



Raymond Landveld
Minister of Transport,
Communication and Tourism



Melvin Bouva
Minister of Foreign Affairs,
International Business and Cooperation



Stephen Tsang
Minister of Public Works
and Spatial Planning



Andrew Baaron
Minister of Economic Affairs,
Entrepreneurship and
Technological Innovation

South America's best kept secret, but not for long

Suriname's entire population is smaller than Miami's. Nevertheless, oil is expected to flow from 2028 and is likely to catapult this country into newfound wealth

Suriname is about to be transformed. Long defined by its extractive industries, the country is now attempting a careful transition, leveraging anticipated offshore oil revenues to lay the groundwork for a diversified, resilient and sustainable economy.

The challenge is both urgent and structural. Much of the country's drainage and roads date back to the mid-20th century and are increasingly unable to cope with urban growth. Sea defenses and resilient urban planning are not optional — they are existential.

Years of deferred maintenance have left roads and bridges in poor condition, but the expected inflow of oil revenues around 2028 is already catalyzing new thinking. "Although Suriname is one of the world's few carbon-negative countries, most of our population lives in coastal areas that are vulnerable to rising sea levels. Strengthening

coastal defence and rehabilitating roads and drainage infrastructure are therefore essential," Stephen Tsang notes. Public-private partnerships are being explored to pre-finance critical infrastructure, from rehabilitating the East-West corridor to building new bridges and even a deep-sea port to support offshore energy operations.

At the same time, foreign policy is becoming an important lever for economic transformation. As international interest grows alongside the country's oil discoveries, Suriname is positioning itself as an open and reliable partner for trade, investment and cooperation. Strengthening its diplomatic network and economic diplomacy is central to this effort, ensuring that global engagement translates into tangible outcomes such as investment flows. Active participation in regional and multilateral organizations like the Caribbean

Community (CARICOM), the UN and the Organization of American States gives the country a diplomatic reach that extends beyond its size. Upcoming leadership roles within CARICOM offer further opportunity to shape regional integration and connectivity.

Local content or no content

Economic policy is evolving in parallel. Under Andrew Baaron, the government is explicitly focused on diversification. With projections of multi-billion-dollar oil revenues over the coming decades, the strategy is clear: build human capital and productive capacity now to avoid overdependence later. As Melvin Bouva underscores, "Suriname's export base remains highly concentrated in gold, which brings strong revenues but limits broader value creation. This is why economic diversification is a national priority. The government is developing a post-2026 development roadmap focused on reinvesting gold and future oil revenues into new growth sectors."

Technology is key to that ambition. "We are designing a national strategy for digital technology and

AI, learning from global leaders and regional partners like Brazil, Chile and Colombia," Baaron says. At the same time, policymakers are seeking to position Suriname as a regional hub, strengthening trade links within CARICOM and neighbors, while leveraging its unique geographic position as a bridge between South America and the Caribbean.

Connectivity, both physical and digital, is equally critical. For Raymond Landveld, the integration of transport networks, ICT infrastructure and tourism development reflects a broader vision of economic transformation. Investments in fiber-optic connectivity, port expansion and airport modernization aim to reduce isolation and improve competitiveness, while reforms in public transport — including potential digital ticketing systems — seek to increase efficiency and inclusion. "Investing in infrastructure is essential to unlock growth in agriculture, tourism and business. This means strengthening logistics, roads and energy systems, while also expanding renewable energy, which can stimulate other sectors of the

Prisma Reports wishes to thank its esteemed partners for their contribution to this project:





Integra Marine offers many logistical services including customs and storage



Suriname is building more roads to make its vast interior more accessible

economy. Infrastructure is the foundation for sustainable development.”

Tourism, however, may represent Suriname’s most underappreciated opportunity. With roughly 90% of its territory covered in pristine rainforest, the country offers something rare: a high-value, low-impact model centered on nature, culture and authenticity. This is explained by the minister: “Suriname is off the beaten path — an opportunity for investors willing to develop sustainable, high-value tourism. Improving transport, both inland and internationally, is key to making this vision possible.”

