



SURINAME
PORTS HANDBOOK

2010-11



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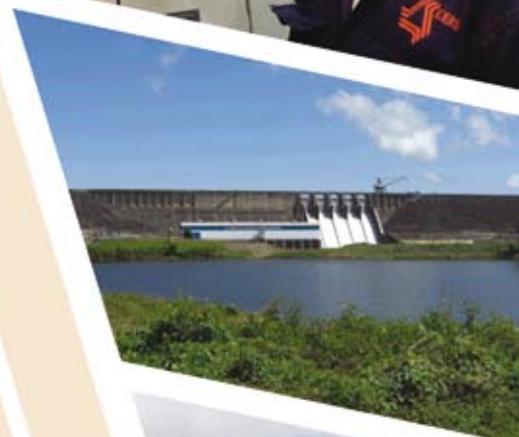
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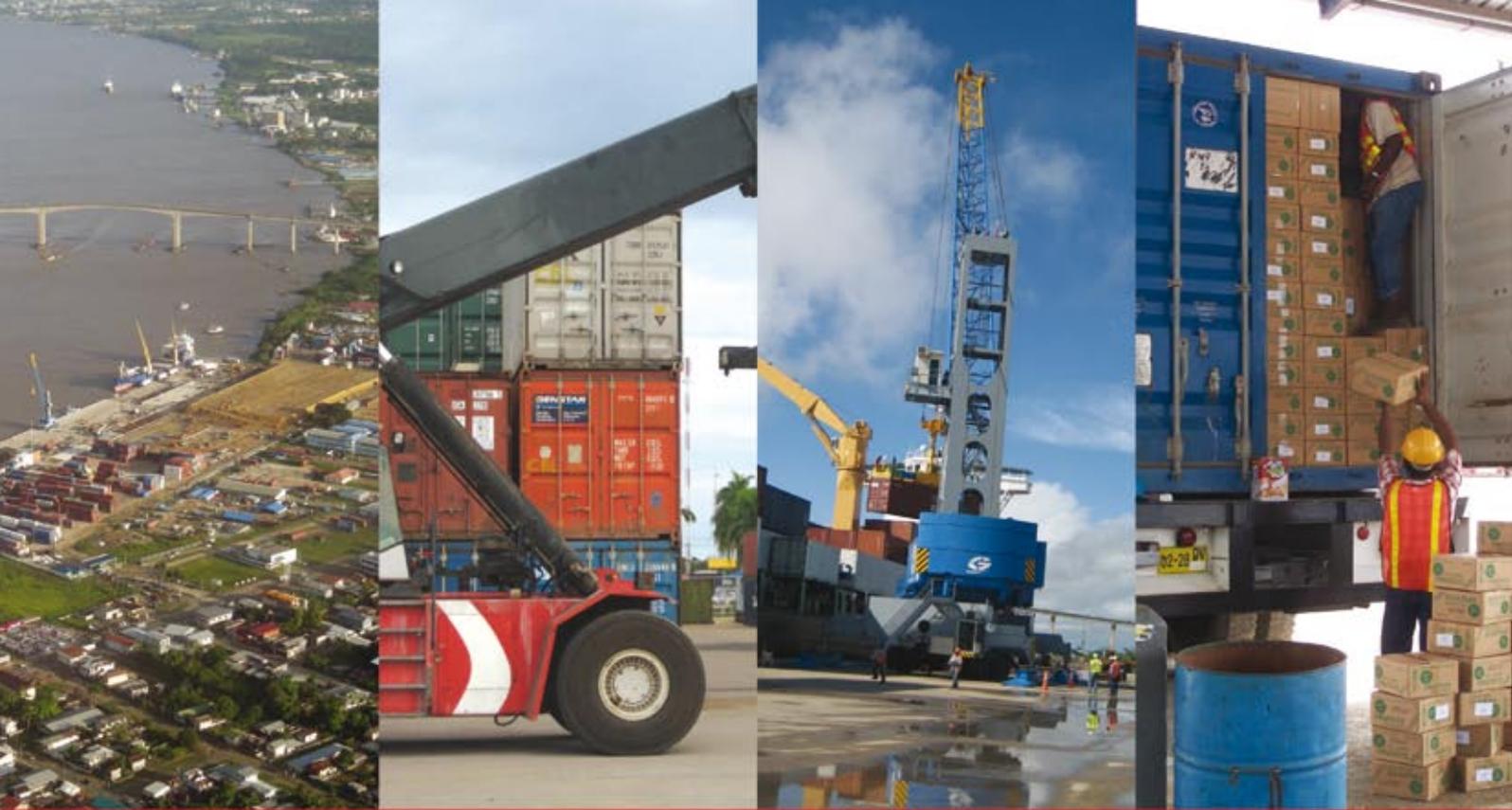
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READY FOR THE FUTURE

Our extensive modernisation and renovation programme will be completed by early 2010. We have more than doubled our container handling capacity and have upgraded all aspects of port activities from terminal operations to vehicle routing to security.

The Port of Nieuw Haven in Paramaribo has been transformed into a modern port for the future.

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- Shipping links to the Caribbean and the world
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- Second port facility being upgraded at Nieuw Nickerie



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FOREWORD

Here in Suriname we depend almost 100 per cent on our maritime and port services for all our imports and exports. Therefore, it is vital to our day-to-day existence and to the long-term health of our economy that the port services we provide are the best they can be.

We have been working towards that for more than a decade. In 1996 we started work on a rehabilitation and development programme at Suriname's major port facility, Nieuw Haven in Paramaribo. This is now almost complete and we expect Phase 1 to be fully operational in 2010.

Other plans are in the pipeline to extend the quay and add further storage areas over the coming years, as well as to commence development of our other port facility, located in Nieuw Nickerie.

We are proud that Suriname is the only country in the region still to have positive growth figures in these challenging times. This is reflected in the immense investment that we at NV Havenbeheer Suriname, as well as other companies, are putting into the maritime and industrial sectors. This handbook also highlights the investment and support of many of the private companies in Suriname.

The staples of our economy are exports of alumina, gold, oil, bananas, rice and frozen fish and shrimp. Our services to all these sectors will benefit from our improved port and, in addition, we hope to develop our cruise sector in line with the expanding tourism market in Suriname.

In this new handbook – the first such publication highlighting our port services – you can see the advances we have made in creating a port able to handle our growing volumes of cargo. You can read about the facilities and companies working in the port while also getting a flavour of our beautiful country.

We are ready to face the future. Welcome to Suriname.



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Managing Director/CEO
NV Havenbeheer Suriname



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Director Commercial Affairs &
Planning and Development
NV Havenbeheer Suriname



Continental Shipping Agencies nv.

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EVERYTHING IN PLACE TO FACE THE FUTURE WITH CONFIDENCE

Maritime transport is the lifeblood of Suriname. Because of its geographical location and its infrastructure, the country depends on shipping to handle virtually all its imports and exports.

The South American country, a former Dutch colony, has one of the lowest population densities of any nation in the world, yet it is one of the largest exporters of mineral resources.

Over the past century, its rich deposits of bauxite and gold have defined the country's economy. This, together with modern-day exports such as bananas, frozen fish, timber and rice, has underlined the essential need for efficient port services.



Bordering French Guiana, Guyana and Brazil, Suriname was formerly known as Dutch Guyana but has been an independent nation since 1975.

DEPENDENT

The importance of Suriname's port facilities to the national economy cannot be overstated. More than 70 per cent of the country's GDP is based on imports and exports and virtually all this trade depends on maritime transport.

Most of the bulk exports are handled at private ports and terminals, but exports of agricultural produce, fish and timber – along with growing imports of consumer goods and equipment – are being handled more and more in containers through the publicly owned ports of Nieuw Haven in Paramaribo and Nieuw Nickerie in the west of the country.

From 2000 to 2008, container throughput grew from 19,000 teu to 56,000 teu. In 2008 Nieuw Haven received around 790 vessel calls while Havenbeheer's oil jetty received 123 calls.

REHABILITATION

Nieuw Haven is Suriname's leading port facility. It was constructed in the 1960s. Containerisation arrived while the country was in a state of decline and when trade finally recovered, the port's facilities were inadequate. ▀

Since 2007, however, Nieuw Haven has been transformed into a modern, expanded and far more efficient terminal thanks to a €29.5 million grant from the European Commission (EC). The expansion and rehabilitation project is expected to be complete in early 2010.

The ports of Nieuw Haven and Nieuw Nickerie are managed by NV Havenbeheer Suriname (Suriname Ports Management Company), while river traffic control, navigational aids, fairway management, pilotage and other matters are handled by Maritime Authority Suriname (MAS).

RIVER

Nieuw Haven is located in the heart of Suriname's capital city, Paramaribo, about 20 km inland from the Atlantic Ocean along the Suriname River. Historically, this 480 km waterway was the ideal location for a port. It is the most easily navigable river on the Atlantic coast between Guyana and Brazil, which is why the original Dutch settlers chose what is now Paramaribo for their first settlements.

Perhaps surprisingly, there is hardly any official trade with neighbouring countries. Suriname is linked by road to its Atlantic coast neighbours, Guyana and French Guiana, but there is virtually no trade across the land borders. There are no roads across the southern

border with Brazil, either, because northern Brazil is a protected, and hence unpopulated, region.

However, the possibility of an inland terminal on the border with French Guyana is being actively considered to promote cross-border trade.

DEVELOPMENT

The long-term future of Suriname's maritime sector has never looked so good. Three terminal operators have signed a 50-year lease to work the port of Nieuw Haven. New facilities at Nieuw Nickerie, along with expansion at many of the privately operated ports, also point to a rosy outlook for Suriname.

Havenbeheer has worked hard to create and maintain a good relationship with its partners in operating the port. There are regular stakeholder meetings and, together with the government, a port council is being established. This allows the terminal operators to have a say in further development of the port, as well as providing valuable input into its day-to-day running.

The tourism sector – along with the cruise industry – is another of the country's major potential growth areas. Tentative plans for a dedicated cruise terminal could be the catalyst for major growth in the near future. Certainly, the tourism industry is already calling attention to Suriname as a first-rate destination and numbers are starting to grow.

GROWTH

Suriname's economy is growing at a time when most of its neighbours – and most of the world – are experiencing a decline. To some extent, the country is still recovering from the internal troubles of the 1980s





and early 1990s, but it has set a clear path towards modernisation and prosperity.

The initiative taken by NV Havenbeheer Suriname and the port operators is a key part of this recovery. There is also a greater awareness within the government and the business community of the benefits arising from improved port facilities.

Improvements in services, facilities and, ultimately, efficiency have an impact not only on the financial well-being of the maritime sector, but on all aspects of the economy. In a country so dependent on its ports, faster and more efficient port services translate into more cost-effective operations and, ultimately, lower prices in the shops.

The high level of confidence felt by the private sector in port services and the future of the maritime sector is underlined by the investment it is ploughing into new equipment and facilities. Havenbeheer has put everything in place to ensure the success of the maritime sector, and there is every reason to believe that Suriname is about to embark on a more prosperous future.



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PORT MANAGEMENT COMPANY STEERS A STEADY COURSE

NV Havenbeheer Suriname (Suriname Ports Management Company) is responsible for managing all landside activities at the ports of Nieuw Haven in Paramaribo and in Nieuw Nickerie on the country's western border with Guyana.

It was established in 1971 following the decision to build Nieuw Haven (the New Port) in Paramaribo to replace the increasingly overused and inadequate waterfront wharf operated by the Royal Netherlands Steamship Company.

The head office of NV Havenbeheer Suriname is conveniently located just outside the port gates.

Although the management company is wholly owned by the government of Suriname, it operates as a limited liability autonomous authority on a day-to-day basis. The government is involved only in appointing the board of directors.

Havenbeheer is also embarking down the road of ISO certification, and expects to have this in place in late 2009 to ensure that its quality



standards meet those expected by the international shipping community.

