green Development Strategy and Act on Spatial Planning, the Ministry of Spatial Planning and Environment (ROM) can leverage existing expertise, staffing, equipment, and networks to deliver these strategies alongside the GRID Child Project.

The project will seek to coordinate with the following GEF-financed projects:

- *Sustainable and Inclusive Development of West Suriname* and *Strengthening Management of Protected and Productive Landscapes in the Surinamese Amazon (ROM; UNDP),* under the GEF's Amazon Sustainable Landscapes Program (II and III, respectively), the projects aim to strengthen integrated landscape management, and work in protected and productive landscapes; the Suriname GRID project will seek to coordinate as transportation infrastructure can be a major driver of degradation in these landscapes.
- *Empowering Indigenous Peoples for Sustainable Development: Inclusive Biodiversity Management through a Social and Solidarity Economy Approach* (Ministry of Regional Development and Sports; UNDP) – The GBFF-funded project is working to integrate IPLC rights and perspectives into national policies and regulations, including the integration of biodiversity considerations into spatial plans, and establishing/supporting an IPLC Multi-stakeholder committee/platform. There is a good and clear opportunity for close coordination and collaboration around spatial planning and policies.
- *Strengthening national capacities for implementing the Enhanced Transparency Framework in Caribbean countries* (UNEP) – the Suriname GRID project aims to coordinate with this GEF-funded regional project, which is focused on strengthening national capacities for implementing the Enhanced Transparency Framework, specifically as it relates to GHG emissions tracking and information related to climate change impacts and adaptation. Infrastructure along the coastal zone is mentioned in both projects.

In addition to the GEF-financed projects above, the project will also coordinate closely with Conservation International on their green-gray infrastructure (GGI) projects (described in baseline above) to share/integrate guidance and best-practices. The Project Management Unit will ensure coordination with these other projects and institutions, see Stakeholder Engagement Plan.

Core Indicators

Indicate expected results in each relevant indicator using methodologies indicated in the GEF-8 Results Measurement Framework Guidelines. There is no need to complete this table for climate adaptation projects financed solely through LDCF and SCCF.

Project Core Indicators		**Expected at CEO Endorsement**
1	**Terrestrial protected areas** created or under improved management (hectare)	0
2	**Marine protected areas** created or under improved management (hectare)	0
3	Area of **land and ecosystems under restoration**(hectare)	0
4	Area of **landscapes under improved practices** (hectare) 4.1	2,500
5	Area of **marine habitat under improved practices** (hectare)	60,000

6	**Greenhouse Gas Emissions Mitigated** (metric ton of CO_2e)	91,270
7	**Shared water ecosystems** under new or improved cooperative management (count)	0
8	Globally over-exploited **marine fisheries** moved to more sustainable levels (metric ton)	0
9	Chemicals of global concern and their waste reduced (metric ton of toxic chemicals reduced)	0
10	Persistent organic pollutants to air reduced (gram of toxic equivalent g TEQ)	0
11	People benefiting from GEF-financed investments **disaggregated by sex** (count)	300 (150 male and 150 female)

CI 4: The ports under construction / expansion will require upgrades to existing roads, mainly within already developed areas; in addition, many new roads are expected to be built in ecologically important landscapes in the coming years. The project expects to improve practices in 2,500 ha by informing road placement and supporting integrated planning to guide and manage additional development, ensuring avoidance of environmentally sensitive areas.

This target was calculated by the projection of planned ports and their potential effect on infrastructure development and urban sprawl (e.g. roads), and that will be influenced by the project. The estuary plan (terrestrial areas) will be the main vehicle for ensuring improvements in management and practices.

CI 5: The project expects to improve practices across 60,000 hectares of coastal, estuary, and tidal/riverine ecosystems where port development and shipping traffic is expected to accelerate.

This target captures the expected number of hectares to be under improved integrated coastal/riverine management (where policies and regulations for nature-positive infrastructure are applied, Suriname Riverine land allocation plan is in place, and a change in management is evident as a result of improved management and practices). From the mouth of the Suriname River to Paranam (where port infrastructure is expected to extend) accounts for 60,000 hectares.

