

# INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

**Report No.:** ISDSC1097

**Date ISDS Prepared/Updated:** 19-Jan-2015

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## I. BASIC INFORMATION

### A. Basic Project Data

<b>Country:</b>	Mali	<b>Project ID:</b>	P151909
<b>Project Name:</b>	Mali - Economic & Environmental Rehabilitation of the Niger River (P151909)		
<b>Task Team Leader(s):</b>	Hocine Chalal		
<b>Estimated Appraisal Date:</b>	15-Jul-2015	<b>Estimated Board Date:</b>	16-Nov-2015
<b>Managing Unit:</b>	GENDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Ports, waterways and shipping (45%), Flood protection (30%), General agriculture, fishing and forestry sector (25%)		
<b>Theme(s):</b>	Natural disaster management (20%), Trade facilitation and market access (35%), Other environment and natural resources management (25%), Environmental policies and institutions (20%)		
<b>Financing (In USD Million)</b>			
Total Project Cost:	55.00	Total Bank Financing:	50.00
Financing Gap:	0.00		
<b>Financing Source</b>		<b>Amount</b>	
BORROWER/RECIPIENT		5.00	
International Development Association (IDA)		50.00	
Total		55.00	
<b>Environmental Category:</b>	A - Full Assessment		
<b>Is this a Repeater project?</b>	No		

### B. Project Objectives

21. The main objective of this operation is to improve economic and environmental services of the Niger River in Mali to the benefit of the population and ecosystems in the Inland River Delta. This objective will be achieved through reducing key constraints to Inland Water Transportation

(IWT), implementing measures aimed at decreasing sedimentation and bank erosion in critical spots and creating opportunities for improved livelihood of the local population.

### **C. Project Description**

23. Description: The project activities will contribute to establishing a holistic and long-term vision for the socio-economic development of the Niger Inner Delta and establishing the parameters and conditions that will ensure sustainability and resilience for its population. More specifically, the project will aim at i) improving mobility and reliability of IWT particularly in the Niger Inner Delta; and (ii) will contribute to the restoration of biophysical environment in the Niger Inner Delta. To that effect the project will be articulated around two main components:

- Transport component :
  - o Enactment and implementation of the new Niger river navigation code as well as other institutional and regulatory measures;
  - o Dredging and cleaning at critical points of navigation channels;
  - o Demarcation of the navigable channels;
  - o Rehabilitation/reconstruction of river ports infrastructures.
  
- Ecosystem preservation and livelihood improvement component :
  - o Institutional and regulatory measures;
  - o Protection and stabilization of river banks in sensitive areas;
  - o Promotion of livelihood improvement approaches;
  - o Restoration of gullies in immediate watersheds; and
  - o Treatment of invasive species.

24. A third component will relate essentially to project management, capacity building and monitoring and evaluation.

### **D. Project location and salient physical characteristics relevant to the safeguard analysis (if known)**

The Inner Delta, located roughly between the Markala dam (near Segou) and Timbuktu, provides numerous ecological and economic benefits. It forms a 20,000 to 30,000 km<sup>2</sup> flood plain where many agricultural practices depend heavily upon the amount of water that reaches the area, namely rice, cattle herding and fishing. A significant amount (depending on the author this amount can be as high as two-thirds or as low as one-third) of the water is lost by evaporation and infiltration when passing through the Inner Delta. The Inner Delta is an intricate web of channels that provide as many ways to transport people as well as access to markets for the goods produced locally, thus contributing to the economic well-being of a local population of about 1.5 million (according to the 2009 census and compared to 1 million in 1976). The tourism potential of this area is very important but it has been stunted by the civil strife of the past few years.

In terms of its ecological value, the Inner Delta is a unique ecosystem. It has been a RAMSAR site since 2004 hosting a large population of one hundred and twelve species of migratory and non-migratory birds as well as endangered mammals such as hippopotamus and manatee. The great variability in rainfall and runoff creates an extensive range of water flow. In the 1970s and 19780s the region suffered from an extremely severe dry period but a significant rebound in the rainfall patterns happened by the mid-1990s, although without reverting fully to the earlier levels. The models used by the Intergovernmental Panel on Climate Change (IPCC) provide inconsistent insight and do not yield a clear view of future trends although only the most optimistic models predict increased rainfall. Among the various threats the most severe and immediate, however, might be

those posed by the anthropic ones, mainly due to pressures from demography and infrastructures (dams and irrigation). The importance of the Inner Delta cannot be overstated considering for example its importance as a grazing area for forty percent of the livestock from the northern parts of the country as well as from neighboring countries during the dry season, according to Wetlands International.