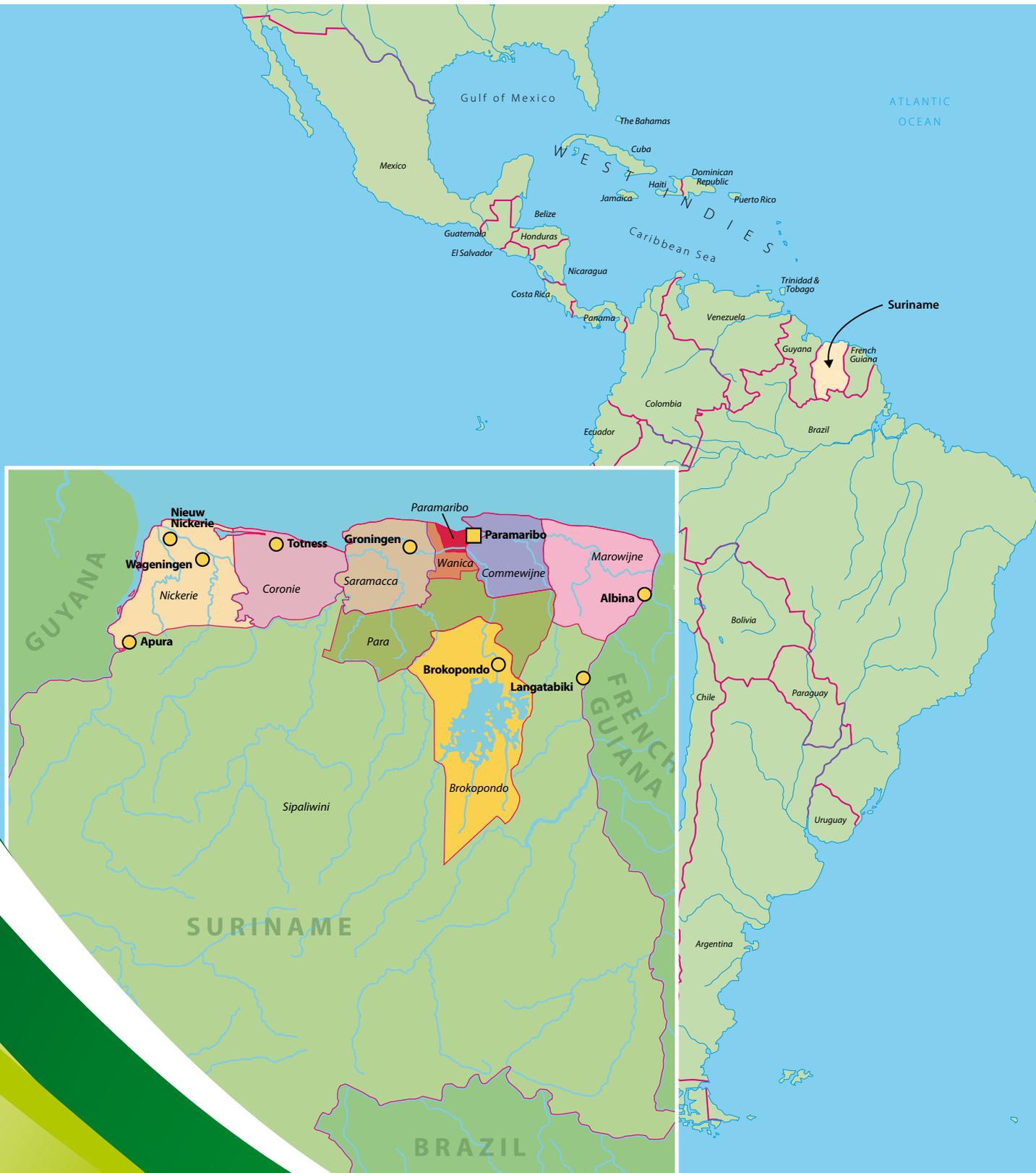
LOCATION

The growth of the port facilities on the river has resulted from a blend of planning and spontaneous development over the years. Rehabilitation of the port has been the company's largest undertaking in its 38 years of existence.

In the past, Suriname's port facilities lagged behind in terms of operational efficiency and capacity.

Today, however, thanks to the vision and foresight of the board of directors, Suriname has developed a thoroughly modern port facility with room to accommodate the nation's growing maritime trade and, for the first time, able to meet the demands of the future.

LOCATION SURINAME





LAND SWAP THAT LED TO 300 YEARS OF DUTCH RULE

Legend has it that Suriname got its name from the Surinen people, who are supposed to have lived in the area prior to the 16th century, but no evidence of their existence remains.

COLONIAL PAST

The Spanish conquistador Alonso de Ojeda was the first explorer to visit the region, in 1499, and some Dutch settlers arrived in 1613, but the founding of the first European colony is generally attributed to Lord Willoughby, who led a group of planters to the region from Barbados in 1650.

This colony was conquered by Abraham Crijnsen during the Second Anglo-Dutch War in 1667. Following the Treaty of Breda, in 1667, the Dutch swapped New Netherlands – which contained New Amsterdam, later to become New York – for the British sugar factories in Suriname. By 1683 Suriname had been sold to the Dutch West India Company and it became known as Dutch Guiana.

During the 18th century more than 400 sugar plantations were established on the banks of the Suriname and Commewijne rivers, as

well as on the Cottica and Saramacca rivers, and this became the country's main industry along with exports of alumina from the early 20th century.

To work these plantations, the transatlantic slave trade brought more than 300,000 people from Africa to Suriname. The French tried to invade in 1712 and, in response, the Dutch built Fort Nieuw Amsterdam, at the confluence of the Suriname and Commewijne rivers.

Apart from British occupation from 1799 to 1816 during the Napoleonic Wars, the Dutch maintained control of the country until internal self-governance was granted in 1954. Full independence followed in 1975 with a working parliamentary democracy.

Then, in 1980 a military regime took over, after suspending the constitution. This was followed by economic decline with internal disputes, unrest and a rebellion by the Maroon guerrillas in the south. The situation got so bad that the USA and the Netherlands applied trade sanctions.

In 1991, under growing pressure, the government held new elections and Suriname has been a model of peace and tolerance ever since and has seen rapid economic growth in recent years.

MARITIME HISTORY

The maritime history of Suriname is all about its rivers. From the earliest days of indigenous people in dugouts, through to the colonisers and merchants, the rivers



have played a vital role in commerce and communication. Shipping was vital for the country's development. Its population depended on goods shipped from Europe and on sea trade with nearby countries. Overland trade was well nigh impossible.

Until the Second World War the country was entirely dependent on exports by sea of agricultural products, bauxite and roundwood. In 1947 the shipping sector became regulated for the first time with the foundation of the Port and Pilot Service.

At this time, the Shipping Company of Suriname owned vessels involved in national and international trade. Suralco operated three ore carriers for bauxite and the Royal Netherlands Steamship Company ran passenger liners to and from the Netherlands.

By the 1960s, however, the ports of Suriname were in a poor state of repair and generally unsatisfactory. The Waterfront Wharf in Paramaribo – now the ferry terminal – was the port's main facility and could not handle the demands placed on it by the shipping industry.

A major decision was taken in 1964 to build Nieuw Haven, 3 km upstream from the old wharf, in a project financed by the European Development Fund.

NV Havenbeheer Suriname was set up in 1971 with responsibility for the new facility. The new port had 520 metres of berthing with six sheds for import and export cargoes. By the 1970s, however, the face of shipping was starting to change as containerisation began to replace general cargo. With no opportunities for further investment, the port once again struggled to keep up with the demands placed on it.



Suriname's maritime sector declined further during the 1980s following the military coup and general civil unrest. In 1982 the Port and Pilot Service changed its name to the Shipping Service.

Gradually order was restored and a recovery and rehabilitation plan was initiated in 1989. In 1998 the Shipping Service became the Maritime Authority Suriname (MAS) and in 1996 NV Havenbeheer Suriname embarked on a rehabilitation project for Nieuw Haven to create a port facility to match the needs of the now rapidly developing country.

LAND OF UNDISCOVERED BEAUTY AND OPPORTUNITIES

The Republic of Suriname, with its capital Paramaribo, is located on the north-east shoulder of South America, just north of the Amazon delta.

A place of amazing cultural and natural diversity, Suriname is part of one of the richest bio-regions in the world. More than 80 per cent of the country is covered by dense tropical rainforests.

Suriname shares a border with three countries: Guyana to the west, French Guiana to the east and Brazil to the south. Although its 386 km of coastline fronts the Atlantic Ocean, it is often considered part of the outer Caribbean, where many of its trade and cultural links are to be found.

POPULATION

One the most culturally diverse countries in the world, Suriname is populated by a multi-ethnic mixture of Africans, Amerindians, Chinese, East Indians, Europeans and Javanese who have merged to create a fascinating culture and community.

In some ways, Suriname is a small and often overlooked country. It has one of the lowest population densities in the world with a population of just 400,000. Yet it includes many races, cultures and religions, all living peacefully side by side and setting an example to some of the more 'developed' nations. Suriname has the lowest crime rate of any country in South America.

More than half the population live in or around the capital, Paramaribo. Here, the religious tolerance of Suriname is perfectly reflected. It is one of the few places in the world where a mosque can be found next to a synagogue.

Elsewhere, the Maroons – descendents of runaway slaves who escaped to the interior – have kept the slave culture alive more than anywhere in the world. African culture from the days of slavery is today recognised by the Unesco Slave Route Programme, which links important historical sites.

Many Surinamese emigrated after independence in 1975 and today the Netherlands has a Surinamese community almost as large as the population of Suriname.

INDUSTRY

Initial settlers in the region came looking for gold. When this proved unviable, they developed the country into sugar estates which continued until the mid 19th century. By the early 20th century bauxite mining had become the main foreign exchange earner thanks to a worldwide demand for aluminium. Today, Suriname is one of the most efficient and cost-effective producers of bauxite – processed into alumina – in the world.

In addition, since 1980, the petroleum industry has made great advances with the discovery of oilfields and the creation of a state-owned oil company, Staatsolie.

Other exports include agricultural products such as bananas, rice, roundwood, sawn timber and gold. In addition, Suriname exports large volumes of frozen fish products, mainly shrimp.



Increasingly, tourism is a foreign exchange earner, although it is still relatively undeveloped. However, Suriname has some of the largest nature reserves in the world and its abundant eco-system and rainforests are the main reason why tourists visit the country. About 30 per cent of the total land area of Suriname is made up of reserves that are protected by law. The country also has cultural and heritage sites that are worth a visit.

CAPITAL

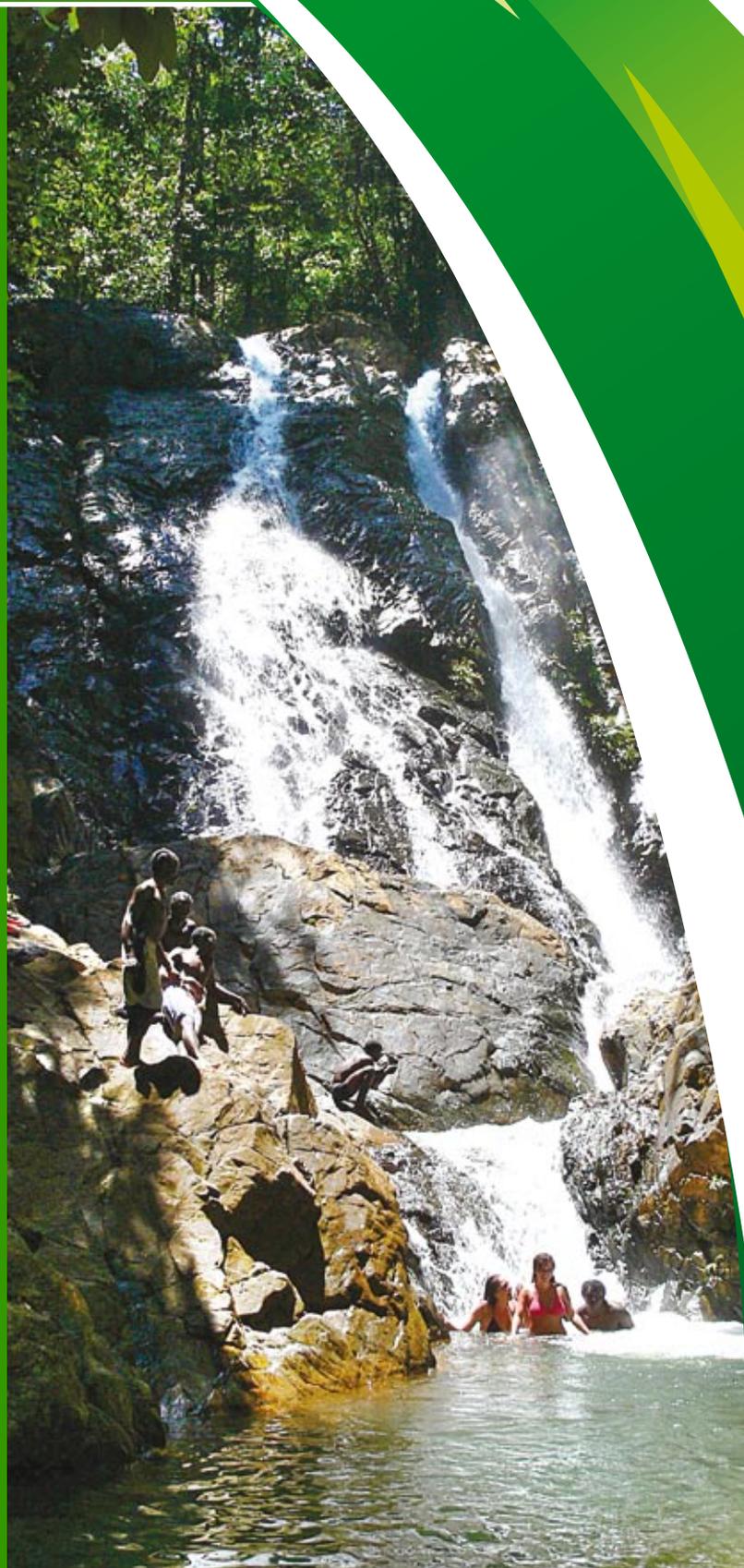
Paramaribo has a growing number of high quality hotels, while those visiting the interior generally stay in lodges and camps.