Stronger regulations will be formulated and deployed to mitigate or prevent impacts from transportation infrastructure on Suriname's coastal ecosystems, including in Multiple Use Management Area (MUMA's). Furthermore, it is expected to safeguard the migratory paths of marine turtles and dolphins, which intersect the planned shipping lanes.

CI 6: For this project the EXACT tool was used to calculate the Carbon balance looking at emissions emitted and mitigated for a 20 year time period in an area of 780 hectares of mangroves and 175 hectares of forest around the Suriname River and Estuary (Paramaribo, Suriname data). While deforestation of mangroves and forest to date has been low, it is expected to significantly accelerate given the expansion of existing ports and the development and planning for new ports bring with it increased traffic on both land and river (in particularly the Suriname river) and sea. The project will contribute indirectly to the reduction of greenhouse gas (GHG) emissions by establishing policies and planning frameworks that promote nature-positive transportation infrastructure.

The tool considered a 3-year project activity implementation period and the assumption was made that without the project interventions and improved area management, and a nature positive approach to port design and development, port development would cause upwards of 180 hectares of mangrove deforestation. The project may reduce deforestation of this mangrove area by 15%, protecting approximately 27 hectares of mangroves in the project area. Considering current rates of deforestation,

port development will cause 273,806 tCO2-e emissions through deforestation of the mangrove area over 20 years, but with project interventions this may be reduced to 232,800 tCO2-e. The project interventions are therefore expected to mitigate approximately 41,006 tCO2-e by the end of the 20 year capitalization period of the project.

In addition to reducing greenhouse gas (GHG) emissions through sustainable port development and the prevention of mangrove loss, the project is also expected to avoid or sequester carbon emissions across 7.5% of the 2,500-hectare project area. This area of the tropical rainforest landscape is experiencing moderate degradation, and at risk of extreme degradation due to planned secondary road expansion linked to port and infrastructure development. With project interventions, however, degradation levels are expected to remain moderate in 175 hectares, helping to preserve carbon stocks and avoiding approximately 50,264 tCO2e.

The proposed total figure of 91,270 tCO2-e avoided will need to be monitored and validated during implementation based on on-ground assessments; the estimate is considered conservative, and national-level estimates will be explored during implementation.

CI 11: Roughly 300 people are expected (based on past similarly sized projects) to directly benefit from this project via training, workshops, etc. Suriname has a small population and many government organizations have a small complement of staff. The direct personnel involved in the project activities (including trainings, capacity building, multi-stakeholder platforms) is around 300 personnel within ROM, OW, NMA, other ministries, private sector, NGO's, and community stakeholders.

Indirect beneficiaries are expected to be around 242,946, which is the population living directly on the Suriname River and estuary, and who will benefit from stronger regulatory environment and integrated planning process resulting from this project because of better protection of ecosystem services, such as flood management by mangroves, on which the majority of the Surinamese population depends. This figure also includes private sector workers employed in various aspects of ports and port operation (13,000 people), and affiliates in transportation services that support port operation (transport & storage), as well as those in academia and the ORIS network who will benefit indirectly from long-term capacity building materials developed through the project. Men and women will be closely and equally engaged according to the GAP to ensure gender equality and inclusion is part of the impact.

Risks to Project Implementation

The risk rating reflects the overall risk to project outcomes considering the country setting and ambition of the project. The rating scale is: *High, Substantial, Moderate, Low*.

RISK CATEGORIES	RATINGS	ASSESSMENT AND MITIGATION MEASURES
CONTEXT		
Climate	Low	Climate change will have an impact on the riverine area and infrastructure. As the project intervenes in the upstream phases of infrastructure planning, climate is not so much a risk to immediate project outputs and outcomes, but will be taken into account in order to ensure that the policy and planning frameworks include scenario planning and a climate resilient approach.