With carefully targeted investments in dredging and river ports, and an improved institutional framework, IWT could become the dominant transport mode for the Inner Delta. That is because it provides cost-effective mobility to people and goods during the high water season when road transportation is virtually impossible. More specifically, for up to six months out of the year, IWT is the only transport mode to access most villages in the Inner Delta.

### **E. Borrowers Institutional Capacity for Safeguard Policies**

The implementing agency, the Niger River Basin Agency has been established in 2002. It has however been relatively ineffective due to lack of resources and unclear mandate. The new management of the Agency has a plan to clarify the mandate and boost its resources. The project will support capacity strengthening of the agency so that it can act more effectively and decisively. The agency has currently thirty six staff in its Bamako office and two regional antennas and its running annual budget is about 190 million FCFA (about US\$400,000) and the investment budget it commands is about 1,600 million FCFA (about US\$3.3 million). The Agency has initiated the formulation of the Presidential Program for the protection/rehabilitation of the Niger River. This program will be endorsed by the Minister of Water, Environment and Sanitation before being submitted to the Council of Ministers for approval by the end of February 2015. This will provide an opportunity for the Bank team to help consolidating this program. As a result of this project the Agency should be able to claim more appropriate resources and obtain a clarification of its mandate. In any case the agency management has started establishing a strong technical and fiduciary counterpart team in order to start readily the preparation of the project in an effective manner. The capacity of this team will be assessed and reinforced as needed.

The Niger River Basin Agency which will pass implementing agreements with national or local entities, as needed. The identification of these entities will be carried out during preparation of this project.

In addition, as mentioned above, it is anticipated that a PPA request will be submitted soon in order to be able to increase the resources for financing the preparation activities of the project and allow timely implementation of preparation activities described above.

### **F. Environmental and Social Safeguards Specialists on the Team**

Lucienne M. M'Baipor (GSURR)

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## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/BP 4.01	Yes	The expected investments in works and infrastructure will be defined during project preparation particularly in terms of scope and location. These investments are likely to have significant impacts on

		the Inner Delta ecosystem, particularly the envisaged dredging activities. The Environmental and Social Impact Assessment (ESIA) will be prepared in parallel with the technical assessment and during project preparation to ensure that both contribute to the best outcome.
Natural Habitats OP/BP 4.04	Yes	The Inner Delta region is home to a huge number of water fowls and has a population of endangered mammal species such as the hippopotamus and the manatee. The ESIA will address the impact of the project on natural habitats and biodiversity in the project area and propose mitigation measures for any potential negative impacts.
Forests OP/BP 4.36	No	There are no forests in the project areas that will be directly affected.
Pest Management OP 4.09	No	The project will not finance procurement of pesticides nor promote their use.
Physical Cultural Resources OP/BP 4.11	TBD	There may be Physical Cultural Resources in the project area; this will be determined closer to appraisal.
Indigenous Peoples OP/BP 4.10	No	There are no Indigenous Peoples in the project area.
Involuntary Resettlement OP/BP 4.12	TBD	It is unlikely that the project activities will cause physical or economic resettlement of people, however this will be ascertained during project preparation.
Safety of Dams OP/BP 4.37	TBD	Dams exist upstream and downstream of the project area. Although the operations and potentially the failure of these dams can have an impact on the project area, the applicability of this policy will be further investigated.
Projects on International Waterways OP/BP 7.50	TBD	The project will not affect water use, neither in quantity nor in quality, so guidance will be sought from LEGEN on the triggering of the policy and on the notification requirements.
Projects in Disputed Areas OP/BP 7.60	No	The project is not being implemented in a disputed area.

### III. SAFEGUARD PREPARATION PLAN

**A. Tentative target date for preparing the PAD Stage ISDS:** 13-Jul-2015

**B. Time frame for launching and completing the safeguard-related studies that may be needed.**  
**The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS:**

January 15, 2015 to July 15, 2015

### IV. APPROVALS

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

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<b><i>Approved By:</i></b>		
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Practice Manager/ Manager:	Name: Benoit Bosquet (PMGR)	Date: 19-Jan-2015