The capital of Suriname is a curious blend of ancient and modern architecture, with many colonial-style wooden buildings in various states of repair. Many of the red bricks used in the old houses were carried to Suriname as ballast in merchant ships in the 18th and 19th centuries.

In 2002 these picturesque buildings were placed on the Unesco World Heritage List.

The throbbing business and commercial areas are in significant contrast with the quiet and leafy residential suburbs. But what is very apparent about Paramaribo is its spirit of enterprise and ambition. Right across the city, construction and development are forging ahead to create new residential areas, new hotels, new offices and new infrastructure.

Investment in the new port is having an impact across the business community as members get ready to take advantage of the benefits and opportunities it will bring.



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Surinam Quay Walls



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Ballast Nedam knows what is important when it comes to water

Ballast Nedam's particular contribution to a project draws directly on the challenges we have faced as a business with its roots in the Netherlands. Our homeland's unique topography has forced us to find innovative solutions in creating its infrastructure. So you will find the resulting skills nowhere else. Many of these are in the realm where land and water meet.



We specialise in adapting and applying those solutions to relevant situations elsewhere in the world. In this presentation we highlight these activities, in which Ballast Nedam's expertise is unrivalled.

Ballast Nedam is more than just a builder: the company is involved in the entire construction process, from project development and financing right through to long-term maintenance after project completion. Experts from Ballast Nedam meet with clients at an early stage. Their creative approach is key to helping them produce alternative, more efficient designs. Civil and Marine Engineering and General Building are company hallmarks.

Ballast Nedam's core activities consist of project management and engineering. Furthermore, our specialized activities are what really set us apart, both in the Netherlands and worldwide. These include advanced foundation techniques, port facilities, quay walls, roads and waterworks.

Specific skills and special equipment are vital when it comes to building major structures such as jetties, breakwaters, sea defences, intakes and outfalls. A detailed understanding of the marine environment and respect for its intricacies are just as important.

Ballast Nedam has been devising innovative solutions to complex marine and civil engineering problems for more than a century. In ports and terminals worldwide. Near shore and offshore.



Svanen

Water is important and water will become even more important in the future. The climate is changing, sea levels are rising, the sea floor is subsiding. Torrential rainfall is becoming more common and the volume of glacial runoff is increasing.

Safety, sustainability and space for water figure prominently in key government policy decisions. Ballast Nedam knows what is important when it comes to water.

Our knowledge and expertise are unparalleled in the areas of water management and the economics of water usage. We build sewage treatment plants and sewage systems. We create ecologically sound river banks. We provide solutions for surface water retention and infiltration provisions to address urban expansion and infrastructural concerns.

Our water-management activities are extensive: from building sewage systems to excavating large-scale hydraulic projects. We provide a wide range of hydraulic engineering work: for bridges, bed-sealing projects, pile planking, ecologically river banks, dredging and maintenance of watercourses. Our proven expertise and know-how allow us to provide any kind of project-related support municipalities and water boards might need.

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Surrusne Bridge

MODERNISATION OF NIEUW HAVEN BRINGS MAJOR NEW BENEFITS

Nieuw Haven in Paramaribo is the principal port of Suriname, handling upwards of 90 per cent of all general import and export cargoes. The port is managed by NV Havenbeheer Suriname and, from 2010, it will be worked by three privately owned terminal operators.

DEVELOPMENT

Historically, Nieuw Haven was designed to handle general cargo, offloaded from vessels directly to quayside warehouses. Following the widespread introduction of containers, however, several of these sheds were removed to provide space for container storage.

By the end of the 20th century there was still insufficient capacity and in 2007, after a long feasibility study, work began on rehabilitation and expansion. All the former sheds were removed and the whole area of deck and open storage was renovated and expanded.

This expansion was soon justified. By 2008 the level of container traffic through the port had grown to 57,000 teu from just 18,000 teu in 2000, far exceeding predicted volumes.

This programme of construction and rehabilitation has transformed Nieuw Haven into a modern terminal with more container handling capacity, better access, an improved infrastructure and tighter security. It has also virtually doubled the size of the official port area.

FACILITIES

The 520 metre berth – which is to be lengthened to 600 metres by 2012 – has depths alongside of 5.1 metres to 7.9 metres and can handle four vessels simultaneously.

While the berths remain public, the port will be worked by three private operators: Integra Marine & Freight Services, which has the largest concession, as well as Continental Shipping Agencies and VSH United.

NV Havenbeheer Suriname has erected a temporary shed during the rehabilitation process; but, once the new operators move in, each company is expected to build dedicated sheds to suit its own activities.

By 2010 the port will have 60,000 square metres of open storage. This will be further increased to 85,000 square metres by 2012.

The new fenced-off and secure port limits have been expanded to include the former perimeter road, now upgraded and part of the traffic system within the port. There are three access gates to the north, south and west.

The new security facilities include a drive-through container scanner, located next to a stripping station for inspection of suspect





consignments. Also on site is a smaller parcel scanner for consignments up to a maximum size of 1,500 mm by 1,820 mm – ideal for large packages and palletised goods.

The reefer station is also located by the southern gate. Soon to be resurfaced with paving, the station has 96 reefer plugs. There are storage areas nearby for 8,000 vehicles.

Other storage areas are also being upgraded and paved to ensure that port operations remain clean and efficient.

A dedicated Customs entry point has helped to improve efficiency. In the past, Customs officers did much of their work at the importers' and exporters' own sites. Now, thanks to the new facilities and infrastructure, all these activities are centralised at the port.

Security has a key role in port operations at Nieuw Haven, which is an ISPS facility. All staff undergo internal training on a regular basis and there are plans to develop an external training programme to include handling of dangerous goods, matters of law and techniques of investigation. The port area is monitored on a round-the-clock basis by closed circuit TV and patrolled by armed security guards and support vehicles.

A high perimeter fence has been installed and lighting throughout the port has been improved. Although Suriname has the lowest crime rate in the region, these measures help to reassure port users and customers about the safety and security of their cargo.

In the future a container repair shop is planned in Nieuw Haven. It will be a joint venture with a local stevedoring company, Havenbeheer and the Netherlands' leading container repair company. The facility will be the first in the Caribbean with qualified inspectors controlling the repair of containers.

OPERATORS

All three of the newly assigned terminal operators have invested heavily in new equipment to work the port. The largest is Integra Freight and Marine Services NV, which operates the only mobile harbour crane in Suriname. A second crane is due in late 2009. These items, along with a large fleet of reach stackers, top loaders, empty container handlers and trucks, are used by the terminal operators to provide fast and efficient discharging of vessels.

Plans for the future include upgrading the port's management software as well as a decision on whether to adopt rubber tyred gantry cranes to maximise the use of container storage areas.

DEDICATED FACILITIES ADD POWER TO SURINAME'S ECONOMY

As well as the public ports at Nieuw Haven in Paramaribo and Nieuw Nickerie, managed by NV Havenbeheer Suriname, there are several privately owned ports in Suriname dealing with specific sectors and cargoes.

Two ports, Paranam and La Vigilantia, are located on the Suriname River, while another, Moengo (see Page 35), is on the Cottica River, a tributary of the Commewijne River. In addition, there are berthing facilities at various oil terminals.

PARANAM

The Port of Paranam, located 42 nautical miles up the Suriname River, is owned and operated by the Suriname Aluminium Company (Suralco), a subsidiary of Alcoa's worldwide operations.

Originally, Suralco's activity in the area focused on mining of bauxite, the ore from which alumina is extracted to make aluminium. Since 1958 the company has produced alumina at Paranam for export.

The Paranam facility includes a refinery, a thermal power station, storage facilities. In addition to port operations, it is the head office of Suralco. The refinery has an annual output of about 2.2 million tonnes.

The port also handles about 0.5 million tonnes of imports each year including caustic soda, chemicals, construction materials, fuel oils, limestone and machinery.

There are two berths, one dedicated to alumina exports for vessels up to 220 metres and a second berth for general cargoes.

LA VIGILANTIA

One mile downstream of the Paranam port facility is La Vigilantia, a single-wharf facility owned and operated by Suriname Port Services NV, a subsidiary of Integra Marine & Freight Services.

The 73 metre concrete wharf is located alongside a 21,000 square metre yard and is used for discharging cargo for the mining industry and other industrial cargoes as well as steel, timber and cement. Exports consist mainly of empty containers, equipment and machinery.

With a breasting dolphin, the port can handle vessels up to 200 metres in length. Depth alongside is 13.0 metres.



FUTURE LOOKS BRIGHT FOR SURINAME'S SECOND PORT

The Port of Nieuw Nickerie, in the far west of Suriname, is to get a new lease of life thanks to plans for a major redevelopment of its infrastructure.

Nieuw Nickerie is located 3 km inland on the Nickerie River. The existing port has inadequate and limited facilities. But now a US\$16.5 million soft loan has been negotiated by NV Havenbeheer with the Islamic Bank – Suriname is member of the International Organisation of Islamic Countries – to build a new quay. This will go a long way towards revitalising the maritime and commercial economy of the region.

Havenbeheer and the central government will provide the remaining sum of between US\$5 million and US\$6 million to complete the project.

AGRICULTURAL

The Port of Nieuw Nickerie is close to one of the country's main agricultural regions, yet a large proportion of banana and rice exports are currently taken on a truck journey of about five to six hours to Paramaribo for onshipment. In simple economical terms, it makes better sense to export these cargoes through Nieuw Nickerie.

Havenbeheer plans to promote Nieuw Nickerie as a regional port serving both this market and the eastern areas of Guyana. Many of Guyana's rice-producing areas are in the east of the country, just a few hours away, and Nieuw Nickerie offers a more economical and timely route for export than the long overland trip to Guyana's private terminals near Georgetown.

It is hoped that Nieuw Nickerie could become a key player in the national maritime sector through a range of new activities. New roads are planned for the region,



including one linking Nieuw Nickerie with the Apura region, 100 km up the Corantijn River.

In addition, offshore exploration for oil has begun in the region and this could lead to a range of opportunities including supply base services.

The new quay is expected to be 250 metres in length and designed to handle large volumes of containers. In essence, it will be a smaller version of the renovated port facility in Paramaribo.



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AMBITIOUS EXPANSION PROJECT CHANGES THE FACE OF THE PORT

By the mid 1990s the port facility of Nieuw Haven was no longer adequate in its then current form because of Suriname's growing economy and the increasing containerisation of goods coming into the country.

The facility had been designed and built in the 1960s when cargo was generally handled in loose form and was transferred directly into six sheds on the dockside.

It was not designed to handle containers and there was simply not enough space between the sheds to store or transport them with any degree of efficiency. The condition of the deck and quay also gave cause for concern.

Accordingly, by the mid 1990s the Government of Suriname had begun negotiations with the European Commission (EC) to fund a rehabilitation project to transform the facility into a modern container terminal, fit for the 21st century.

The grant took 12 years to finalise after extensive evaluation and feasibility studies. Finally, in 2006, the deal was struck and €29.5 million



was provided by the EC for rehabilitation, extension, modernisation and strengthening of the harbour.

However, the feasibility study carried out by the Port of Rotterdam, predicting the growth in cargo volumes, proved too conservative. In 2003, when the study was completed, experts predicted that cargo volumes would double to 35,000 teu and 350,000 tonnes by 2018.