Environment and Social	Low	It is important that environmental agencies, and vulnerable social groups are involved in the project execution from the beginning. The project will ensure a strong stakeholder engagement approach, including GESI and participatory considerations. Development is taking place very quickly, and on mostly private land, and therefore getting these policies and plans in place is very important in order to avert risks of degradation to the riverine area.
Political and Governance	Moderate	Though new governments typically alter the institutional mandates of ministries and their working agencies, the outcome of the elections in 2025 are not expected to have a detrimental impact on the project. The project is firmly rooted within the existing institutional environment and upcoming legislation, and actually serves as a concretization of policies and regulations and is backed by a wide variety of stakeholders including civil society, NGOs, social groups and the private sector.
INNOVATION		
Institutional and Policy	Moderate	The project will involve various stakeholders, including within policy making institutes and regulating bodies. They will be involved in training, workshops, symposia, global working groups, etc., and in the co-development of the project outputs. This will result in broad support and institutionalization of the project in their practices. There is a risk that some of the policies developed under the project are not adopted, or are adopted but not enforced. The project will work closely with the ministries, and tie the policies to existing and supported plans, to mitigate this risk. In addition, working with stakeholders involved with design, engineering and building codes implementation is assured.
Technological	Moderate	The project will develop a database that provides transparency in the permitting process, process tracking, rules and regulations, compliance processes. There is a risk that the database has gaps in terms of functionality and accessibility. Development of the database will be carefully designed and overseen to ensure it meets the needs, and functions appropriately. ROM will host the database, ensuring its sustainability.
Financial and Business Model	Moderate	The project will involve various stakeholders, including the National Development Bank, funding agencies, the Taxation Office, commercial banks, port owners and the Central Bank, from the start of the execution of the project. They will be involved in training, workshops, symposia, global working groups, etc. The project will

		allow their insights, ideas, proposals to inform the project's output and outcomes to transition towards the planning of nature-positive infrastructure. This will result in broad support and institutionalization of the project in their practices.
EXECUTION		
Capacity for Implementation	Moderate	The Project will emphasize the strengthening of institutional capacity through inclusion of institutes from the start of the project. They will be involved in training, workshops, symposia, global working groups, etc. Also, the project will ensure that: A) outputs reflect concrete deliverables that are used for the execution of the desired state (i.e. including nature-positive approaches to infrastructure design, engineering and construction in planning phases) B) proper documentation of all processes, procedures, standards, roles and responsibilities that support the end-state of the transition are properly recorded and disclosed
Fiduciary	Low	A due diligence assessment has been undertaken to ensure fiduciary compliance. Processes and policies will be in place to ensure strong financial management of the project. This will also be applied to any contracts or subgrantees. Compliance will be ensured throughout implementation.
Stakeholder	Low	In accordance with the WWF and GEF Environmental and Social Safeguards Standards, the proposed project will be delivered following a stakeholder engagement plan. Wide stakeholder consultations with PAP and CBO have been utilized in the design stages of the proposal. Also, gender specialists have been brought on board during the PPG phase to ensure gender-responsible stakeholder engagement. Given this is a fairly new topic in Suriname, a solid outreach and communications plan will be established to ensure quality stakeholder engagement in the project.
Other	Not rated	No other risks have been identified, though throughout the project life cycle risk assessments and ratings will be done iteratively.
Overall Risk Rating	Low	The overall risk rating is low, considering the average rating of the risk categories above. The topic of nature-positive infrastructure is fairly new, and there is a strong need for high and sustained levels of buy-in to effectively apply the policies/planning

		processes downstream across ministries, private sector, and with wider stakeholder support. The mitigation measures mentioned above will be closely followed during project execution to help ensure achievement of project outcomes. The Ministry of ROM leading the process will support strong collaboration with other agencies. The recent establishment of the National Environmental Authority (NMA), with a stronger mandate, will strengthen the implementation process of the project and support achievements of project targets.

Safeguards Rating (endorsement level)

Low

C. ALIGNMENT WITH GEF-8 PROGRAMMING STRATEGIES AND COUNTRY/REGIONAL PRIORITIES

The Project aligns with the objectives of the GEF-8 Greening Transportation Infrastructure Development Integrated Program, where the goal is to contribute toward systems transformation in order to render countries able to develop portfolios of transportation infrastructure projects that build in sustainability from inception.