There is a cautious optimism in this part of the world. If managed effectively, oil revenues could finance the very diversification Suriname seeks — transforming infrastructure, enabling technological leapfrogging and unlocking a tourism sector that remains largely untapped.

No Dutch disease here

As Suriname prepares for growth, the effectiveness of its logistics and aviation platforms will play a decisive role in translating ambition into execution. Companies operating on the ground — at ports, airports and supply chains — will determine how well people, goods and capital move.

For Integra Marine & Freight Services (IMFS), the evolution of Suriname’s logistics sector mirrors the country’s broader economic trajectory. As Remy Vyzelman explains: “In 2017-2018, we made a decision to integrate and create an end-to-end perspective, which

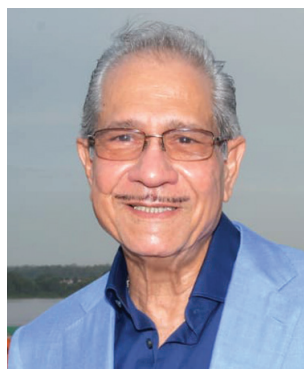


Vijay Chotkan
CEO, Airport Management Ltd.

was ideal for clients, reflecting a growing demand for seamless, single-provider solutions in a complex operating environment.”

As offshore exploration accelerates and large-scale industrial projects take shape, the ability to manage complex, time-sensitive cargoes is vital. IMFS has already demonstrated this capability through projects ranging from the chartering and transport of heavy industrial equipment to Suriname, to the full logistical coordination of offshore seismic surveys involving multiple vessels, crews and supply chains, thereby demonstrating technical and nautical expertise and coordination with international partners.

More broadly, integrated logistics providers are becoming platform businesses for the wider economy, helping to build the connective tissue of a more diversified economic model. As Vyzelman emphasizes: “Everyone has a shared responsibility, no one player can do this alone.” That collaborative



Remy Vyzelman
Chairman Supervisory Board
Integra Marine & Freight Services

approach — spanning private operators, port authorities, customs and regulators — will be essential to sustaining growth as volumes increase and new sectors emerge.

A similar dynamic is visible in aviation. Airport Management Ltd. is tasked not only with handling current demand, but with anticipating a sharp increase in passenger and cargo flows linked to oil and gas, tourism and business travel. The company is prioritizing digital transformation as a first step toward improving efficiency and passenger experience.

“The airport is transitioning out of a congested operational phase. Rather than investing heavily in aging infrastructure, our strategy prioritizes digitalization to improve operational efficiency and significantly enhance the passenger experience,” explains CEO Vijay Chotkan. The introduction of integrated digital systems — connecting airlines, immigration and ground handlers — is expected to reduce queuing times, stream-

line processes and create a more seamless travel experience.

At the same time, physical expansion remains unavoidable. Passenger volumes are projected to exceed one million shortly after 2030, driven by both tourism and energy-sector activity. Plans for a new terminal, with a capacity of up to 1.5 million passengers, are therefore advancing in parallel with digital upgrades.

Cargo is another area of significant potential. Current export flows — including seafood shipments to the U.S. — already demonstrate strong demand, but structural gaps in the supply chain limit the country’s ability to fully capitalize on this.

Critically, aviation development is being approached as part of a wider ecosystem. Improvements in road connectivity between Paramaribo and the airport and potential public-private partnerships for airport-related infrastructure such as hotels and coordination with government ministries point to an integrated planning framework. As Chotkan notes: “Air connectivity serves as the foundation for broader development. Without it, sectors such as tourism, business, and infrastructure cannot grow.”

There is a central theme here: whether through more efficient ports or smarter airports, Suriname is steadily building the platforms required to convert future oil revenues into sustained, broad-based growth. Its time has well and truly arrived.