These volumes had already been reached by 2005, however, so the expansion project needed further investment to match this growth. Through a development treaty, the Dutch government added a further €6.5 million to fund the additional work. ■



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Lievense has been operating in Suriname since the 1990s and has maintained a full-time presence there since 2001. Lievense is or has been involved in the following projects:

- ▶ Dredging and Reclamation Projects (1992-1995)
- ▶ Feasibility Study Rehabilitation Nieuwe Haven Paramaribo (2001-2006)
- ▶ Successor Mines & Cofferdam Project, Klaverblad Mine (2005-2006)
- ▶ Infrastructure Bakhuis-Apoera (2006-2008)
- ▶ Suriname River Deepening Project (2006-2009)
- ▶ Rehabilitation Nieuwe Haven Paramaribo (2006-2010)
- ▶ Integrated Coastal Zone Management Project (2009 and ongoing).

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Hakrinbank supports new and innovative projects that contribute to the development of the Port of Paramaribo.

▫ For its part, NV Havenbeheer Suriname has been responsible for new infrastructure and facilities in the port area. This includes 3 km of fencing, a reefer station with 96 plugs, a container scanner, a package scanner, lighting, closed circuit TV and additional paved storage areas. A total of US\$50 million has been invested by Havenbeheer in port rehabilitation.

There are three new access gates, one to the north, one to the south and one in the middle, along with internal roads to keep traffic to assigned areas of the port.

REHABILITATION

Rehabilitation work on the Nieuw Haven facility was undertaken by the Dutch



company Ballast Nedam Infra BV with specialist engineering consultancy provided by another Dutch company, Raadgevend Ingeneursbureau Lievens BV.

Construction work commenced in April 2007 with Phase 1 scheduled for completion by March 2010. Work on the quay had to be carried out with minimal disruption to the port operations, which have continued largely unaffected during the rehabilitation process.

Once the old sheds had been cleared away, the quayside was rebuilt with new fendering along its length. The 520 metres by 55 metres deck contains 1,088 individual piles and each was checked and, if necessary, replaced. Then the decking was strengthened and 35 cm of concrete applied to the surface.

The landside area to be used for container stacking, now measuring 520 metres by 80 metres, presented the biggest logistical problems. ▫



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▫ The subsoil in Suriname is generally soft and waterlogged and it was necessary to compress and drain this before the paving could be applied.

Vertical drainage pipes were placed up to 18 metres into the ground and 170,000 cubic metres of sand, 5 metres thick, was used as deadweight to drain the area before it was paved. This reduced the ground level by up to 2 metres in places as the underlying water was literally squeezed out before the surface was topped and paved.

The 15 metre buffer between the piled deck and the paved stacking area was also renovated. Originally constructed using old railway tracks, erected vertically in the soft ground, the buffer zone was reinforced using 1 metre to 2 metres of lightweight foam concrete

before being topped with large concrete slabs to take the weight of the containers.

PHASE 2

The stacking area is being extended by a further 20,000 square metres to the south of the pre-existing area and this will undergo the same process of compression and drainage. Havenbeheer is providing the additional €1.2 million of funding for this.

Later, another 80 metres of quay will be added to the southern end of the existing quay, next to the stacking area, to provide a total quay length of 600 metres.

This new quay will be far stronger than the original quay – which was constructed in the 1960s – to allow heavy lift cargos to be handled. This is seen as an important step forward in a country where mining plays a large part in the economy.

EVOLUTION

During the course of the rehabilitation project its requirements have evolved as the port has grown. Much of the infrastructure is three times larger than the original proposal, while the stacking areas will be almost doubled.

Clearly, this is good news for Suriname as its economical expansion continues and the port continues to play a vital role in the well-being of the country.



AGRICULTURAL EXPORTS DRIVE UP NATIONAL EARNINGS

The climate and natural environment of Suriname have allowed it to become a leading exporter of agricultural and forest products such as bananas, citrus fruit, rice – and also timber.

About 10 per cent of GDP is generated by agriculture and the banana industry is the country's biggest employer after the state. In general, all products are trucked to Paramaribo in containers for export. In the future, however, products could also be exported from Nickerie once the planned renovation and expansion of the port has been completed.

BANANAS

The importance of Suriname's banana industry to the national economy has been underlined in recent years by an investment of over €20 million from the European Commission (EC) for fertilisers, new banana boxes and increased irrigation.

As a result of this, production has soared to new heights and is generally constant throughout the year. Export volumes were up by more than 16 per cent in 2008. The industry employs nearly 2,500 people and is worth an estimated US\$33 million to the economy. Suriname

produced about 65,500 tonnes of bananas in 2008. Exports are destined mainly for European markets.

Since 2000 the sector has been completely restructured and is now managed by Stichting Behoud Bananen Sector (SBBS).

Suriname has two main areas of production for bananas: the 1,350 hectare Jarikaba Estate, 30 km from Paramaribo, and a 1,012 hectare estate, 240 km from Paramaribo, in the Nickerie region in the west of the country.

The sole handler of exported bananas – as well as rice – is Continental Shipping Agencies (CSA), which has developed a seamless and efficient transport operation from plantation to vessel through its trucking company, Caribbean Transport & Forwarding. Containers are delivered by truck to the plantations already steam cleaned and pre-trip checked. The containers are stuffed by the banana company and trucked back to Paramaribo for export in vessels of CMA CGM.

The plantations in the west of the country are a five-hour drive away, so mobile generators are used to begin the cooling process en-route. The other plantations are less than an hour away and the stuffed containers are generally taken straight to the reefer station in Paramaribo before loading.

CMA CGM has two vessel calls per week. Between 60 and 90 of the 40 ft containers





leave Suriname every seven days, depending on the season. In exceptional cases CSA has handled over 100 containers in one week.

RICE

Productivity in the rice sector is growing, too, with more than 43,500 hectares under cultivation thanks to European Union funding. A total of 182,877 tonnes of rice with a value of US\$53 million was produced in 2008.

Rice is exported as paddy rice (with husks), as cargo rice (without husks) and as white rice (partly processed). Paddy rice and cargo rice are exported in 1.2 tonne bags, while white rice is packaged in 50 kg bags. Most exports to Europe are in the form of cargo rice.

Following EC investment, production rates have improved and there is a significant volume of exports in 20 ft containers every week from Nieuw Haven. Containers are trucked to the farms, stuffed by the producers and shipped back to the port. Rice is also exported from Nieuw Nickerie port.

TIMBER

Timber exports are another major revenue earner for Suriname, which is hardly surprising as 90 per cent of the country is covered in forests. Exports consist mainly of roundwood, although some sawn timber is also exported for building supplies. CSA is the biggest handler of timber exports.

Conservation plays a key role in the industry. More than 30 per cent of the country is protected by nature reserves and there are strict rules about the type and size of tree than can be felled for timber. Most roundwood is exported to China.



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GREAT TIMES AHEAD FOR BURGEONING OIL INDUSTRY

Offshore exploration and oil production is a relatively new industry in Suriname.

The systematic search for petroleum began in the early 1960s, but it was not until 1980 that development really took off with the founding of the state oil company Staatsolie Maatschappij Suriname NV. Its production-sharing service contract models were introduced so that private oil companies could participate in petroleum activities.

In 2000 the United States Geological Survey (USGS) concluded that the Suriname Guyana sedimentary basin contained at least 15 billion barrels of undiscovered oil. While only three onshore fields have been discovered so far, several major oil companies have signed contracts for exploration of offshore blocks.

Explorations are still continuing to find offshore oilfields, but most of the oil discovered so far has been onshore. When these offshore discoveries are finally made – and for many this is just a matter of time

– Suriname could become the next major oil producing country in South America.

Staatsolie's production began onshore in the Saramacca district, 45 km east of Paramaribo. The Tambaredjo field was brought into production in 1982 while the nearby Calcutta field began production in 2006.

In the west of the country, a production sharing contract for the Uitjijk and Coronie blocks was signed in 2007 by a joint venture between Paradise Oil, a wholly owned subsidiary of Staatsolie, and Tullow Oil.

BUNKERING

NV Havenbeheer operates an oil pier on the Suriname River just upstream of the Jules Wijdenbosch Bridge. Most of the products handled there are piped into Sol Suriname's refinery, which markets a range of products and provides bunkering services.

Staatsolie also offers bunkering of its products, mainly by road tanker at quay.

STAATSOLIE

Staatsolie Maatschappij Suriname NV is a limited liability company with the Republic of Suriname as the sole shareholder.

Its refinery at Tout Lui Faut is linked to the Saramacca oilfields by a 55 km pipeline. With a processing capacity of 7,000 barrels per day, it produces different grades of fuel oil,



diesel and bitumen. Most of these products are sold on the local market, but surplus is exported to the wider Caribbean region.

Staatsolie also distributes its products through ship bunkering and offshore bunkering of both local and foreign vessels.

In 2008 production levels broke new records at 5.9 million barrels. Most of this came from the Tambaredjo field, with some from the Calcutta field. The company's exploration strategy is to boost production levels to 15,000 barrels a day by 2013. This is part of the Staatsolie Vision 2020.

The company takes its social responsibility very seriously. In 2008 it supported 40 development projects in the fields of art, culture, education, environment, health, safety and sport at a cost of nearly US\$1.5 million.

Staatsolie also has company-wide ISO 9001:2000 certification and an integrated HSE policy

SOL

Sol Suriname NV is a member of the Sol Group, formed in February 2005 through the acquisition of Shell's petroleum distribution and marketing businesses in the eastern Caribbean. Sol uses the Shell brand under licence across its service station network and acts as sole distributor of Shell fuels and lubricants for agriculture, aviation, construction, marine, mining, power and retail. This is fully backed by Shell's world-class technical expertise.



Sol Suriname NV is involved in a diverse range of activities involving aviation, fuels and lubricants.

The operations of Sol Suriname include storage of fuels and lubricants, distribution and support. The company operates its own ISPS-certified 200 metre jetty located north-east of the terminal.

The Sol Group is also committed to protecting the environment, making efficient use of energy and materials to provide products and services and to develop energy resources, products and services consistent with these aims. In this way it aims to be a leader player in the sector, to benefit the community and to contribute to sustainable development in the industry.

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* Artist's impression following rehabilitation



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REVITALISED PORT AT MOENGO OPEN FOR NEW BUSINESS

Cargo destined for the east of Suriname, or even for French Guiana, can now be shipped more directly thanks to the opening of a revitalised port facility at Moengo, 65 km east of Paramaribo along the Cottica River.

The Moengo port compound is located on the 21 hectare site of a former bauxite port that lay idle for 10 years before being bought in 2004 by Traymore NV. The company spent more than US\$2 million on site renovations and construction. The ISPS-certified facility was officially opened in April 2008.

FACILITIES

The extensive facilities at Moengo Dock Operations include:

- Two berths for vessels up to 400 ft in length
- One tanker berth and one container/cargo berth
- 58,000 cubic metres of storage in two tank farms
- Extensive areas suitable for warehousing and industrial centres
- Empty container storage area
- Secure storage for 100 containers in initial phase
- Eight reefer plugs in initial phase
- Power and water available on site
- Open and covered storage.



The renovation work included secure gates and fencing, internal roads, refurbishing the existing tank farms and ensuring the supply of energy and water to the site.

OPERATOR

NV Global Expedition, one of Paramaribo's leading freight handlers, already has a stake in the port and is the sole terminal operator in Moengo.

The company will work the port with two Hyster container handlers, of 20 tonnes and 45 tonnes capacity, and two 5 tonne lift trucks, along with a range of trucks and trailers. The company also has a big fleet of equipment in Paramaribo. The port's container handling facilities were ready for use in September 2009.

In 2003 NV Global Expedition took over the activities of NV de Boer's Veem Shipping, which has a long history of providing quality services in Suriname. Its services include:

- Transport and storage of containers and loose cargo
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▪ OPPORTUNITIES

The opportunities offered by the new port are still being explored, but one exciting development is the handling of cargo for neighbouring French Guiana. Negotiations are under way to use Moengo as a transit port for shipping containers to the Port of St Laurent.

The two countries are separated by the Marowijne River, with a regular 30-minute ferry service linking Albina, in Suriname, with St Laurent, in French Guiana.

Moengo Dock Operations can accept containerships up to 400 ft in length direct from Europe. The voyage takes 14 days. Containers are offloaded and stored on site before being trucked the half-hour journey to Albina to meet the St Laurent ferry.

Currently, the ferry can take four containers a day. Once the container traffic is established, the frequency will be increased to every hour.



There is also the possibility of using a larger vessel with more capacity.