The project will work in upstream phases of infrastructure planning to incorporate nature-positive approaches into infrastructure development for the riverine area of the Suriname River, and use this to inform national-level approaches; this includes improving planning, regulatory, financial, and institutional and management frameworks. This requires embedding nature-positive approaches into Suriname's port and road infrastructure by (1) recognizing ecological services and biodiversity of the area, (2) ensure the siting, design, and construction of port and road infrastructure preserve such ecological services and biodiversity, (3) lower funding risk for infrastructure projects that include nature-positive approaches

The project includes funding from the Biodiversity and Climate Change Mitigation Focal areas, and will contribute to these Global Environmental Benefits:

- Biodiversity – maintain the ecological integrity of the Suriname riverine area, which includes mangrove ecosystems and other key habitats for birds, sea turtles and fish species (used by local communities), etc. Significant new port infrastructure is expected to increase shipping traffic, and placed in these habitats. Promoting nature-based planning of port infrastructure will maintain sensitive mangrove habitats and thus reduce degradation and deforestation.

- Climate Change Mitigation – By reducing degradation and deforestation of mangroves and forest ecosystems through upstream spatial planning that sites ports and roads in less sensitive areas, the project will reduce GHG emissions. Suriname has 92.6% forest cover; roads threatening pristine forests, biodiversity, and ecosystem services, could reduce the country's critical carbon sink potential.

The Project's goals also align with the Nationally Determined Contribution (2020) and the National Biodiversity Strategy and Action Plan (NBSAP, 2024-2035), including the following[8]:

- Sustainable Development: integrate climate action into national development planning to support sustainable growth and resilience. In the NBSAP, ecosystem-based approaches or nature-based solutions are explicitly mentioned, including "green-gray infrastructure to enhance land gain and coastal protection by mangroves." In addition, the role of spatial planning is also highlighted, e.g. "to minimize unsustainable conversion of land and enhance efficient land- and sea area use allocation, sound spatial planning is essential."

- Forestry: protect forests, which play a crucial role in carbon sequestration, through implementing sustainable forest management practices

- Emissions Reduction

[8] https://gov.sr/wp-content/uploads/2024/06/DOCUMENTS-UPDATED-NBSAP-2024-2035-NBAP-2024-2030.pdf, and https://unfccc.int/sites/default/files/NDC/2022-06/Suriname%20Second%20NDC.pdf

- Adaptation: adapt to climate impacts, particularly given its vulnerability to rising sea levels and extreme weather events. This could include improving coastal defenses, enhancing water management systems, and promoting climate-resilient infrastructure

The proposed project interventions are also aligned with Suriname's strategic priorities, Suriname's Multi-Annual Development Plan (Meerjaren OntwikkelingsPlan or MOP) 2022-2026, which includes the strategy to uphold the green (High Forest Cover Low Deforestation) and carbon negative status of the country, including increasing resilience against climate change, development and deployment of green (low carbon and sustainable) infrastructure and transportation efficiency, while simultaneously lowering the carbon footprint. Aligned with and resulting from the MOP, the Government recently adopted the Green Development Strategy which defines guidelines for development with a focus on forest cover and carbon negativity, and a Spatial Planning Act which goes into more detail by taking into account natural defense systems, development of proper urban centers, nature reserves, etc.

The project is also aligned to the Kunming-Montreal Global Biodiversity Framework, including targets 1, 2, 8, and 14, as the project will minimize biodiversity loss and threats and maintain ecosystem services through:

- Effective spatial planning and management
- Sustainable use of resources
- Stakeholder participation
- Capacity building

KMGBF Target 1 *Plan and Manage all Areas to Reduce Biodiversity Loss*. The Suriname GRID project will be directly supporting policies and planning processes to support 'participatory, integrated, and biodiversity inclusive spatial planning' for the Suriname River, including the riverine area/estuary, so that biodiversity considerations are part of the spatial planning process guiding port infrastructure development. Beyond the Suriname River and estuary, the project – led by the Ministry of Spatial Planning and Environment – will be integrating biodiversity into spatial planning processes (as part of the implementation of the proposed Spatial Planning Act) for broader transportation infrastructure siting, to ensure that transportation infrastructure does not fragment critical ecosystems and habitats in Suriname.