The principal advantage in shipping containers to Moengo for onshipment to French Guiana is the saving in time. The alternative for cargo destined for the west of French Guiana is to ship it to Cayenne and then take it 500 miles overland by truck, which is costly and time-consuming. Shipping to Moengo is not only more cost-effective but can shave many days off the transit time.

FUTURE

The first oil tankers were received in August 2009. A Chinese-based company is importing oil products from Venezuela for the local market. Previously, oil and fuel required for the region had been brought in by tanker truck from Paramaribo, but now gas stations and other users can receive supplies direct from Moengo.

In addition, the port offers opportunities for cruise ship calls. Small cruise ships can easily navigate the Cottica River to Moengo, offering passengers a unique view of this part of Suriname. Already, one small vessel has made the voyage and it is hoped that more will use the port in the years to come.

Large areas of the Moengo Dock Operations site remain unused and these are ideal for light industrial use, warehousing and distribution activities.

In the future, Traymore hopes the facility will once again become a major shipping centre in Suriname.



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SDSM employs a skilled workforce of mechanics, painters, plate workers and welders. Main activities at the yard include cleaning, corrosion protection, maintenance and repair for ferries, naval craft, oceangoing cargo ships, oil tankers, passenger vessels and shrimp trawlers as well as a range of other craft such as barges, pilot boats, push boats and tugs.

FACILITIES

The yard is located alongside the Suriname River in the heart of Paramaribo. Its facilities include:

- One floating drydock of 50 x 22 x 1.60 meters with a breadth of 18 meters between the wing walls and a lifting capacity of 1,100 tons
- One floating drydock of 30 x 13.4 x 1.22 meters with a breadth of 10.05 meters between the wing walls and a lifting capacity of 150 tons
- One slipway with a capacity of 100 tons and one for newbuildings and repairs for vessels up to 600 tons with a length of 70 meters



- Workshop for repair and machining of bearings, shafts and parts
- A propeller repair workshop
- One slipway crane of 3 tons capacity and one mobile crane of 25 tons capacity.

The company's first newbuildings were completed in 1966. Since then it has carried out many more newbuilds as well as maintenance contracts throughout the wider region and several kinds of propeller repairs.

INTERNATIONAL COOPERATION

Since 1995 SDSM has been affiliated with the Dutch company Van Voorden Repairs BV, Zaltbommel, for the Caribbean and Northern part of South America for the repair of ship propellers to international standards.

Since 1997 SDSM has been the appointed representative in Suriname of another Dutch company, Damen Shipyards, Gorinchem. Damen EPSE, as an integrated division of Damen Shipyards, has full access to all facilities available within the Damen Shipyards new building organisation programmes and SDSM SA is providing services through and in co-operation with this division on all types of maritime projects.

OUT OF THE ORDINARY LOCATION HAS EXTRAORDINARY APPEAL

As undiscovered cruise destinations go, Suriname must be near the top of the list. But, while its experience in handling cruise ships may be limited, there is no lack of enthusiasm on the part of Suriname to attract more cruise calls in the future.

The absence of a cruise terminal, and the relatively shallow rivers of Suriname, may be less than ideal for the larger ships cruising the region, but several smaller vessels have called Paramaribo in recent years.

The largest so far was Swan Hellenic's 180 metre 'Minerva II', with a complement of 600 passengers and crew, which called in 2006 and 2007 while the smaller 'Minerva 1' called in 2006 and the 120 passenger 'Spirit of Adventure' called Paramaribo in both 2007 and 2009.

ATTRACTIVE

Vessels can berth at the container terminal, with a maximum draught alongside of 7.1 metres, while an attractive and perhaps more convenient option is to anchor further downstream and ferry passengers ashore to one of the local hotels, from where buses can provide transport into the city or to other attractions.



For example, the 'Spirit of Adventure' anchored in the river just off the Torarica Hotel & Casino, one of the country's leading hotels. Passengers were ferried ashore to the hotel's jetty, while Customs clearance and other paperwork was handled on board the ship. The transition from ship to shore was carried out as smoothly as possible in order to maximise the time that passengers could spend ashore. These trial operations proved successful from the point of view of cruise ship operators, local tour companies and the authorities.

Continental Shipping Agencies NV is one of the main agencies handling cruise ships, and the preferred partner of the Movement for Eco Tourism in Suriname (METS), often the first contact for cruise lines.

Even though cruise tours in Suriname are not particularly developed, many cruise ships already pass by Suriname. Future dredging of the river is a strong possibility. By offering a deeper draught, the port hopes to welcome larger ships and more frequent calls.

Discussions are under way, too, about building a dedicated cruise terminal at the downriver end of Paramaribo. This would certainly offer a big incentive for cruise operators.



PLAYING A PROMINENT ROLE IN SURINAME'S SHIPPING INDUSTRY

Continental Shipping Agencies NV (CSA) is one of the largest and most experienced shipping companies in Suriname as well as being one of three new terminal operators at the recently refurbished Nieuw Haven in Paramaribo.

Main lines of business for CSA are as a carrier, liner agents, ship agents, project assistance, trucking and cruise ship agents.

As a shipping agent, CSA represents various lines including (through its subsidiary, Suriname Global Agencies) the twice-weekly CMA CGM container service. CSA also represents Trans Caribbean Line Ltd (TCL) and a number of LPG carriers and oil tankers. CSA also handles many of the cruise ships calling Suriname.

TCL (an expansion of the former Caribbean Line Ltd) is currently the only carrier to be partially owned by a Surinamese company. Its weekly FCL service calls Paramaribo, Georgetown-Guyana, Rotterdam-The Netherlands, Harwich-UK, Bridgetown-Barbados and Point Lisas-Trinidad with two vessels.

As a stevedore, CSA is a private contractor with a fleet of modern container handling equipment including reach stackers, empty handlers and lift trucks as well as front loaders, trucks and chassis. The company also owns a trucking company for container haulage – Caribbean Transport & Forwarding.

CSA will be one of the three terminal operators at Nieuw Haven from January 2010 and plans to build its own warehouse on port. The company is certified to ISO 9001 and ISPS standards and compliant to ISO 14001 and 18001.

LEADER

CSA is the country's sole handler of banana exports. The process involves steam cleaning of containers, pre-trip checking reefer containers, taking the containers by truck to the plantations for loading and then bringing the bananas to the reefer station in the port to be loaded for export. Most of the bananas go to Europe, with some 40 to 60 containers being handled each week.

The company's project department has expertise in handling large, heavy or complicated cargoes. In recent years these have included the delivery of four large generators for the Suriname Power Company and the dismantling of a mining dragline in preparation for shipment to Australia.





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CRANE HERALDS NEW ERA FOR VERSATILE COMPANY

The multifaceted shipping agency Integra Marine & Freight Services NV and its subsidiaries hold the largest market share in Suriname's shipping sector.

Integra Marine & Freight Services is involved in cargo handling, Customs clearance, liner agency, project handling and towage agency.

Subsidiaries are:

- Integra Port Services NV – terminal operator at Nieuw Haven in Paramaribo and at the Port of La Vigilantia, on the Suriname River. The Port of La Vigilantia is owned by Integra Marine & Freight Services NV.
- Stumapa – local agent for MSC container services.
- Suriname Freight Systems – local agent for CSAV container services.

NEW CRANE

The company took a big step forward in 2009 with the inauguration of a 100 tonne capacity Gottwald HMK 260E mobile harbour crane – the first of its kind in Suriname. This crane will be operated by Integra Port Services at Nieuw Haven in Paramaribo and will open the way to a significant boost in the port's container throughput.

Until now, containers have been discharged mainly with the use of ship's gear at rates of 16 to 18 moves per hour. The new crane will improve this figure to between 22 and 28 moves per hour. A second crane, planned for the end of 2009, will boost productivity still further to 30 moves per hour.

The new crane has self-guiding grips, reducing manpower and costs, and vessels can now be discharged in one tide. Ultimately, this will help to bring down costs for importers and for consumers in Suriname.



The introduction of the new crane may also lead to more breakbulk cargoes being shipped in containers to take advantage of the higher productivity rates.

EXPERIENCE

The company owns a wide range of equipment including a mobile harbour crane, five super-stackers, two top loaders, 10 terminal tractors, 10 trailers, one side lifter, and three empty container handlers.

With over 15 years' experience in Suriname's shipping sector, the Integra group has become the leading provider of ship-related services, handling about 60 per cent of the market and employing more than 200 people. As a terminal operator, it will have the largest operating share at Nieuw Haven once renovation work has been completed and the three terminal operators move in.

VAST POTENTIAL FOR INVESTMENT AND GROWTH

Massive investment, combined with vast natural reserves and a newly inspired confidence, have led Suriname to forecast the highest economic growth rate of any country in the Caribbean region in 2009.

While most countries in the region are reporting a declining or static growth rate, the economy of Suriname is predicted to grow by four to five per cent in 2009 following a growth of 6.7 per cent in 2008.

POSITIVE

The economic potential of Suriname is positive by current standards. All its main export sectors – agriculture, alumina, gold and oil – are experiencing an upward trend. And, with the expansion of port facilities in Paramaribo, import-export volumes are expected to rise further as well.

Confidence in Suriname's currency has also improved in recent years after the Surinamese guilder was replaced by the Surinamese dollar (SRD) in 2004. In the year following that change, the growth in GDP hit a record high at 8.1 per cent.

Alumina continues to be the main source of export earnings, although growth rates are relatively small. In 2008 alumina production was just over 2.1 million tonnes, accounting for export earnings of US\$715.5 million.

In the oil sector, new explorations and increased production have countered the fall in price. In 2008 gross revenue totalled US\$540 million, an increase of 60 per cent from 2007. Refining capacity is also expected to double in the coming years.

Gold production also increased through 2008. IAMGOLD Corporation, the country's largest gold mining company, invested some US\$46 million in exploration and expansion in 2008 and has 10 years of reserves at the current mine. Suriname's largest gold mining company, Sarakreek Resource Corporation, owns a concession to the south of the Van Blommenstein dam, while SurGold, a joint venture between Alcoa NV and Newmont Mining Corporation, has completed exploration in east Suriname and is negotiating a major new concession with the Suriname government.

Agricultural exports have also risen sharply in recent years as a result of strong investment in better infrastructure, irrigation and transport.

Suriname has also seen an increase in the outsourcing of services from the Netherlands as companies in Europe



look for more economical options in order to remain competitive.

The financial sector in Suriname is one of the few world economies to be largely unaffected by the global recession, thanks largely to its relative isolation from the international banking system and prudent supervision from the Central Bank. This is one of the reasons why the national economy is still recording year-on-year growth.

HAKRINBANK NV

Hakrinbank NV is one of the leading financial institutions in Suriname with an estimated market share of 25 per cent. It was established in 1973 after the Suriname government acquired a majority shareholding in the ORG Vervuurt Banking Corporation. The Vervuurt Banking Corporation was established in 1936 principally to finance trade between Suriname and other countries.

Hakrinbank is now the second-largest bank in Suriname, with assets of more than US\$260 million. The bank has its head office in Paramaribo with six branches throughout Suriname.

With a staff of 260 the bank provides its customers with a wide range of products and is one of the main providers of investment in the port. This includes loans to support the new berth extension and the new Gottwald mobile harbour crane acquired by Integra Marine. It was also the first bank in the country to introduce internet banking

Hakrinbank has a strong image in Suriname, both through its trustworthy image and



through its corporate and social activities in the areas of culture, education, health care and sport.

ASSURIA NV

Assuria NV is the largest insurance company in Suriname, offering a wide range of insurance policies including fire, general, life, medical, motor, property and worker protection.

The company has two offices in Paramaribo and one in Nieuw Nickerie and employs 163 staff.

In 2008 Assuria achieved ISO 9001:2000 quality certification – the only financial institution in the country to have this certification.

Product innovation is a key element as the company works towards its goal of being an industry leader in Suriname and one of the country's top five companies. Assuria also plays an important role in the local community through investment in various businesses and projects.

The company has a rich history dating back to 1889 and is strongly influenced by Dutch insurance principles. Assuria is the only private insurance company in the country whose shares are widely held by the general public and institutions.

MODERN TRANSPORT NETWORKS KEEP PASSENGERS AND CARGO ON THE MOVE

Transport services in Suriname are generally only available in the north of the country. By contrast, a trip by light aircraft is often the only means of travel to the remote and unpopulated areas of the south.

Historically, it was the rivers of Suriname that provided its main commercial and communication links. From the Amazon basin in Brazil, the mighty Corantijn, Suriname and Marowijne rivers flow into the Atlantic Ocean by way of Suriname and most of the country's major towns are located on these rivers.

INFRASTRUCTURE

The country's principal road is the Oostwestverbinding, which runs from Albina in the east to Nieuw Nickerie in the west. In total, the road network of Suriname covers just over 4,500 km. The condition of this network is being improved all the time, with various road-mending projects under way as well as new roads.



There are no railways in Suriname. Until 1965 there was a 173 km rail link between Paramaribo and the gold fields in the interior, but construction of the Afobaka dam left most of it covered in water. The rest has deteriorated through neglect. A track also exists to the Bakhuis Mountains, built for the transport of bauxite, but this is not used.

BUS COMPANY

The National Transport Company Inc was founded in 1997 and originates from the State Bus Service. It has more than 60 scheduled routes covering the districts of Paramaribo, Wanica, Para, Saramacca, Sipaliwini, Brokopondo, Marowijne and Nickerie. Boat services are also provided in the districts of Marowijne, Commewijne and Brokopondo.

In addition to its regular routes, the company operates school bus services and also provides extra services on request, including tourist excursions. Since 2005 its package of services has included the transport of mentally and physically disabled people.

BY BOAT

Suriname is also linked by ferry service with its neighbours French Guiana (Albina to St Laurent du Maroni across the Marowijne) and Guyana (Zuiddrain to Crabwood Creek across the Corantijn).

Most of southern Suriname can be reached only by boat using the large network of rivers that covers the whole country. Some of the larger villages have airstrips.

AIR CONNECTIONS

The main airport in Suriname is Johan Adolf Pengel International, located about 45 km south of Paramaribo near the town of Zanderij.

The airport is run by the government-owned company NV Luchthavenbeheer (Airport Management Ltd) and provides regular passenger and cargo services to and from the United States and Europe.

Zanderij Airport was a Pan American World Airways stop before the Second World War; but when the Netherlands fell to the Nazis, it fulfilled a vital role in the Allied war effort as a transport base sending supplies and, later, personnel across the South Atlantic. It was closed as a military airfield in 1946 and became a civil airport once again.

Ten airlines operate out of Johan Adolf Pengel International Airport with links to Aruba, Bonaire, Brazil, Cape Verde Islands, Curaçao, Dominican Republic, Guyana, the Netherlands, St Maarten (Netherlands Antilles), Trinidad, Venezuela and the USA.

The airport is also the hub for Suriname's own airline, Surinam Airways, with passenger and cargo services to eight destinations.

Elsewhere in Suriname there are 58 airfields, many of which are just grass strips serving the interior. Zorg en Hoop Airport in Paramaribo provides many local connections.

All airfields apart from Johan Adolf Pengel International Airport are operated by the Department of Civil Aviation (DCA), a subsidiary of the Ministry of Transport, Communications & Tourism.

Investment is going ahead to transform the Johan Adolf Pengel International into one of the most modern in the Caribbean region, thus helping to give visitors an excellent first impression of Suriname. Significant developments now under way include improvements to the runway and terminals, new arrival and departure halls and more facilities including banking services. There will also be more airport service companies.

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A LAND OF UNDISCOVERED BEAUTY AND WORLD-CLASS ATTRACTIONS

Vast forests, a network of pristine rivers, a coastline rich in flora and fauna, unique natural wonders and sites of cultural interest – these are just some of the world-class attractions that Suriname has to offer.

Tourism is a major growth industry in Suriname as more and more visitors come to appreciate the beauty and diversity of its relatively undiscovered regions. Much of the country is accessible only by light aircraft or by taking a boat trip along river network. In this way, travelers can see a country that is generally untouched by man.

Recognising the global importance of its rainforests, Suriname, in association with Conservation International, created the Central Suriname Nature Reserve in 1998 which covers more than 1.6 million hectares of unspoilt rainforest. This and other reserves provide a first-rate habitat for a wide diversity of animals and plants. In fact, protected areas cover 12 per cent of the total land surface of the country.



CHOICE

The choice of accommodation for tourists is growing, too. Hotel capacity has more than doubled since 2000. In addition to existing hotels, such as the popular Torarica group of properties in Paramaribo, Best Western opened the 53-room business focused Elegance Hotel in 2007, Courtyard by Marriott opened a 140-room business and tourist hotel in 2009 and Wyndham is expected to open a new hotel in 2010.

Meanwhile, the number of tour operators nearly doubled in 2008. They offer more choice to meet the requirements of today's visitors.

About 190,000 tourists visited Suriname in 2008 – an increase of 15 per cent on 2007. Most come from the Netherlands, although some weekend tourists visit Suriname from French Guiana. There are also more visitors from other countries now.

Suriname, French Guiana and three Brazilian states – Amapa, Amazonas and Para – have formed the Amazon Tourism Agreement to promote the Amazon as a tourism destination. In addition, the Surinamese government is looking to structure the sector through the Tourism Foundation, using the slogan: 'The beating heart of the Amazon'.

ACTIVITIES

Tour operators are gradually extending the range of activities on offer as visitor numbers

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- Historic company dating back to 1936
- Provides ferry services from Paramaribo
- Offers 'Pristine Forest Cruise' since 25 April 2008
- Development of cruise tourism activities
- Modernization and innovation
- Ferryboats ideal for weddings, parties and conferences



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▪ increase. Suriname's main attraction, of course, is the vast protected nature reserves and rainforests, but there are other options for visitors.

Some of the more popular activities include excursions of one, two or three days' duration to nature reserves and former plantations. The Brownsberg nature reserve, just 130 km from Paramaribo, can be seen in a day. The experience includes spectacular views of the Brokopondo Lake from the Mazaroni plateau, forest walks and waterfalls.

Visitors can take a boat trip from Nieuw Nickerie, Paramaribo or Boskamp along the Corantijn, Suriname and Coppename rivers into the heart of Suriname. This is the experience of a lifetime as visitors enjoy the ever-changing river scenery, with small villages and the encroaching jungle.

Longer excursions to the interior are available, with frequent flights from Paramaribo

to small airstrips throughout Suriname. Lodges and former plantations offer a unique insight into the unchanging way of life in these remote regions, with spectacular natural wonders at every turn.

In addition, the city of Paramaribo, a Unesco World Heritage Site, offers many options including organised city tours, walking tours, museums, cultural events, the famous Fort Zeelandia, the central market and the St Petrus and Paulus Cathedral, one of the largest wooden buildings in South America.

RIVER RESORT

The New Babunhol River Resort, near the villages of Marchall and Klaascreek, epitomises the kind of experience that Suriname has to offer tourists. Located on a former citrus plantation beside the Suriname River, the resort has Pina huts for 10 to 30 guests, a private accommodation for 12 guests, and five two-bed rooms.

Guests can enjoy a variety of activities in the unspoilt and hilly landscape including relaxing in a hammock, swimming in the river, a guided bush trip or a guided river trip to the Maroon village of New Lombe.



NEW FOCUS FOR LONG-ESTABLISHED SHIPPING COMPANY

The Suriname Shipping Company (NV SMS) is a dynamic company with a long and involved history in Suriname's maritime sector.

The company's marine base is located by the Suriname River in Paramaribo, while its head office is in the city centre. SMS is Suriname's national carrier, wholly owned by the government.

SMS was established in 1936 and has a long history of shipowning and maritime activities. In former times it operated the Suriname Line, carrying passengers and cargo to Europe and the Americas. The company has undergone an economic decline since the 1980s, however, and is now embarking on a new venture to restore its former prosperity.

NEW START

Recognising that tourism is one of the fastest growing sectors in the country, SMS is making a new start.

The general manager and staff are looking to spearhead new developments in the future and an important investment has already been made in the tourism sector.

On 25 April 2008 SMS launched its Pristine Forest Cruise product, offering cruise excursions on the Suriname River. The vessel can also be used for special events such as weddings, parties and conferences.

Its investment in the tourism sector is regarded as an important move both for SMS and for Suriname. For the first time, the company is becoming deeply involved in the tourism market.

STRATEGY

The key aims of the company's revitalisation are:

- Safe, professional and fast maritime transport for persons and goods on all routes, regionally and nationally
- A unique contribution to the development of tourism in Suriname and the region with the main focus on cruise tourism
- Modernisation and innovation within the organisation, while encouraging a professional approach by staff.

SMS regards its mission as being a leader in maritime transport in Suriname at both national (transport of goods and persons) and international (goods transport) levels. The company also believes it has a leading role to play in offering unique products to tourists.

NATURAL RESOURCES ARE BIG BUSINESS FOR SURINAME

For the best part of a century, the economy of Suriname has been dominated by mining. Alumina, gold and oil account for more than 80 per cent of Suriname's exports and the country is among the top 20 worldwide in terms of rich natural resources.

Gold mining began in the mid 19th century in the south and east of the country and is now the second-largest foreign exchange earner. Oil refining began in the late 20th century.

ALUMINA

By far the largest sector is bauxite and alumina production, which accounts for 15 per cent of GDP and 41 per cent of export earnings. Bauxite is the ore from which alumina is extracted to make aluminium. Early activities focused on bauxite mining, from 1916, but later on Suriname began refining alumina.

The biggest alumina producing company is Suralco (Suriname Aluminium Company), a subsidiary of Alcoa World Alumina and Chemicals, of the USA, with a 76 per cent share in the market. The other major player is Billiton's Maatschappij Suriname NV. This company will conclude its operations in Suriname in 2010, when the government-owned Alumsur will take over.

Most bauxite is mined in the areas around Moengo and Onverdacht, while other deposits are to be found at Nassau, the Lely Mountains, Brownsberg and the Bakhuy's Mountains.

Suriname has some of the richest bauxite deposits in the world. In 2000 it was one of the world's 10 largest producers of bauxite, with alumina accounting for 70 per cent of foreign exchange earnings in that year.

Since then the industry has suffered a downturn as the result of a weak market and foreign competition. However, with reserves esti-



mated at 575 million tonnes, the industry still plays a major part in the national economy.

This positive outlook was underlined in 2005 when Suralco completed a US\$65 million expansion of its Paranam alumina refinery, where capacity has been increased to 2.2 million tonnes per year.

In addition, new sites are being explored. These include the Bakhuy's Mountains, in western Suriname, where the estimated level of bauxite is between 80 million and 630 million tonnes.

FAMILY OWNED SHIPPING AGENCY BUILDS ON ITS FINE REPUTATION

Family owned and managed for more than 70 years, H Bromet Shipping has been one of the leading shipping agents in Paramaribo for over half a century.

The company has represented many shipping lines and vessels in the course of its long history. Today, its representation consists mainly of Seafreight Line and ATL Express.

The company is managed by brothers Hugo and Robert Bromet, who inherited the business from their father. Their daughters now work for the company, too, so it is a real family affair.

SeaFreight offers a weekly direct container service with a nine-day service from Miami to Suriname with calls at Jamaica, Cayman Islands, Aruba, Curaçao, Bonaire, Venezuela, Panama, Trinidad, Haiti, St Lucia, St Vincent, Grenada and Guyana.

SERVICES

ATL offers a twice a week service from Houston, USA, with breakbulk, containers, heavy lift, out-of-gauge and project cargo. The line mainly carries mining equipment such as pipes, drilling equipment and project cargo as well as some raw materials.

H Bromet Shipping is also local agent for Seapack, a cargo consolidator operating out of the USA. The company deals with LCL cargoes to the Caribbean and specialises in personal effects as well as handling commercial cargo.

As a port agency, H Bromet Shipping offers vessel services in both Paramaribo and Paranam – the private port operated by Suralco – including freight handling, delivery services and contracting of stevedores.

The company handles about 40 per cent of the containers passing through Paramaribo. Exports consist mainly of frozen seafood to Europe, rice and timber.

Some traffic is also transhipped through Jamaica, especially cargo arriving from China and the Far East via the Panama Canal. Seafreight vessels connect with Zim vessels in Kingston.

REPUTATION

The company's long-standing service and attention to detail have been rewarded by an excellent reputation both in Suriname and elsewhere, leading to a growing number of requests for service and assistance.

After seven decades of service to Suriname's maritime community, the future looks bright indeed for H Bromet Shipping.



MARITIME EXPERTISE ON SURINAME'S COAST AND RIVERS

The Maritime Authority Suriname (MAS) is the main provider of maritime services in Suriname. With its head office in Paramaribo, MAS is responsible for all maritime activities on the coast and rivers of Suriname.

Its principal tasks include:

- Pilotage services
- Vessel traffic control in the Suriname, Corantijn and Nickerie rivers
- Nautical planning and development to keep up with key advances in shipping and to improve safety
- Hydrographic surveys and fairway management
- Maritime administration including incident investigations, navigation aids, vessel inspections, Central Fishery Register, Port State Control inspections of foreign vessels and ISPS inspections.