KMGBF Target 2 *Restore 30% of all Degraded Ecosystems*. The Suriname GRID project will explore mechanisms (under the components on policies and planning processes, and financial mechanisms) for the restoration of degraded mangroves, to enhance the ecosystem and increase the resilience of the built infrastructure (ports, etc) from climate change risks such as sea level rise. Restoration measures related to deforestation from upcoming transportation infrastructure development (e.g. along roads) will also be explored and considered under the project, keeping with Suriname's commitment to being a country with a high forest cover and a low deforestation country (HFLD) and its commitments under the Green Development Strategy (GDS).

KMGBF Target 8 *Minimize the Impacts of Climate Change on Biodiversity and Build Resilience*. As mentioned above, the Suriname GRID project will explore nature-based solutions and green-grey infrastructure solutions (e.g. mangrove restoration/protection) to improve resilience to climate change impacts on the ecosystems and infrastructure. In addition, restoration and reducing deforestation would help to sequester carbon and reduce GHG emissions.

KMGBF Target 14 *Integrate Biodiversity in Decision-Making at Every Level*. The project will support the integration of biodiversity considerations into national policies and planning processes. Increased coordination between ROM and OW at various levels will help to promote policy coherence.

D. POLICY REQUIREMENTS

Gender Equality and Women's Empowerment*:
We confirm that gender dimensions relevant to the project have been addressed during Project Preparation as per GEF Policy and are clearly articulated in the Project Description (Section B).
☒ Yes ☐ No (If –and only if— NO is selected, a pop-up field should open for the Agency to provide an explanation)

1)Does the project expect to include any gender-responsive-measures to address gender gaps or promote gender equality and women's empowerment?
☒ Yes ☐ No

If the project expects to include any gender-responsive measures to address gender gaps or promote gender equality and women empowerment, please indicate in which results area(s) the project is expected to contribute to gender equality:

☐ closing gender gaps in access to and control over natural resources;
☒ improving women's participation and decision-making; and/or
☐ generating socio-economic benefits or services for women.

2)Does the project's results framework or logical framework include gender-sensitive indicators?
☒ Yes ☐ No ☐ tbd

Stakeholder Engagement*
We confirm that key stakeholders were consulted during Project Preparation as required per GEF policy, their relevant roles to project outcomes has been clearly articulated in the Project Description (Section B) and that a Stakeholder Engagement Plan has been developed before CEO endorsement.
☒ Yes ☐ No

(If –and only if— NO is selected, a pop-up field should open for the Agency to provide an explanation)

Select what role civil society will play in the project:
Consulted only; ☐ Yes ☒ No
Member of Advisory Body; Contractor; ☒ Yes ☐ No
Co-financier; ☒ Yes ☐ No
Member of project steering committee or equivalent decision-making body; ☒ Yes ☐ No
Executor or co-executor; ☐ Yes ☒ No
Other (Please explain) ☐ Yes ☐ No

Private Sector
Will there be private sector engagement in the project?
☒ Yes ☐ No

And if so, has its role been described and justified in section B "project description"?
☒ Yes ☐ No

Environmental and Social Safeguards
We confirm that we have provided information regarding Environmental and Social risks associated with the proposed project or program, including risk screenings/ assessments and, if applicable, management plans or other measures to address identified risks and impacts.

☒ Yes ☐ No (If –and only if— NO is selected, a pop-up field should open for the Agency to provide an explanation)

Rating: Low

E. OTHER REQUIREMENTS

Knowledge management*
We confirm that an approach to Knowledge Management and Learning has been clearly described during Project Preparation in the Project Description and that these activities have been budgeted and an anticipated timeline for delivery of relevant outputs has been provided.
☒ Yes

Socio-economic Benefits
We confirm that the project design has considered socio-economic benefits to be delivered by the project and these have been clearly described in the Project Description and will be monitored and reported on during project implementation (at MTR and TER).
☒ Yes

The project includes socio-economic benefits by integrating nature positive practices with infrastructure development. The Suriname Riverine area is significant for both biodiversity and for people. Along with hosting important ecosystems, 75 percent of the population (i.e. almost all of the coastal population) lives here. By incorporating social and environmental considerations in port planning and development, the project will reduce impacts (e.g physical alteration and destruction of habitat, pollution), and enhance the areas' resilience to climate change, reducing flood risks and protecting both the infrastructure and surrounding communities. Additionally, maintaining the health of these ecosystems will support local livelihoods, including fisheries, and tourism.