The overall aims of MAS are:

- To guarantee safe and efficient passage of seagoing vessels to and from Suriname to international standards according to treaties ratified by Suriname
- To supervise the observance of rules and regulations on shipping and shipping traffic.

HYDROGRAPHY

One of the main activities of MAS is to produce hydrographic data relating to the navigable waters on Suriname's coasts and rivers.

The Hydrographic Department operates two survey vessels, the 'Marwina' and 'Pasisi', which are used to check the fairways and coastal areas periodically using echo sounders and GPS systems. These processes are carried out according to International Hydrographic Organisation standards. Once gathered, the data is passed on to the Dutch Hydrographic Survey to be incorporated into the navigation charts of the area.



The ports of Suriname are generally located on rivers with occasional shifting sandbanks and changing depths, so it is vital to have accurate hydrographic data for coastal and river areas. In fact, Suriname is one of the few countries in the Caribbean region to have its own hydrographic survey vessels. Now, MAS is looking to extend its services to other countries in the immediate region.

MAS also provides surveys for civil engineering work such as pipe-laying and in preparation for the construction of jetties.

AUTHORITY

MAS was established in 1998 and evolved out of the former Service for Shipping and, before that, the Port and Pilot Service, founded in 1947. Today, MAS has 130 staff in Paramaribo and four in Nieuw Nickerie.



RUDISA SHIPPING COMPANY N.V.



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Email address: rtorjal@rudisamotor.sr
Port manager: R. Torjal.

Harbor master/chief pilot: M.Amafo.
Tel: +597 47 67 69 Radio frequency: VHF Channels 12 and 16
WORKING HOURS: Mon-Sun: 24 hours on request. Closed on National holidays.

APPROACH: Located on the Suriname River, 38 nautical miles from mouth of the Suriname River.
TRANSPORTATION: Inland transportation is by road.
Airports: JAP International; Paramaribo.
WEATHER: North-east trade winds.
ANCHORAGE: Anchorage points three miles NNE of the sea buoy to await pilot or tide.
PILOTAGE: Pilot-boards at sea buoy. Pilotage charged according to steaming distance.
Tonnage dues to: US\$0.53 per ton import/export. Light dues US\$0.20 per NRT.
TOWAGE: Not available.
TRAFFIC: Vessel calls per year approximately 40
Vessel types: Break-bulk- Tankers- Cruise- Ro-ro- Bulk.
Cargo handled per year approximately 200,000 metric tons.

EQUIPMENT:
Type: Units Capacity (tons).
Crane: 30 tonne capacity crane.
4 Fork-lift trucks.

Additional equipment can be arranged on request.

STORAGE: Open storage: limited. Covered storage: 2 warehouses.

Air draft: No restrictions. Refrigeration capacity: None.

BUNKERS: Supplied by road tanker.

PROVISIONS: Available on request.

WATER: Available.

FACILITIES: Maximum deadweight: 5,000 dwt.

Maximum draft alongside: 7.0 meters. Longest vessel: 139 meters LOA.

Draft: At low water 4.0 meters and at high water 7 meters.



SKY IS THE LIMIT FOR MULTI-FACETED GROUP OF COMPANIES

Rudisa International was founded in 1975 by Rudi Dilip Sardjoe. Over a period of 25 years, Rudisa International has become one of the largest companies in Suriname.

The group has built a portfolio of 14 companies operating across a broad spectrum of sectors. It also has interests in Trinidad, Jamaica and Guyana. Its present position is the result of a continuous aspiration for expansion and diversification, exploring industries with a potential for growth and forging strategic alliances in new sectors.

The company employs over 1,200 people and has an estimated worth of more than US\$100 million.

The group of companies includes:

- **Rudisa Zwaarmaterieel NV** specialises in sales of heavy equipment from Hyundai such as construction equipment, defence products, diesel engines, factory automation, industrial vehicles and tools.
- **Rudisa International Agencies** deals with a wide range of merchandise including beer, confectionery, detergents, oils, spices and toiletries. One of the oldest divisions of Rudisa International, this department represents several well-known companies.

- **Rudisa Broadcasting, Communications & Publications NV**

- **Rudisa Beverages & Juices NV** operates a bottling plant for soft drinks and is one of the leading distributors of soft drinks in Suriname.

- **Rudisa Motor Company NV** is the sole authorised dealer in Suriname for Chrysler Corporation, of the USA, and SsangYong Motor Corporation, of South Korea. It also imports buses, cars and pick-up trucks from Dodge, Hyundai, Jeep, and Volkswagen.

- **Rudisa Woninginrichting NV** sells all types of furniture and household appliances including air conditioning equipment, refrigerators, freezers, furnaces from Magic Chef, Hulswitt curtains and curtain accessories, lighting products, Mohawk carpets, stereo sets, TV sets and video equipment.

- **Rudisa Worldwide Travel** is an agent for Air France, American Airlines, BWIA, DCA, KLM and Universal Airlines.

- **Rudisa Houtmaatschappij NV** is a sawmill supplying a variety of timber to the Suriname market at competitive prices.

- **Suriname Cable & Communication Network NV (SCCN)** operates TV Channel 17/Cable 68 and Radio 104.1/Smooth FM.

- **Rudisa All Install NV.**





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National Transportation Company

HYDRO POWER MAKES A GREEN COUNTRY EVEN GREENER

The country's sole provider of energy and its distribution is Energiebedrijven Suriname NV (EBS) which in 2009 celebrated 100 years of providing energy to the people of Suriname.

EBS is a public limited-liability company, owned by the government. The company has about 120,000 customers, of whom 90 per cent are domestic. It is a major employer, with 945 staff nationwide.

The company is divided into four departments: EPAR (Paramaribo and surrounding areas), ENIC (Nickerie district), Districts Company (rural areas and other districts) and Ogane (liquefied petroleum gas distribution).

There are three power plants in Suriname:

- Hydro plant owned by Suralco in Brokopondo district with a capacity of 189 MW
- Thermal power plant owned by Staatsolie SPCS in Wanica district with a capacity of 14 MW
- Thermal plant owned by EBS in Paramaribo with a capacity of 59 MW.

GREEN ENERGY

In 2008 the peak load in the EPAR region was about 135 MW, totally supplied with energy purchases from the hydro plant. This equates to 80 per cent of the population of Suriname being supplied by renewable energy sources. The thermal plants remain on standby to make up for any shortage, but in years of heavy rainfall this is largely unnecessary.

DEMAND FOR POWER

However, an exceptionally high growth in demand for power across Suriname is forecast. Since 2002 demand has been growing by about 10 per cent a year. With demand rapidly exceeding installed capacity, the challenge for EBS is to meet future needs in a sustainable way.



While the cost of oil remains a big concern, EBS is exploring other options including solar energy, especially for street lighting and for outlying areas. However, it recognises that consumers will need special systems and equipment before solar energy can be used widely in domestic properties.

A project is also in place to enhance the grid to N-1 standards, which means that every line will have a rerouting possibility.

In the meantime, a new power generator will be commissioned in May 2010 and construction of a new power station is under way. When all are fully operational, there will be a 50-50 mix of green and fossil fuel power generation when operating at full capacity.

CONFIDENCE IN FUTURE SPARKS NATIONWIDE INVESTMENT

An unprecedented level of investment across many sectors, including the maritime industry, is paving the way for a prosperous future in Suriname.

The principal driver of this investment has been the need to expand the Nieuw Haven in Paramaribo to meet the new demands placed on it as containerised traffic has increased beyond all predictions. At the same time, NV Havenbeheer has taken the opportunity to expand other facilities and infrastructure and to extend the range of services available to port users and shippers.

Once this transformation is complete, the port will be ready to handle large numbers of containers more efficiently and cost-effectively. It will mark the beginning of a new era for Suriname's maritime industry.

Confidence in the future of the maritime sector is so strong that the port's partners have also invested heavily in new equipment. This includes the first mobile harbour crane in Suriname, installed by Integra Port Services to work containers at Nieuw Haven. A second crane, expected in late 2009, will boost operational efficiency still further.

The three new terminal operators who will handle cargo on quay at Nieuw Haven will be looking to make optimum use of the new facilities.

They are rising to the challenge by investing in equipment and infrastructure. This includes new handling units and dedicated covered storage on quay.

Elsewhere in Suriname, the picture is the same. Rehabilitation plans are almost complete for Nieuw Nickerie and the private port complex at Moengo, which is now receiving traffic for the first time in several years.

TRADE

Land routes to neighbouring countries are minimal in Suriname, which has always depended on its maritime services for imports and exports. This situation will continue in the foreseeable future. Suriname's leading port facility at Nieuw Haven may have a captive market, but it is now able to offer better-than-ever services to its users.

There is hardly any official trade from neighbouring countries and in the years to come Suriname is unlikely to develop as a transfer port for cargo en route to Guyana and Brazil. However, it is in negotiations with French Guiana to explore the possibilities of receiving cargo for transfer to the western areas of French Guiana. This potentially lucrative trade is expected to start in 2010.

A dredging programme is also under discussion to deepen the channels of the Suriname River and the port approaches so that Nieuw Haven can handle larger vessels and delays waiting for the tide can be kept to a minimum.

INVESTMENT

Meanwhile, capital is being ploughed into many projects and sectors across the



country, particularly civil construction and new housing. Of course, all this is good news for the port as most building materials are imported.

Apart from Paramaribo, the nation's other main point of entry is Johan Adolf Pengel International Airport. There are plans to invest in a modern air terminal to match the best in the region, thus expanding the range of passenger and cargo services and helping to enhance the country's visitor appeal.

Various industries – agriculture, bauxite mining, gold mining, oil exploration and power generation – are also receiving investment from private companies and government bodies to make them more competitive and reliable.

DETERMINED

In 2007 and 2008 Suriname posted the highest economic growth rates in the region. In response to this, the ports in Suriname have geared themselves to face a future of higher volumes of cargo.

In short, the people and economy of Suriname are steering a steady course towards the future – an economy that is expected to grow in the coming years to become a major player in the region.

Determined and ambitious, the country's maritime community is leading the way towards a better and more prosperous future for the nation.



USEFUL FACTS ABOUT SURINAME

AREA

163,270 sq km (63,675 square miles). Suriname is the 98th largest country in the world.

CAPITAL CITY

Paramaribo (population 240,000).

CLIMATE

North-east trade winds temper the tropical climate with temperatures varying from 23°C to 32°C. Humidity is generally very high all year round. There are long and short dry and rainy seasons: the short dry season runs from February to April; the long rainy season from May to August; the long dry season from August to November; and the short rainy season from November to February.

CURRENCY

Surinamese dollar (SRD).

Exchange rate (US\$): 2.75 (2009), 2.745 (2008), 2.745 (2007).

BANKING

Banks are generally open Monday to Friday, 08.00 to 13.30 hours.

ELECTRICITY

Mainly 110 volts/60Hz, although some hotels provide 220 volts/50Hz. The accepted type of plug is the European two-pin or three-pin connector.

FULL NAME

Republic of Suriname.

GDP

US\$2,404 million (2007).

GEOGRAPHY

The country is divided into 10 districts: Brokopondo, Commewijne, Coronie, Marowijne, Nickerie, Para, Paramaribo, Saramacca, Sipaliwini and Wanica.

Suriname consists of a coastal-estuarine zone with sandbanks and tidal mudflats; a narrow savannah zone covering the central plateau; and an interior zone mainly of forested highlands.

The two principal mountain ranges are the Bakhuis Mountains and the Van Asch Van Wijck Mountains in the centre of the country. The highest mountain is Julianatop at 1,286 metres (4,219 ft).

The WJ van Blommestein Meer is one of the largest reservoir lakes in the world. It was created by the Afobaka Dam in 1964 to provide hydro-electricity for the bauxite industry and for domestic use.

LANGUAGE

The official language is Dutch. Also spoken are Chinese, English, Javanese, Portuguese, Sarnami (Surinamese version of Hindi) and several languages spoken by Amerindians and Maroons.

LEGAL SYSTEM

Based on the Dutch legal system incorporating French penal theory.

LOCATION

Between 2°N and 6°N and 54°W and 58°W. It borders the Atlantic Ocean in the north, Guyana in the west, French Guiana in the east and Brazil in the south. Suriname has a coastline of 386 km (240 miles) and a land border of 1,703 km (Brazil 593 km, French Guiana 510 km, Guyana 600 km).