ANNEX A: FINANCING TABLES

GEF Financing Table

Trust Fund Resources Requested by Agency(ies), Country(ies), Focal Area and the Programming of Funds

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	(in $)		
					GEF Project Financing	Agency Fee	Total GEF Financing
WWF-US	GEF TF	Suriname	Biodiversity	BD STAR Allocation: IPs	1,231,904	110,871	1,342,775
WWF-US	GEF TF	Suriname	Climate Change	CC STAR Allocation: IPs	527,959	47,516	575,475
WWF-US	GEF TF	Suriname	Biodiversity	BD IP Matching Incentive	410,630	36,957	447,587
WWF-US	GEF TF	Suriname	Climate Change	CC IP Matching Incentive	175,985	15,838	191,823
Total GEF Resources					2,346,478	211,182	2,557,660

Project Preparation Grant (PPG)

Was a Project Preparation Grant requested? ☒ Yes ☐ No

If yes: fill in PPG table (incl. PPG fee)

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	(in $)		
					PPG	Agency Fee	Total PPG Funding
WWF-US	GEF TF	Suriname	Biodiversity	BD STAR Allocation: IPs	52,500	4,725	57,225
WWF-US	GEF TF	Suriname	Climate Change	CC STAR Allocation: IPs	22,500	2,025	24,525
WWF-US	GEF TF	Suriname	Biodiversity	BD IP Matching Incentive	17,500	1,575	19,075
WWF-US	GEF TF	Suriname	Climate Change	CC IP Matching Incentive	7,500	675	8,175
Total PPG Amount					100,000	9,000	109,000

Sources of Funds for Country STAR Allocation

GEF Agency	Trust Fund	Country/ Regional/Global	Focal Area	Source of Funds	Total
WWF-US	GEF TF	Suriname	Biodiversity	BD STAR Allocation	1,400,000
WWF-US	GEF TF	Suriname	Climate Change	CC STAR Allocation	600,000
Total GEF Resources					2,000,000

Focal Area Elements

Programming Directions	Trust Fund	(in $)	
		GEF Project Financing	Co-financing
Infrastructure IP	GEFTF	2,346,478	7,099,437
Total Project Cost		2,346,478	7,099,437

Confirmed Co-financing for the project, by name and type

Please include evidence for each co-financing source for this project

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount ($)
Recipient Country Government	Ministry of Spatial Planning and Environment	In-kind	Recurrent Expenditure	164,320
Recipient Country Government	Ministry of Public Works	In-kind	Recurrent Expenditure	21,600
Recipient Country Government	Planning Office	In-kind	Recurrent Expenditure	6,132,000
Donor Agency	Conservation International Suriname	In-kind	Recurrent Expenditure	400,000
GEF Agency	World Wildlife Fund (WWF)	In-kind	Recurrent Expenditure	281,577
Donor Agency	World Wildlife Fund (Guianas Office)	In-kind	Recurrent Expenditure	44,542
Donor Agency	World Wildlife Fund (Guianas Office)	Grant	Investment Mobilized	55,398
Total Co-financing				7,099,437

Investment mobilized from WWF Guianas includes grants related to specific projects, including Biodev2030 and Sea turtle work (see baseline).

ANNEX B: ENDORSEMENTS

See additional attachment

ANNEX C: PROJECT RESULTS FRAMEWORK

See Annex 2

ANNEX D: STATUS OF UTILIZATION OF PROJECT PREPARATION GRANT (PPG)

Project Preparation Activities Implemented	*GETF/LDCF/SCCF Amount ($)*		
	Budgeted Amount	***Amount Spent To date***	***Amount Committed***
Consultancies and agreements for project development (lead project development consultant, gender and stakeholder engagement consultants, technical advisor/experts, consultant for technical review)	69,020	47,501	21,519
Workshops (kick-off workshop, technical design workshop, validation workshop, communications, notetaker and translator)	26,980	19,357	7,623
Travel (for workshops and consultations)	4,000	3,669	331
Total	100,000	70,527	29,473

ANNEX E: PROJECT MAP AND COORDINATES

Suriname River (project location)

Geo Name ID *Required field if the location is not an exact site*	**Location Name** *Required field*	**Latitude** *Required field*	**Longitude** *Required field*	**Location Description** *Optional text field*	**Activity Description** *Optional text field*
	Suriname River and Estuary	5.681547	-55.026550	Average location (runs along Suriname River and Estuary)	

Estimated coordinates of the ports to be built

Geo Name ID *Required field if the location is not an exact site*	**Location Name** *Required field*	**Latitude** *Required field*	**Longitude** *Required field*	**Location Description** *Optional text field*	**Activity Description** *Optional text field*
	N.V. MEELMAATSCHAPPIJ DE MOLEN	5.794527°	-55.162426°		Flower import
	LA VIGILANTIA PORT FACILITY	5.616682°	-55.091468°		Bulk and container import
	NIEUWE HAVENTERMINAL (Drs. Jules Sedney Haven)	5.812523°	-55.165867°	Expansion	Container import export
	OLIESTEIGER	5.800783°	-55.164663°		Oils import
	SUHOZA WHITE OIL BULK STORAGE FACILITY (SOL)	5.790796°	-55.160628°		Oils import
	VENSUR N.V.	5.770350°	-55.149063°		Cement import
	STAATSOLIE MIJ. SUR. N.V.	5.766811°	-55.145711°		Fuel oils export
	Alumina Dock/ Paranam Port	5.611862°	-55.089750°	Expansion / renovation / retrofit	Aggregates import and export.
	General Dock	5.607489°	-55.085406°		Container handling
	LPG Dock	5.609119°	-55.087545°		LPG import
	RUDISA HOLDING MAATSCHAPPIJ	5.645435°	-55.069426°		Cement import
	VABI Jetty	5.772976°	-55.151639°		Cement import
	KULDIPSINGH PORT FACILITY N.V.	5.776462°	-55.154445°	Expansion	Bulk and container import. Service oil and gas industry

	RUBIS	5.754673°	-55.132597°		Oils import
	MEGA SU PORT	5.914216°	-55.111579°	Planning	Container handling and service oil and gas industry
	YOKOHAMA PORT	5.763047°	-55.141703°	Under construction	
	JAP A JOE 1*	5.604215°	-55.078736°	Being planned	
	VSH DOCK*	5.606528°	-55.072525°	Being planned	
	JAP A JOE 2*	5.608931°	-55.070442°	Being planned	Ship maintenance and repair
	L'ESPERANCE *	5.506589°	-55.012022°	Being planned / EIA stage	Export of biofuel pellets
	COMPORT*	5.891884°	-55.080399°	Under construction	Service oil and gas industry
	DP WORLD PORT*	5.862698°	-55.088804°	Under construction	Bulk and container handling

ANNEX E: ENVIRONMENTAL AND SOCIAL SAFEGUARDS DOCUMENTS INCLUDING RATING

See separate attachment.

ANNEX G: BUDGET TABLE

See Budget Excel

ANNEXES LINKED TO GEF CEO ENDORSEMENT REQUEST TEMPLATE

1. Annex 1: Taxonomy Worksheet
2. Annex 2: Project Results Framework And Monitoring And Evaluation Plan
3. Annex 3: TORs For Key Project Staff
4. Annex 4: TOR For Project Steering Committee

Additional Supporting Documents:

- Safeguards Categorization Memo
- Gender Action Plan
- Stakeholder Engagement Plan
- Co-financing letters

WWF GEF ADDITIONAL ANNEXES

5. Annex 5: Acronyms and Abbreviations
6. Annex 6: Detailed Theory of Change
7. Annex 7: High-Level Work Schedule
8. Annex 8: Upstream systems approach for sustainable maritime and shore-based infrastructure – future narratives
9. Annex 9: Map of Current and Future Ports, including geo-coordinates