MAJOR INDUSTRIES

Alumina and bauxite, bananas, timber, oil, rice, seafood (frozen fish and shrimps).

POPULATION

493,000 (2004) including 37 per cent East Indian, 32 per cent Afro-Surinamese, 15 per cent Javanese, 10 per cent Maroons (descendants of ex-slaves), 2 per cent Amerindian, 2 per cent Chinese, 1 per cent white.

PUBLIC HOLIDAYS

New Year's Day, Holi Phagwa (2 March), Good Friday, Easter Monday, Labour Day (1 May), Abolition of Slavery (1 July), International Day of the Indigenous People (9 August), Id UI Fitre, Independence Day (25 November), Christmas (25 and 26 December).

RELIGION

27 per cent Hindu, 25 per cent Protestant, 23 per cent Roman Catholic, 20 per cent Muslim.

TIME ZONE

Eastern Standard Time (EST) plus 2 hours

Greenwich Mean Time (GMT) minus 3 hours.

TELEPHONE CODE

+597

TRADE

Suriname became a member of the Caribbean Community (CARICOM) in 1995.

WORKFORCE

100,000 people (government 35 per cent, private sector 41 per cent, semi-official companies 10 per cent, unemployed 14 per cent).



PORT DETAILS

NIEUW HAVEN, PARAMARIBO

LOCATION: 5°50'N; 55°10'W.

AUTHORITY

NV Havenbeheer Suriname,
Havenlaan Zuid No 5, PO Box 2307
Paramaribo, Suriname

Tel: +597 404 044

Fax: +597 403 691

Email: smeport@sr.net

Radio frequency: VHF 16 and 12.

ACCOMMODATION

One public wharf of 520 metres with a depth alongside of between 5.1 and 7.9 metres

Maximum deadweight: 8,000 dwt

Maximum draught alongside: 8.5 metres

Longest vessel: 220 metres LOA.

WORKING HOURS

Stevedoring: Mon-Fri: 7.30-24.00

Sat-Sun: On request

Closed: National holidays

Pilotage: Continuous.

APPROACH: Nieuw Haven in Paramaribo is on Suriname River about 21 miles from fairway buoy.

WEATHER: NE trade winds and tropical weather.

TIDE: Average tidal range is 8.5 ft at springs and 5 ft at neaps.

TRANSPORT: Inland transport is by road.



AIRPORTS: Johan Adolf Pengel International Airport is 45 km from seaport with connections throughout region and to the Netherlands and USA.

Zorg en Hoop Domestic Airport is 5 km from seaport.

ANCHORAGE

Outer anchorage at pilot station

Inner anchorage on Paramaribo Roads and Susanna's Daal.

BUNKERS: Fuel is delivered by truck and barge.

PILOTAGE: Compulsory. Pilot boards at sea buoy. Vessels are requested to send ETA 36, 24 and 12 hours prior to arrival at sea buoy on VHF Channel 12. Pilotage supplies by MAS. Tel: +597 476 733.

TOWAGE: Private tugs are available. Not required for berthing.

EQUIPMENT: All equipment owned by terminal operators: Continental Shipping Agencies, Integra Port Services and VSH United.

Equipment includes:

Type	Units	Capacity (tonnes)
Top loaders	2	30
Truck/cranes	2	10 and 35
Reach stackers	4	45
Fork-lift trucks	27	12 to 25
Gottwald HMK-260 mobile harbour crane	1	100

STORAGE

Open storage: 60,000 square metres (85,000 square metres by 2012)

Covered storage: 1,800 square metres (temporary shed).

Each terminal operator will have own sheds by 2010 totalling about 3,800 square metres

Refrigeration: 96 reefer plugs

Vehicle storage: 8,000 square metres

PROVISIONS: Available.

WATER: Water is available at a rate of 10 tonnes per hour and a price of US\$6.5 per tonne and must be ordered in advance.

MEDICAL AID: Hospitals within 5 km of port.

NIEUW NICKERIE

LOCATION: 5°57'N, 57°01'W.

AUTHORITY

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Havenlaan Zuid No 5, PO Box 2307
Paramaribo, Suriname

Tel: +597 404 044

Fax: +597 403 691

Email: smeport@sr.net

Radio frequency: VHF 16 and 12.

WORKING HOURS

Mon-Fri: 7.30-24.00 *Sat-Sun:* on request

Closed: national holidays.

APPROACH: Located on Nickerie River, 3 nautical miles from entrance.

TRANSPORT: Inland transport is by road.

AIRPORTS: Nickerie Airport (domestic flights only).

WEATHER: Northeast trade winds.

ANCHORAGE: Anchorage points 3 miles NNE of sea buoy to await pilot or tide. Minimum depth of water over bar is 2.0 metres at high tide.

PILOTAGE: Pilot boards at sea buoy. Pilotage charged according to steaming distance.

STORAGE: Covered storage: one warehouse for bananas.

BUNKERS: Supplied by road tanker.

WATER: Water is available.

ACCOMMODATION

Government berth is 125 metres long with 4.0 metres depth at LW and 7.0 metres at HW
Tankers and LPG carriers: Shell/Texaco berth

is 90 metres long with 4.0 metres depth
Maximum deadweight: 5,000 dwt
Maximum draught alongside: 4.0 metres
Longest vessel: 108 metres LOA.

PRIVATE WHARVES: Rijstpak Wharf: length 50 metres, depth 5.0 metres.

MEDICAL AID: Nieuw Nickerie Hospital is 1 km from port.

LLOYD'S AGENT: Handelsmij Van Romondt, Paramaribo.

PRIVATE TERMINALS

LA VIGILANTIA

LOCATION: 5°36' N, 55°5'W.

AUTHORITY

Berth owned and operated by Suriname Port Services, managed by Integra Marine & Freight Services

PO Box 1842, Havenlaan Zuid, Paramaribo

Tel: +597 402 082

Fax: +597 402 392

www.integramar.com

WORKING HOURS: Continuous operation, all year round.

APPROACH: La Vigilantia is 41 nautical miles up the Suriname River.

WEATHER: NE trade winds and tropical weather.

TIDAL RANGE: About 10 ft.

TRANSPORT: By road and river.

AIRPORTS: J.A. Pengel International Airport is 28 km from Paramaribo seaport.

ANCHORAGE: Simons Polder 3 miles down river (8.0 metres) and Groot Chatillion 2 miles up river (10.0 metres).

PILOTAGE: Compulsory. Pilot station at Paramaribo, VHF Channels 16 and 12.

TOWAGE: Private tugs available but not required.

EXPORT: Empty containers. Some equipment and items of machinery.

BUNKERS: Available by tank barge and road tanker.

PROVISIONS: Available.

WATER: Available.

FACILITIES

One concrete wharf of 72 metres length with breasting dolphins allowing vessels of up to 210 metres LOA between moorings

Depth alongside: 13.0 metres

Maximum vessel dimensions: 50,000 dwt, 210 LOA, 10.0 metres draught.

EQUIPMENT:

Type	Units	Capacity (tonnes)
Top loader	1	28
Truck crane	1	60
Fork-lift truck	5	2.5 to 9
Tractors, trailers as required.		

MEDICAL AID: First-rate medical and dental services are available.

ENVIRONMENT: Marpol, ISPS.



PARAMAM

LOCATION: 5°37' N, 55°55' W.

AUTHORITY

Berths owned and operated by Suriname Aluminium Company.

Suriname Aluminum Company, LLC
Paranam Operations, 13 Van 't Hoger-
huysstraat
PO Box 1810, Paramaribo

Tel: +597 323 281

Fax: +597 323 314

ACCOMMODATION

Maximum deadweight 50,000 dwt.

One berth maximum length 220 metres for alumina loading. Draught 35 ft.

One berth for general cargo, limestone and oil. Draught 25 ft.

One berth for bauxite discharge. Draught 20 ft.

Loading draught controlled by draught across bar at entrance of Suriname River averages 21.5 ft.

WORKING HOURS: Continuous operation, all year round.

APPROACH: Paranam is 42 nautical miles up the Suriname River.

WEATHER: NE Trade winds and tropical weather.

TIDAL RANGE: 10 ft.

TRANSPORT: By road and river.

ANCHORAGE: Simons Polder 3 miles down river (8.0 metres) and Groot Chatillion 2 miles up river (10.0 metres).

PILOTAGE: Compulsory. VHF Channel 12.

TOWAGE: Private tugs available but not required.

EQUIPMENT

Alumina berth: One telescopic spout with dust suppressor, chucks for caustic soda, fuel oil and diesel oil

General berth: one gantry crane of 50 tonnes

Various sizes of fork-lift trucks, front end loaders and trucks.

STORAGE: Open storage for containers.

Storage tanks for alumina.

AIR DRAUGHT: 12.5 metres at alumina berth (average).

BUNKERS: Available by tank barge and road tanker.

PROVISIONS: Available.

WATER: Available.

MOENGO

LOCATION: 5°38'N; 54°25'W.

AUTHORITY

Former bauxite port now owned and operated by Traymore NV

Traymore NV
Moengo Dock Operations
Frederik Derbystraat 37-39, Paramaribo

Tel: +597 411 332, 422 441

Fax: +597 471 830

Email: info@traymorenv.com

www.traymorenv.com

ACCOMMODATION: Two berths for vessels up to 400 ft in length

River depth of 9 to 10 ft.



APPROACH: The port is about 70 miles up the Cottica River, which joins the Commewijne River. It is 94 miles from Suriname River light buoy.

WEATHER: NE trade winds and tropical weather

TIDE: Tidal range averages 8.5 ft at springs and 5 ft at neaps.

TRANSPORT: Inland transport is by road.

AIRPORTS: Johan Adolf Pengel International Airport is 100 km from seaport. Airstrip located about 5 km from seaport.

BUNKERS: Available.

PILOTAGE: Compulsory. Pilot boards at sea buoy. Vessels should send ETA 36, 24 and 12 hours prior to arrival at the sea buoy on VHF Channel 12. Pilotage supplies by MAS. Tel: +597 476 733.

TOWAGE: Private tugs are available.

EQUIPMENT: The terminal will be operated with Hyster container handlers with capacities from 5 to 45 tonnes and a range of trucks and trailers.

STORAGE: 21 hectares being developed with open and coverage storage. One existing shed.

WATER: Small volumes are available.

MEDICAL AID: Hospitals in Paramaribo.

SURINAME



The Torarica Group of Hotels

Our prime objective is to completely accommodate you, whether you visit us for relaxation or a business meeting.

During your stay with us you are welcome to use our fully equipped business and resort facilities.



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WE SHARE THE BEST WITH YOU

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NV Luchthavenbeheer

(Airport Authority Suriname)
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Civil Aviation Safety Authority Suriname

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Caribbean Airlines Ltd

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Gum Air NV

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Hakrinbank NV

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Tel: +597 477 722
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Email: hakrindp@sr.net
www.hakrinbank.com

LB BANK NV (Landbouwbank)

Mr EH.R. Lim A Postraat 28-30
Paramaribo
PO Box 929, Paramaribo
Tel: +597 475 945
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Email: lbbank@sr.net

Nationale Ontwikkelingsbank Suriname NV

Mr J. Lachmonstraat 160-162
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Nationale Trust- en Financieringsmaatschappij

Dr. Sophie Redmondstraat 11 -13
PO Box 1813, Paramaribo
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RBTT Bank

Kerkplein 1, Paramaribo
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www.rbtt.com

Surichange Bank NV

Dr. Sophie Redmondstraat 71
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Fax: +597 474 554
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www.surichangebank.com

Surinaamse Postspaarbank (SPSB)

Knuffelsgracht 10-14, Paramaribo
PO Box 1879, Paramaribo
Tel: +597 472 256
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Email: spsbdir@sr.net

VCB bank / Surinaamse Volk- scredietbank

Waterkant 104, Paramaribo
PO Box 1804, Paramaribo
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Email: btlsvcb@sr.net

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Email: info.suriname@solpetroleum.com
www.solpetroleum.com

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Dr. Ir. Hs. Adhinstraat 21
PO Box 4069
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Email: mailstaatsolie@staatsolie.com

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Nationaal Vervoer Bedrijf NV (NVB) (National Transport Company)

Kwattaweg 40, Paramaribo
Tel: +597 411 924 / 410 922
Fax: +597 473 326

G.G. Maynardstraat

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www.nvbnvsuriname.com

COLD STORAGE

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www.lievens.com

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Vasilda NV

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Email: info@vasilda.com

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Mitra Trading NV

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ENERGY

NV Energiebedrijven Suriname

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NV Rustwijk & Rustwijk

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